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## Brisbane Central Business District Bicycle User Group

### CBD BUG

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City West Renewal Strategy  
Urban Renewal Brisbane  
Brisbane City Council  
GPO Box 1434  
BRISBANE QLD 4001  
Via email: [city.west@brisbane.qld.gov.au](mailto:city.west@brisbane.qld.gov.au)

Dear Sir or Madam

This submission provides the views of the Brisbane Central Business District Bicycle User Group (CBD BUG) on Brisbane City Council's Draft City West Renewal Strategy.

The CBD BUG is a grass roots volunteer organisation of almost 800 members, representing the interests of the large number of people riding bicycles to, from and within the Brisbane city centre. It is active in seeking policy decisions at all levels of government supporting people who want to cycle, and in particular relating to improved infrastructure, end-of-trip facilities, integration of cycling needs with other transport modes and a regulatory environment friendly towards people riding bikes.

Context:

We note that Caxton Street and Petrie Terrace are listed on the SEQ Principal Cycle Network Plan as Existing Principal Cycle Routes. Caxton Street is the main cycle gateway to the CBD for inner western suburbs out as far as Bardon. It also provides a relatively safer alternative route to the CBD via Latrobe Terrace, Given Terrace and Coopers Camp Road to Ashgrove and The Gap. Petrie Terrace provides north/south connections. Kelvin Grove Road and Musgrave Road are both listed as Future Principal Cycle Routes

It is vital that these routes provide for safe, convenient and connected cyclist access. Given the existing and projected traffic volumes, best practice (as exemplified in Department of Transport and Main Roads Technical Note TN128 "Selection and Design of Cycle Tracks") is that these cycle routes be fully separated for motor vehicle traffic. To attract people to give up their current transport mode and decide to ride a bicycle, full separation from heavy traffic, especially on principal corridors, is required. Brisbane City Council will not achieve its stated goal of doubling the proportion of people cycling by 2026 otherwise, as new cyclists will not be attracted.

With this in mind, the following section addresses issues raised in the draft strategy in the order in which they appear.

It is disappointing to note the proximity map (page 8) shows only walk times from the precinct to other city locations. All the locations posted are within a very easy, though currently hazardous, 15 minute bicycle ride of the precinct.

You note that the area is significantly more orientated towards active travel with 13% of dwellings not having a car, and 3% of residents cycling to work. This is slightly above the average across the entire city for vehicle ownership (9.5%), but more than twice the average for those cycling to work (1.3%). Given the close proximity of the precinct to the CBD and other major employment nodes, a mode share to cycling that is close to that currently achieved in parts of West End (13%) is considered a very realistic 2026 target. This means facilities should be provided to encourage the cycling mode share to triple.

It is stated in the context of Transport and access (page 10) that: "Cycle and pedestrian linkages through Roma Street Parkland to Brisbane CBD and along the river via the Bicentennial Bikeway are within several hundred metres of City West." For the new cyclist Council needs to attract, that is several hundred terrifying metres of high volume traffic with large numbers of heavy freight vehicles and buses to deal with as part of the mix. As well, the current connection to the Bicentennial Bikeway from the Cribb St shared path under the rail bridge up to Suncorp Stadium is far too narrow to be safe or comfortable.

For new people to choose the bicycle as transport, these two major cycle connections need to be easily and safely accessible by bicycle. Not only must they be safely accessible objectively, but new cyclists need to perceive the connections as safe for them to use. Parents of students attending nearby schools need to feel confident their children will not come to harm if they allow them to cycle to school. As an aside, the CBD BUG understands there is very low take-up for student cycling to Brisbane Boys Grammar School and it is not encouraged.

This has been omitted this as one of the key challenges presented by the intersecting transport corridors identified on page 14. The Opportunities on page 15 also fail to identify the need for safe comfortable streets to cycle on.

We strongly concur with big idea 3 on page 17: the need to decrease traffic speeds and improve traffic calming, but note that this will need to be not just on local streets, but on the major corridors through the precinct.

