



Brisbane Central Business District Bicycle User Group

CBD BUG

GPO Box 2104, Brisbane 4001

convenors@cbdbug.org.au

0402 609 723

www.cbdbug.org.au

Cultural Precinct Master Plan

Arts Queensland

Via email: masterplan@arts.qld.gov.au

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 Culture Precinct 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.

Bicycle Corridor Infrastructure

Aligned with a previous submission the CBD BUG will limit cycling corridor design feedback to four key points. This is due to the schematic stage of consultation at the moment. However the CBD BUG will seek further details as the master plan progresses.

- Segregation – The existing boardwalk in front of the Culture precinct between the Victoria and Kurilpa bridges is a segregated facility with pedestrians against the river and cyclists against the river back side of the boardwalk. The CBD BUG feels this arrangement must be maintained onto any redevelopment to reduce the potential for conflict. This arrangement of segregation provides a level of facility that the CBD BUG would like to see further extended past the Victoria Bridge to area fronting the Cultural Forecourt. It is noted that on page 38 of the Master Plan Document it states that segregation is to be maintained however when looking at the schematic drawings on page 48 there is no indication of how this segregation is to be maintained or even achieved.

- Designed for commuters – The Brisbane River banks are a key active transport corridor for thousands of people. While segregation goes a long way in achieving this aim, paths that with tight bends, pinch points and fixed objects located within 1m of the paths should be avoided in all circumstances.
- Clear Lines of sight- For user safety clear lines of vision are essential to reduce the potential for conflict.
- Reducing cross path conflict - The CBD BUG is interested on how this will be achieved with the staired/terraces that are proposed to the Cultural Forecourt and QAG “Embankment”. Due to the nature of such spaces how the potential for conflict is to be avoided with a bicycle corridor directly in front will be both challenging & intriguing.

Bicycle Parking

The provision of adequate end of trip facilities is also of concern to the CBD BUG for visitors, staff and regular patrons of the Cultural Precinct. It is noted that on page 38 of the document it does state that casual bicycle parking is to be “conveniently provided outside QPAC, GOMA & SLQ”. The CBD BUG sees this as a bare minimum stressing casual parking should be also provided for people visiting the Queensland Museum and Queensland Art Gallery. Casual visitor parking should be located as such that excellent passive surveillance is provided, close to the main entrances and preferably under a roofed structure.

It is disappointing that end of trip facilities are only being “considered” according to page 38. High quality end of trip facilities should be incorporated as part of the redevelopment to maximise the benefits and avoid costly retrofitting at a later stage. High quality end of trip facilities should also be provided in each of the separate facilities that make up the Cultural Precinct for the convenience of staff. Also end of trip facilities should be included for regular patrons of the Cultural Precinct such as scholars, who attend facilities such as the SLQ and QAG.

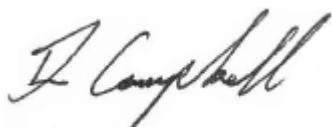
Construction work impacts on cyclists

Previous major Government projects in Brisbane e.g. New Children’s Hospital has resulted in serious disruptions for bicycle riders through bikeway/bike lane closures lasting months and even years.

Active transport modes such as cycling should always be the priority transport mode and on this basis the CBD BUG calls for any redevelopment work that may occur, to avoid severing all existing bikeways. Furthermore, if any bikeways are to be disrupted cyclists must be provided with alternative routes delivering them an equivalent level of safety & amenity.

Finally, the costs of bikeway detours/closures during the works, including the potential reductions in cyclist levels arising from some and/or the permanent realignment of bikeways after the works are completed must be incorporated into the cost calculation for the Cultural Precinct redevelopment

Yours sincerely



Donald Campbell
Co-convenor
CBD BUG
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