



Brisbane Central Business District Bicycle User Group

CBD BUG

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The Honourable Jackie Trad MP
Deputy Premier and Minister for Infrastructure,
Local Government and Planning
PO Box 15009
CITY EAST QLD 4002
Via Email: deputy.premier@ministerial.qld.gov.au

Dear Deputy Premier

Queen's Wharf Brisbane Priority Development Area (PDA)

This letter calls on the Queensland Government to ensure that the processes through which development / construction applications are determined for the \$3 billion Queen's Wharf Brisbane PDA allow considered input from the public, Brisbane City Council and community groups.

As background for you, 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 very large number of people riding bicycles to, from and within the Brisbane city centre. We are highly 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. CBD BUG members meet monthly to exchange information and ideas, discuss issues of relevance and determine the direction of policies to benefit CBD cyclists.

The area covered by the Queen's Wharf Brisbane PDA encompasses the approximate one kilometre of Bicentennial Bikeway that runs beside the Brisbane River between the Victoria Bridge and the Goodwill Bridge. This bikeway is Brisbane's busiest, with more than 5,500 riders and pedestrians each day. Installed many years ago, it does not conform to the contemporary standards and guidelines that have subsequently been developed.

This bikeway provides a safe and relatively direct connection for people riding bikes (and walking) between the New Farm / Teneriffe precinct and Brisbane's western suburbs; and links the Queensland University of Technology with the University of Queensland. With the CBD's near total absence of safe on-road segregated space for bicycle riders the Bicentennial Bikeway is the critical route for people travelling by bike in and around central city area. For cyclists it is the equivalent of the Riverside Expressway that sits immediately above it.

Due to the importance of the Bicentennial Bikeway for people riding bikes, the CDB BUG provided a submission on the draft PDA Scheme. We were pleased this resulted in the strengthening of its requirements in terms of the cycling infrastructure to be incorporated into the design.

Nevertheless, the location and scale of this development will create outcomes for countless bicycle riders lasting for generations. In the media coverage of the QWD PDA there have been broad parallels drawn between the public space along the river's edge within the South Bank Parklands and the space that could emerge directly across the river in the QWD PDA. Cyclists shudder at the prospect of such repetition. The overall inadequate provision for people riding bikes in the South Bank Parklands, and in particular the non-segregation of cyclists and pedestrians along South Bank's river frontage, has led to many conflicts over the years. In turn, this has precipitated punitive responses by the South Bank Corporation towards people riding bikes, who like pedestrians are only victims of woefully bad design of this public infrastructure.

A related issue is the need to provide appropriate detours and/or alternative routes for bicycle riders during what we understand could be a demolition and construction process spanning up to five years. For the aforementioned reasons cyclists cannot simply be expected to bypass the QWD PDA via the South Bank Parklands. Similarly, the cyclist-hostile streets of the Brisbane CBD are principally only used for cycling by the very small minority of the community who are both confident and capable of riding in traffic with motor vehicles.

When existing major cycling infrastructure has previously been removed, such as the destruction of the New Farm Riverwalk by the 2011 Brisbane flood, the levels of people cycling from the suburbs then cut-off have plummeted. This had negative flow-on effects for traffic congestion and public transport crowding: with former bicycle commuters resorting to using public transport and/or driving.

With these factors outlined CBD BUG members call for there to be public notifications of all development / works applications lodged with respect to the QWD PDA, and for there to be opportunities with appropriate timeframes for the public to provide submissions commenting on same. The involvement of the public in the process applied so far for the QWD PDA has shown there is great community interest in this project. The public's involvement has enabled a much wider range of perspectives to be taken into account and has already resulted in optimised outcomes. It is essential that this public involvement is continued to enable the maximum community benefit from this major and critically-located project.

Yours faithfully

Paul French
Co-convenor
Brisbane CBD BUG
12 July 2016

Cc: The Right Honourable, the Lord Mayor of Brisbane, Cr Graham Quirk