



Brisbane Central Business District Bicycle User Group

CBD BUG

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Dear Sir or Madam

Submission on the draft Kurilpa Master Plan

The following is the submission of the Brisbane Central Business District Bicycle User Group (CBD BUG) on the draft Kurilpa Master Plan.

As a matter of principle the CBD BUG's submission is limited to commenting on matters directly affecting people riding bicycles, and particularly focuses on issues impacting on commuter/utility cyclists.

Importance of the draft Kurilpa Master Plan precinct to people riding bikes

The CBD BUG has noted the multiple references the draft Kurilpa Master Plan makes to cycle paths. This is encouraging as Riverside Drive is currently a major commuter cycling route for people riding bikes between Brisbane's southern suburbs and the CBD.

Cyclists currently enjoy a high amenity while riding along Riverside Drive because it is:

- safe – because it is relatively motorist-free
- pleasurable – due to being located immediately beside the river, and
- flat – meaning that people of even a low fitness level can ride here with little effort.

With this high amenity level and the area's close proximity to the CBD it should not be surprising that on the basis of data from the Australian Bureau of Statistics 2011 Census, with between 10 to 13 percent of trips to the CBD made by bike West End stands alone as the Brisbane suburb with the highest level of commuter cycling. Adjoining Highgate Hill is one of only two Brisbane suburbs that have the next highest level (between 8 to 10 percent) of these types of trips being made by bike.

For many of these trips Riverside Drive is the flattest and safest way to the CBD via the Go-Between Bridge, Kurilpa Bridge or Goodwill Bridge. In comparison, the more direct routes along Montague Road, Hardgrave Road and Boundary Street do not segregate cyclists from the large volumes of fast moving motor vehicles.

Apart from the significant volume of commuter cyclists that use Riverside Drive this thoroughfare is also part of the Brisbane River Loop, probably Brisbane's most popular recreational/training cycling route. The River Loop's popularity means individual riders, pairs of cyclists and large bunches of bicycle riders all travel along this thoroughfare.

On this basis it essential the space currently occupied by Riverside Drive is converted into a cycling super-highway. This should be built to at least the same standard as that applied to the Bicentennial Bikeway directly on the other side of the Brisbane River. It must be able to safely accommodate the large and increasing volume of cyclists of all capability levels who will ride through this precinct. It is also critical for there to be a clear separation between the space for cyclists and that for pedestrians. What must absolutely be avoided is the provision of infrastructure where cyclists and pedestrians are required to share the same space, such as that along the river front of Southbank and the Goodwill Bridge. These shared spaces have largely been a recipe for conflicts and crashes.

Cross-section No 2 on page 33 of the draft Kurilpa Master Plan shows a two shared paths are planned. It is suggested that one of these should serve as a pathway that separates cyclists and pedestrians. This separated path can then be used by faster moving cyclists, while the secondary, shared path will be more attractive to slow riding cyclists who could share this safely with pedestrians.

The draft Kurilpa Master Plan indicates bike lanes are also planned along Montague Road. This new infrastructure would be welcome - but unless these lanes are physically segregated from motor vehicles this on-road cycling infrastructure will in no way substitute for quality off-road facilities. Typically it is only cyclists who are experienced and confident that are prepared to ride on-road and share the same space with motorists. People who are considering taking up cycling generally want off-road pathways.

The street hierarchy shown on page 33 of the draft Kurilpa Master Plan needs to reposition the cyclists on the other side of the cars - reading from the property line it should show footpath, bike lane, planting/parking, travel lane. On Montague Rd the bike lane needs to be segregated as traffic volumes will increase significantly.

In relation to the map on page 32 of the draft Kurilpa Master Plan - there appears to be no direct connection between the Riverwalk & cross-river pedestrian and cycle network and the Go Between Bridge. While on the topic of the Go Between Bridge - the dangerously narrow connection onto the Go Between Bridge needs to be widened to allow cyclists travelling east off the Go Between Bridge coming downhill a clear line of site around the corner on Bouquet St. Also, on Montague Rd at the intersection with Bouquet St there is a street light post that in being almost in the middle of the footpath is a clear hazard to cyclists (recognised by the hazard stripe stickers and white paint). This street light post should be moved/removed.

Car parking

The draft Kurilpa Master Plan should not require property developers to provide free off-street car parking. Mandating minimum free off-street parking as a development requirement is inappropriate as this site is in inner city suburbs where development should be focused on minimising car utilisation and storage.

