



---

## Brisbane Central Business District Bicycle User Group

### CBD BUG

GPO Box 2104, Brisbane 4001

[convenors@cbdbug.org.au](mailto:convenors@cbdbug.org.au)

[www.cbdbug.org.au](http://www.cbdbug.org.au)

---

Newstead North Neighbourhood Plan  
City Planning & Economic Development  
Brisbane City Council  
GPO Box 1434  
BRISBANE QLD 4001  
Via email to: [newsteadnorth@brisbane.qld.gov.au](mailto:newsteadnorth@brisbane.qld.gov.au)

Dear Project Team

Thank you for the opportunity to comment on the June 2016 *Newstead North Draft Renewal Strategy*.

The Brisbane Central Business District Bicycle User Group (CBD BUG) is a grass roots volunteer organisation of more than 800 members, representing the interests of the large number of residents who ride bicycles to, from and within the city of Brisbane. The Brisbane 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. As such we restrict our comments to the transport elements of the plan.

As noted in the community survey, the Planning Team meetings and the draft strategy, traffic, transport and connectivity are key themes for the area. This precinct is approximately 3.5 km from the CBD. However, the safest route to cycle to the CBD, one that would present little concern to the parent of an early high school student, is more than three times this distance - a journey of just over 11 km. ([http://cyclingbrisbane.com.au/plan-your-ride/route-planner?utm\\_source=cbhome&utm\\_medium=promo&utm\\_term=-&utm\\_content=text-version&utm\\_campaign=promo\\_cbhome\\_route-planner](http://cyclingbrisbane.com.au/plan-your-ride/route-planner?utm_source=cbhome&utm_medium=promo&utm_term=-&utm_content=text-version&utm_campaign=promo_cbhome_route-planner)). Shorter alternative routes will involve cycling on major roads with no safe separated facilities for bike riders.

Council is currently in the process of significantly increasing the road traffic capacity of Kingsford Smith Drive as well as providing a very high quality separated bikeway for a substantial part of this roadway. However, once a person riding a bicycle towards the city reaches Breakfast Creek, it is a long and circuitous ride to safely reach the CBD.

The *Brisbane Active Transport Strategy 2012 – 2026* aims to have cycling account for 5% of all transport journeys by 2026.<sup>1</sup> To achieve even this low target, suburbs within 5 km of the CBD will need to play a disproportionate role due to the much higher concentration of job opportunities. As at the 2011 Census slightly over 3% of residents of Newstead/Bowen Hills cycled to work. This compares poorly with other suburbs close to the CBD such as Highgate Hill (7.2%), Auchenflower (4.6%), Woolloongabba (4.1%) and Annerley (3.7%). Direct, safe, attractive, separated cycling infrastructure is required from the precinct to the major employment centres of the Valley and the CBD.

---

<sup>1</sup> The CBD BUG has previously noted that the interim 2016 goal of 2.5% has not been reached. <http://www.cbdbug.org.au/wp-content/uploads/1970/01/0/CBD-BUG-letter-BCC-LM-BCC-Annual-report-2014-2015-20151028.pdf>

Despite the need to increase cycling levels between this precinct and the CBD the draft strategy is silent on this - other than advocating for a shared pedestrian and cycle path along the waterfront. This might be acceptable for recreational users; but for people with a destination in mind, as discussed earlier, this connection provides a safe journey to the CBD three times further than that taken by motor vehicle.

As such the CBD BUG (as part of [Space for Cycling Brisbane](#) coalition) holds that the primary corridor should be Breakfast Creek Road. The secondary corridor should be Newstead Terrace and local corridor should be along the river (see Figure 1). While we understand the selection of corridors was from the City Plan (see Figure 2) we do not agree. It is quite clear the limitations of the existing riverside path are not understood, as it is shown that only "investigations" of upgrading the riverside paths are mentioned in the draft strategy (see Figure 3). The CBD BUG is firmly of the view that both Breakfast Creek Road and Newstead Terrace require upgrading with safe, separated and protected bike lanes.

