



Brisbane Central Business District Bicycle User Group

CBD BUG

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Brisbane City Council
Victoria Park Vision
GPO Box 1434
BRISBANE QLD 4001

Via email to: victoriapark@brisbane.qld.gov.au

Dear Sir or Madam

Creating Victoria Park Vision

This submission provides the views of the Brisbane Central Business District Bicycle User Group (CBD BUG) on the Victoria Park Vision.

1. *Provide connectivity for people traveling by bicycle and people walking*

Converting Victoria Park Golf Course into a world-class parkland provides a fantastic opportunity for removing a local barrier to active transport. Northside residents will particularly benefit from connectivity through the park for healthy and low impact transport modes of cycling, walking and electric mobility.

We advocate for the adoption of best design and safety practices for new green lanes through the park, with physically separated track for pedestrians, cyclists/e-mobility and road vehicles. In particular, the following two new bikeways are required to enable more direct access for cyclists through these parklands:

- north-south aligned pathway to create an improved connection between the Enoggera Creek Bikeway, the QUT Kelvin Grove Campus and the Normanby Fiveways (this link will significantly increase safety of users by reducing the need to travel along Herston Road between parked cars and vehicles travelling at 60 kph), and
- east-west aligned bikeway lying just south of the QUT Kelvin Grove Campus to link Kelvin Grove Road with the abovementioned path and the Inner City Bypass (ICB) land bridge.

Figure 1 at the end of this submission shows the approximate alignment of these paths.

The CBD BUG is aware of the pedestrian bridge that currently crosses the ICB and the Normanby Railyards. The CBD BUG understands that responsibility for this structure is shared, but encourages Council to take responsibility to ensure the bridge is upgraded or replaced it to cater for both pedestrian and bicycle movements. This link is important for maximising the utility of the Victoria Park upgrades and the return on ratepayer's investment. As such in our submission to the Cross River Rail (CRR) Delivery Authority we requested that it be upgraded as part of the CRR works (refer Figures 2 and 3 at the end of this submission).

It should be noted during the 2017 Queensland election the LNP candidate for the seat of McConnell (Jamie Forster) committed to investigating improved walking and cycling links between Kelvin Grove and the CBD. This commitment was apparently based on his conversations with Kelvin Grove residents who indicated they had poor walking and cycling connections to the CBD.

Pedestrian and cyclist priority should also be enabled along Gilchrist Avenue. This can be implemented via removing the on-road parallel parking along Gilchrist Avenue in order to provide safe space for a new cyclist lane.

2. No new/additional car parking

Our very strong view is that in order to maximise the new public open green space arising from this project – no part of Victoria Park should be used to create new/additional car parking.

Additionally, we see the following factors as compelling reasons to not provide additional car parking as part of this project.

The close link between cheap, accessible parking and more driving and traffic congestion has been well established.

The Victoria Park precinct is already very well provisioned for free/cheap car parking in the following ways:

- approximately 200 on-site car parks already exist
- extensive parallel car parking is presently allowed along the immediately surrounding major thoroughfares of Gregory Terrace, Herston Road and Victoria Park Road, along with the car parking spaces along the many nearby side streets
- the immediately adjacent QUT Kelvin Grove campus offers weekend and public holiday parking (pay on exit car parks only) to the general public for only \$5 per entry
- the multi-story carpark located at 325 Herston Road, Herston provides weekend parking for \$12 per day, and
- Brisbane Showgrounds Parking - offers 24/7 access to weekend parking for \$15 per day.

The Victoria Park precinct is also well located to be accessed by bus, as the Herston and QUT Kelvin Grove busway stations are located respectively on the park's northern and western perimeters. Additionally, the 321, 435 bus routes travel along Gregory Terrace, while there is a plethora of bus routes running along Bowen Bridge Road (linking to the Valley).

Park access by train will also be enhanced via the CRR project, which will see the Exhibition Train Station be upgraded to 24/7 operations with improved pedestrian and cyclist access to Bowen Bridge Road.

Finally, there is connectivity to this precinct for people riding bikes via the North Brisbane Bikeway and Enoggera Creek Bikeway.

3. No privatisation of this public space

Increasing population / population density is placing enormous pressure on Brisbane's free public open green spaces. These spaces were short of supply even before Brisbane's rapid population growth. With this background, the Brisbane CBD BUG commends the announcement by the Brisbane Lord Mayor to convert the under-utilised Victoria Park Golf Course into Brisbane's biggest inner-city park.

We note the Council's intention to retain the existing function centre, wedding venue, putt putt course and driving range and have no opposition to these facilities continuing to be used for these current purposes.

However, the rest of Victoria Park must be retained as parklands for the public to access free of charge.

BCC's inordinate pursuit of revenue has already seen other public open spaces in and around the Brisbane CBD e.g. King George Square, Reddacliff Place and even the City Botanic Gardens, being commercialised and taken over for markets and other privately-operated events. There are already ample eateries, markets, venues for hire and other commercial/retail outlets across Brisbane - and hence there is no need to allow further commercial intrusion into Victoria Park.