Developers should instead be allowed to make commercial decisions on the amount of off-street parking they will provide. The availability of free car parking provides yet another inducement for people to drive instead of using active and public transport.

The West End / South Brisbane environment already experiences daily traffic congestion. Adding hundreds of additional private vehicles to this area will only exacerbate this situation. Furthermore, a significant factor in the decision of people of wanting to take up central city living is to obviate the need to own/drive cars. People in the "Millennial" age group are particularly attracted to this lifestyle.

Apart from the negative motor vehicle traffic impacts on the community from this approach, it also works against Council's agenda of enabling affordable housing through the new City Plan. This occurs because the BCC mandated space set aside for free public car parking (bedrooms for cars) reduces the space available to developers to deliver habitable space for people. In order to maintain their profit margin developers must then increase the prices of the residences they build.

Public transport services

While acknowledging the draft plan's references to the possible provision of a new river-based transport stop and high-frequency bus connections via includes the popular CityGlider and BUZ services the CBD BUG is not convinced there has been sufficient consideration to the precinct's public transport connections. With the large numbers of residents and visitors potentially to and from this area it is doubtful that the Cultural Centre Bus Station and South Brisbane Railway Station will have sufficient capacity. The CBD BUG suggests that these public transport nodes will require upgrading to cope with the potential additional passenger movements arising from the fulfilment of the draft Kurilpa Master Plan and the associated additional people movements to and from this precinct. These upgrades would also need to include provision for people riding bikes to/from these stations.

Cyclist route detours during construction

It is highly likely that current Riverside Drive route will need to be closed temporarily during construction. Council will need to consult with CBD BUG and other relevant cycling advocacy groups at an early stage on this project and to plan all aspects carefully.

Previous instances of careless planning have resulted in needless risk and inconvenience for cyclists. With appropriate consultation and design, high quality detours can be provided.

End-of-trip facilities

End-of-trip (EoT) facilities are a requirement of most cycling trips, and are known to be a major determinant of people choosing to cycle in preference to driving or using public transport. EoT facilities include fully secure bicycle parking; showers and changing areas; mirrors; washbasins; lockers and/or equivalent storage facilities. Best practice EOT facilities also include iron and ironing board, clothes and towel drying areas or vented lockers; pump and minor bicycle repair facilities/equipment; air-conditioning and notice board. Guidelines on such facilities are readily available. Such facilities are essential to enable people to ride to employment sites within this precinct.

Apart from the provision of the above EoT facilities for "long stay" cyclists, there is also a need to provide appropriate facilities for "short stay" cyclists, such as those looking to patronise the eateries, cafes, retail and entertainment outlets likely to be included as part of this precinct. The primary EoT facilities required by these cyclists are sheltered bike racks, placed in close proximity to the intended destination. In order to make these racks less prone to theft and more attractive to cyclists it is essential they are placed close to the likely destinations and in positions highly visible to passers-by to enable passive surveillance.

Each building should have bike racks installed within ten metres of their entrances, to cater for bicycle couriers and other casual visitors arriving by bicycle.

On a final note, secure bike parking also needs to be installed at the precinct's transport nodes.

CBD BUG background information

The Brisbane CBD BUG was established in early 2005 to:

- monitor and identify CBD cycling facilities (and deficiencies);
- act as a resource for CBD commuter cyclists;
- lobby for improvements; and
- act as a network of cycle commuters and other cycle users in the CBD.

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 city centre. The 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.

CBD BUG members meet monthly to exchange information and ideas, discuss issues of relevance and develop consensus on actions that can benefit the interests of cyclists. The CBD BUG advocates directly in response to issues raised by both members and cyclists generally.

The Brisbane CBD BUG is one of, if not the most active cyclist advocacy group in Queensland and a member of QBUG, Queensland's statewide BUG network.

The CBD BUG is wholly focused on advocating on behalf of cyclists. Its advocacy activities include letter writing, making submissions to council and governments, issuing media statements, meeting with politicians and bureaucrats as issues and opportunities arise, connecting with the broader cycling community via its multiple social media and digital channels, and holding monthly general meetings with members.

On behalf of CBD BUG members I thank you for the opportunity to comment on this plan.

Yours faithfully



Paul French
Co-Convenor
Brisbane CBD BUG
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