The secondary cycle route via Newstead Terrace needs to ensure people riding bicycles are not put at risk from having to ride in the door zone. Along here road space should be reallocated to provide protected space as per TMR Technical Note *TN 128 Selection and Design of Cycle Tracks*. The current kerb to kerb roadway width is approximately 14 metres. This is sufficient for a protected bi-directional bike lane (see Figure 4 as an example). The parking and travel lanes are in accordance with BCC's minor road standard drawing. The protected bike lanes are in accordance with TMR Technical Note *TN 128*.

Breakfast Creek Road forms a major barrier to safe and convenient east/west movement across the precinct. Edmondstone Road and Folkestone Street are noted as primary wayfinding pedestrian streets on the western side – a safe and convenient connection from them to Maud Street on the eastern side needs to be found. All these streets need to be changed in form such that the road environment is "self-explanatory" and these streets are obviously treated as "primary wayfinding pedestrian streets" by those driving cars on them.

Yours sincerely

Paul French  
Co-convenor  
Brisbane CBD BUG  
26 July 2016

CC Lord Mayor Graham Quirk  
Public and Active Transport Committee members  
Councillor Adrian Schinner  
Councillor Andrew Wines  
Councillor Ian McKenzie  
Councillor Kate Richards  
Councillor Jared Cassidy  
Councillor Peter Cumming

Figure 1

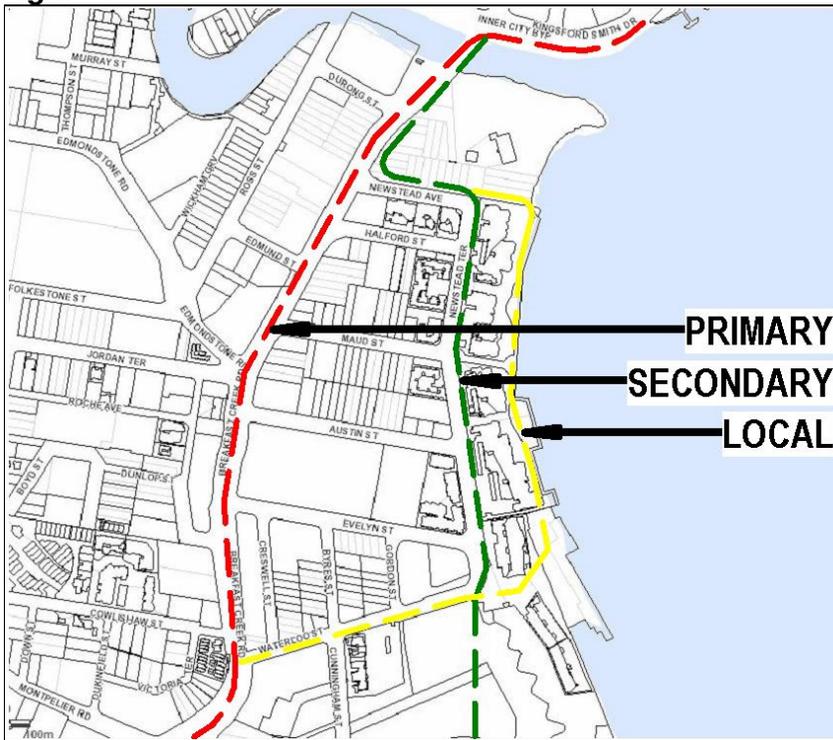


Figure 2



**Figure 3**

<p><b>D2.2 Investigate opportunities to enhance cycle connections to the broader cycle network</b></p> <p>Investigate improving cycle connections to Newstead Terrace and the waterfront. Improvements to the network should provide improved amenity for cyclists and allow for ease of movement to the broader cycle network.</p>	<p><b>D2.3 Improve connections along the waterfront</b></p> <p>Investigate improving pedestrian and cycle connections from Riverwalk through to Ross Street Park, including;</p> <ul style="list-style-type: none"><li>• wider path through Newstead Park</li><li>• improved connection under Breakfast Creek Bridge</li><li>• enhance the connection between Breakfast Creek Wharf and Ross Street Park.</li></ul>
---	---

**Figure 4**