Improved cycling links will help meet the "connected", "engaged" and "healthy" strategy goals. Given the current state of the cycling network and the political deference to people who wish to drive and park their motor vehicle as close as possible to their destination, it will require leadership that prioritises active travel over other modes to meet these goals. Significantly improved cycling links will be required for the goal of having an area that is "An iconic and accessible destination, within a larger integrated network of neighbourhoods and places that together make Brisbane a world-class place to live and visit."

We strongly support the strategy's contention that "An important opportunity exists to improve the Petrie Terrace pedestrian and cycle experience." However, while the "Brisbane Bicycle Infrastructure Plan" is referenced in this regard at page 25, it is noted that this plan it is still yet to be publicly released despite the promise of its completion in the Brisbane Active Transport Strategy that was released in 2012.

CBD BUG fully supports the indicative plans for "A balanced street" on page 25. We note with skepticism borne of many unfulfilled mode share targets dating back as far as 1992, that it is a plan to "investigate" only.

We support safer connections – however, in terms of cycling, words need to be backed by "on the ground" infrastructure. The "cycle connections along Petrie Terrace will provide an important link" for anyone other than an existing cyclist, only if they are separated.

Caxton Street – needs to be not only “a pedestrian friendly street”, but a street that is friendly to people riding bicycles. These are two somewhat related environments, however it is entirely possible to create a pedestrian friendly street that will attract no extra bicycle riders.

CBD BUG supports the “Opportunity for future pedestrian bridge to Roma Street Parkland as part of the transformation of Victoria Barracks” but notes that cycling is not specifically included. Again on page 33 ... “A possible future pedestrian bridge connecting Victoria Barracks to Roma Street Parkland would significantly reduce the travel distance required for pedestrians accessing the city”. As it is a “... key goal of the Draft City West Renewal Strategy ... to improve external connections to and through the site for pedestrians and cyclists”, and that the reduction in travel distance applies equally to those riding bicycles as it does to those walking, this exclusion is worrying, and should be remedied by categorically stating the bridge will be open for people riding bicycles.

Neal Macrossan Park and Stadium Plaza – we note that the opportunity to improve access to the stadium by bicycle appears to have been overlooked. Current bicycle parking at the stadium is limited, inconvenient and lacking security. The current attitude to people riding bicycles there is sadly exemplified by the "cyclists dismount" sign on the overpass into Suncorp Stadium and the threatening messages left on parked bikes by stadium security staff because they did not use the inappropriate bicycle parking. CBD BUG members also report that when they cycle to events at this stadium they always receive comments from many other patrons indicating that they too would like to cycle to this venue.

The Normanby renewal site – the comments regarding the need for safe pedestrian access and the importance of the site as a confluence of several major corridors apply doubly for people riding bicycles. Currently, the streets encompassing the Normanby renewal site are terrifying for new cyclists. With both Kelvin Grove Road and Musgrave Road listed as Future Principal Routes in the SEQ Principal Cycle Network this must be acknowledged and adequate separation for cyclists needs to be provided. The artist’s impression at page 38 is clearly uninformed by the latest best practice for providing for cyclists – see the previously mentioned TMR Technical Note TN128. Given the current traffic volumes on Musgrave Road and Kelvin Grove Road these facilities must reflect this by safely separating people riding bikes from motor vehicle traffic.

Parking and Traffic – any consideration of traffic capacity should take into account person capacity, not just vehicle capacity. Cycling demand in any calculations needs to reflect Council’s stated mode share targets and account for the current total lack of safe and convenient connections to the rest of the network. The CBD BUG’s detailed submission to the Brisbane Parking Taskforce covers our concerns with parking and we will happily forward you a copy should you require one.

Access and connectivity intent strategy – we support the “Potential cycle routes” identified, but note the need to include provision for cyclists on the bridge to the Roma Street Parklands, and access to it through the Victoria Barracks.

Thank you for the opportunity to comment on the Draft City West Renewal Strategy.

We look forward to seeing these changes incorporated in the next release of this strategy.

Yours sincerely



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Brisbane CBD BUG  
18 September 2015