What Brisbane residents greatly need is green open space for relaxing with family and friends – which is a key element in stress relief. If there is an identified demand for more markets these should be held on roads that are closed to motor vehicles, rather than converting public green open space. Green space should be where people are able to peacefully sit, relax and talk and not be converted yet more retail areas.

Thank you for the opportunity to provide input on the Victoria Park Vision.

Yours faithfully

A handwritten signature in blue ink, appearing to read 'Paul French', is enclosed in a light blue rectangular box.

Paul French
Co-convenor
Brisbane CBD BUG
16 September 2019

Cc: Brisbane North BUG
Space4Cycling Brisbane
Bicycle Queensland

Figure 1: Proposed approximate alignment of new Victoria Park off-road bikeways

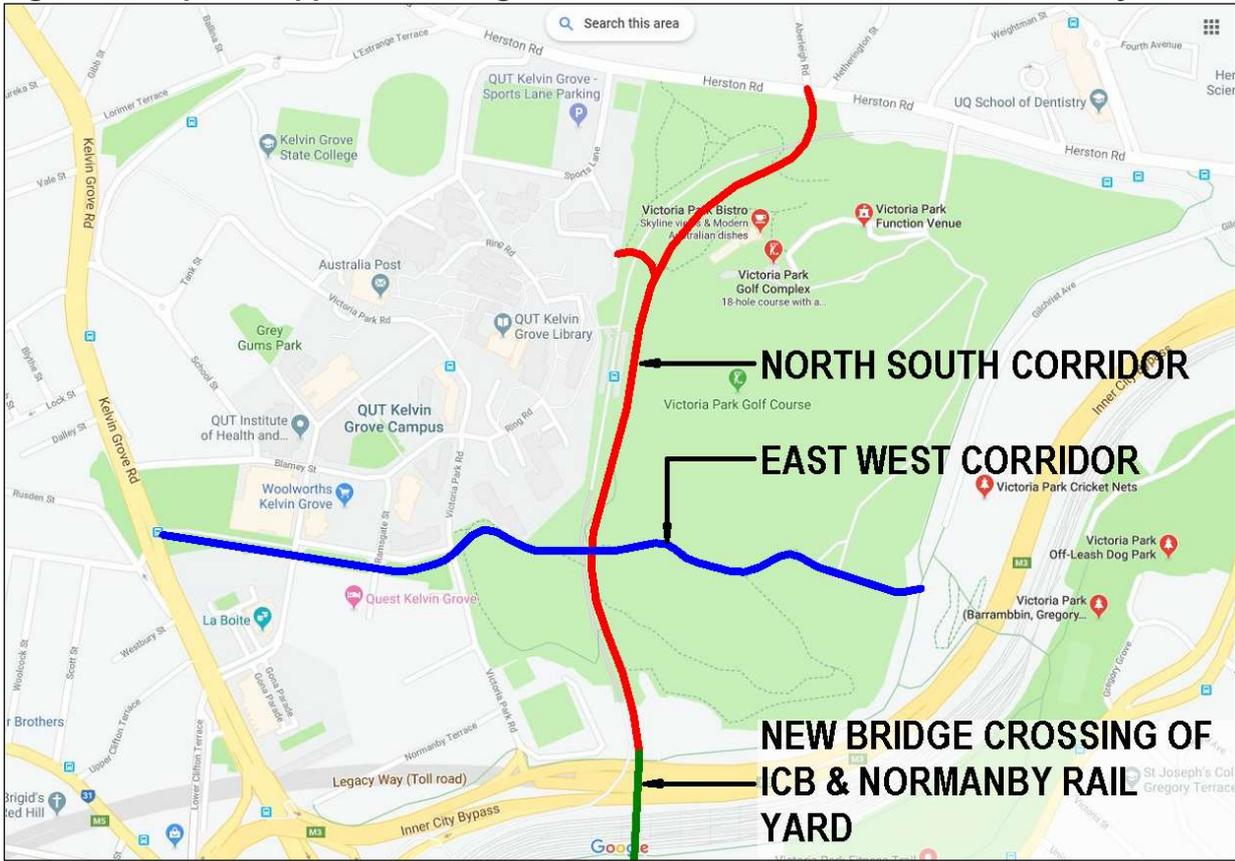


Figure 2: CBD BUG recommendation to Cross River Rail Authority

Normanby Rail Yard

CRR will be undertaking substantial works to the under-used Normanby Rail Yard, which includes the removal of yard trackage. Currently the Normanby Rail Yard and the ICB form a major barrier for active transport users between Kelvin Grove and Spring Hill/CBD.

There has been an overbridge in this location since 1946. However, due to poor connections it is currently under-utilised. With the Brisbane Lord Mayor announcing Victoria Park will cease as a gold course and be reopened to the general public, there is an option for this bridge to provide an improved connection. It is the CBD BUG's recommendation that a new, wider pedestrian/cyclist bridge be constructed in this location as part of the CRR works. Bridge construction occurring during CRR construction will maximise benefit while minimising disruption and therefore cost. Refer Figure 2 on the following page

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Figure 3: CBD BUG recommendation to Cross River Rail Authority – concept map

Figure 2: Proposed new ICB pedestrian/cyclists overpass linking to North Brisbane Bikeway

