



Brisbane Central Business District Bicycle User Group

CBD BUG

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The Director
City Centre Master Plan Team
Brisbane City Council
GPO Box 1434
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Via email to: citycentremasterplan@brisbane.qld.gov.au

Dear Sir or Madam

CBD BUG submission on City Centre Interim Action Plan

This submission provides the views of the Brisbane Central Business District Bicycle User Group (CBD BUG) on the Council's City Centre Interim Action Plan.

As background to this submission, the Brisbane 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 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. While the CBD BUG focuses on issues affecting people riding bikes for transport, we also strongly support initiatives enabling people to more often walk and use public transport. CBD BUG members meet monthly to exchange information and ideas, discuss issues of relevance and determine the direction of policies to benefit CBD cyclists.

A key factor that has for many years negatively impacted on the economic, social and recreational opportunities in the Brisbane CBD is the inordinately large amount of space dedicated to the driving (and parking) of private motor vehicles.

CBD BUG members are of course delighted with Council's current CityLink Cycleway trial. Nevertheless, we see much more opportunity for Council to accelerate pedestrian, scooter-rider and cyclist-centric interventions through creating more car-free streets in the CBD beyond the present very limited mall areas.

In this regard we see the temporary and permanent conversion of CBD traffic lanes and parking spots into spaces for outdoor dining, performances, shows, events and markets as a major support for the local arts, entertainment, tourism and hospitality sectors that have all been hit particularly hard by the COVID-19 pandemic.

The objective of this approach is to provide more space for people, who will spend money in the city, instead of being taken up by the large volumes of private motor vehicles currently entering the city each day. Many of these motor vehicles are travelling through the city without stopping.

Advocacy

Advice

Action

The current volume of motor vehicles entering the city substantially negatively impacts the CBD's economy by making economic activities such as footpath dining unpleasant and unsafe. Additionally, with priority on the road and at intersections routinely given to motorists this simply makes it difficult for cyclists, scooter riders and pedestrians to move around the city.

Previous short-term closures of major traffic routes such as the Story Bridge and Victoria Bridge for festivals and events have already shown how popular road closures are with the Brisbane community.

There are also numerous examples of the success of road closures overseas with perhaps the most notable being the "Cyclovia" model. (refer <https://en.wikipedia.org/wiki/Ciclov%C3%ADa>)

Another issue BCC should take corrective action on is the way it currently allows builders and construction companies to close footpaths for their convenience/profit, often for months and even years - while making zero provision for footpath users to pass safely. Multiple footpath closures are also allowed in the same vicinity seemingly without coordination by BCC to take account of the impacts on footpath users. This makes the CBD less attractive for people to come into and principally serves the narrow interests of developers and construction companies.

Finally, the restrictive operating hours of public transport to/from the CBD are another discouragement for people to visit and/or stay late for entertainment purposes in the CBD.

Even on Saturdays the last CityCat departs the Riverside ferry terminal heading upstream at two minutes past midnight (12.02am) and in the downstream direction at 11.58pm. On public holidays services end even earlier. The last buses operating from the City to the suburbs typically depart around 12.30am while the trains are the same. The elderly may regard these times to be the wee hours of the morning. However, these departure times are when many younger people wanting to enjoy night time entertainment precincts are only just getting started and such restricted operating hours are hardly what would be expected of a "new world city".

Thank you for the opportunity to provide input on the City Centre Interim Action Plan.

Yours faithfully



Paul French
Co-convenor
Brisbane CBD BUG
14 April 2021

Cc: Bicycle Queensland
Space4Cycling Brisbane
Queensland Walks