



Brisbane Central Business District Bicycle User Group

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The Right Honourable Cr Adrian Schrinner
Lord Mayor of Brisbane
GPO Box 2287
BRISBANE QLD 4001

Via email to: lord.mayor@brisbane.qld.gov.au

Dear Lord Mayor

This submission conveys the views of the Brisbane Central Business District Bicycle User Group (CBD BUG) on the proposed redevelopment of Victoria Park outlined in BCC's Victoria Park Draft Master Plan document. Figures __, __ and __ referred to within this submission are provided at the end of this document.

Overall, the CBD BUG is very pleased to see that Victoria Park is to be returned to the general public and that active transport is part of the proposal. The provision of active travel infrastructure throughout the reinstated park will provide much needed active transport access and through the anticipated additional presence of people will also significantly improve passive surveillance - increasing the perceived and actual safety of the park. While we are pleased with the proposal, it still has issues that need to be resolved to ensure bicycle (and scooter) rider access and movement is world class and not subject to constant conflicts with other park users. Due to the plans being 2D and only schematic or artistic impressions assumptions on topography cannot be made with confidence.

1. Dedicated cycle paths

It is pleasing to see the draft master plan continues to list "primary active transport routes" as being provided with "dedicated separate cycle route". However, we are concerned reference to a "3m cycle path" has been now omitted. (Figure 1,2&3). This is concerning to the CBD BUG as it means there is no level of quality of the active transport conveyed. The previous vision document indicated that the paths were to be dedicated/segregated paths allowing for high volumes ensuring safety and amenity for all. We continue to advise that 3m should be a bare minimum and 3.5 to 4m would be more suitable for dedicated cycle paths to avoid future upgrading works.

2. North South Corridor

We are glad that BCC is to provide a North South cycling corridor however this does not appear to be direct as the previous vision document (Figures 4). The connection between Aberleigh Rd & QUT Kelvin Grove has now been removed. This is a disappointment as QUT Kelvin Grove is major trip generator resulting in people choosing to use active travel having extra time added to their journeys, time that they could have been spend with their families.

2a. New Bridge

A new bridge over the Normanby rail yards and the Inner City Bypass (ICB) is critical for the North South Corridor to be functional. It is disappointing to see the cycling corridor over this bridge (and linking to the existing NBB) has had reference to a dedicated cycle path removed. We are concerned the bridge may not be built. This bridge continues to have a note placed beside it (“subject to negotiations with Queensland Rail”) in the Draft plan. None of the other proposed bridges have this note placed beside them. We understand the existing bridge is reaching the end of its life and for this reason we have raised the need for to be replaced with an improved structure in our discussions & feedback with Cross River Rail.

2b. Linking to Aberleigh Rd (Figure 1)

Aberleigh Rd is the corridor people cycling along the Enoggera Creek Bikeway and Kedron Brook Road typically use when traveling to/from the CBD. When looking at the connections map on page 31 (Figure 1) it does not show a connection as per the vision document, Direct connection to Aberleigh Rd is vital to ensure it reaches its full potential. We call for this component to be reinstated in the plan.

3. Improved North Brisbane Bikeway

Realigning the North Brisbane Bikeway (NBB) to a more direct route roughly paralleling the ICB is a welcome improvement to the busy corridor. As sections of the NBB have opened we have seen more people choosing to cycle to and from the Brisbane’s northern suburbs.

3a. Land Bridge and north/south approaches (Figures 1&3)

It is extremely disappointing that a dedicated/segregated active transport corridor is not being provided over the land bridge. Dedicated paths were originally shown in the vision document but these have now been removed. Not providing dedicated paths would mean non-compliance with “AustRoads – Part 6A, Pedestrian & Cyclist Paths” (Figure 6).

This omission also ignores the economic realities of doing the right thing the first time as part of this major project in a location that will be hard and costly to access at later stage. We saw this lesson learned by the Queensland Government in relation to the V1, which because of tight access cost three times what it would have been had the V1 installed at the time as the South-east Busway was constructed.

Accordingly, we call for this dedicated/segregated active transport corridor to be reinstated in the plan.

3b. Unnecessary bends (Figure 7)

The realignment of the NBB paralleling the ICB is a welcome improvement that will save travel time for people accessing the suburbs of Albion, Woolloowin and further north. It is pleasing that the unnecessary bends in the previous vision document have now been removed in line with the principals of “AustRoads – Part 6A, Pedestrian & Cyclist Paths” where it clearly states - “Sharp curves should not be used to achieve landscaping objectives” (Figure 5).

4. Additional car parking

The CBD BUG opposes the car park capacity and footprint being expanded as part of the redevelopment. Such a move would contradict the stated aim of a clean and green Brisbane. In our original submission on this park redevelopment we expressed our opposition to additional car parking being provided.

On page 34 of the Draft Master Plan it states the “park will see a 31% increase in car parking with a maximum of 990 spaces provided across the park”. However, our assessment is that this is a gross

under-statement of the additional space that will be provided for car parking, with our conservative estimate being that tarmacked car parking space within the redeveloped Victoria Park will increase by 166.7% by expanding from approximately 6,000m² to 16,000m².

Victoria Park will be exceptionally well serviced by public transport in the near future with the rebuilt full time Exhibition train station as part of CRR and the existing busway stations with hundreds of bus services (Metro, BUZ and regular bus services). The only additional car parking that is required is for disabled access.

As stated at the beginning of this letter, the CBD BUG is pleased with the proposal as a whole, but certain elements do need to be improved.

We look forward to these improvements being incorporated in the final master plan document.

Yours faithfully



Donald Campbell
Brisbane CBD BUG
30th October 2022

CC: Bicycle Queensland
Space for Cycling Brisbane
Cr Vicki Howard Central Ward
Cr Peter Matic Paddington Ward



Figure 1

Key spatial moves












- 
Define clear gateways
 Create clear and easily recognisable gateways to mark park arrival points for pedestrians, cyclists and those using e-mobility.
- 
Create distinct vehicle entries
 Provide dedicated motor vehicle access points to enable easy drop-off and connection to parking resources.
- 
Deliver an accessible internal parkway loop
 Create a generous shared accessible parkway loop for people walking, cycling and using e-scooters. The parkway provides for emergency and maintenance vehicle access at slow speeds.
- 
Connect primary active transport routes
 Cater for higher-speed commuter traffic (e.g. cyclists, e-scooters) with a dedicated separate cycle route.
- 
Create new north/south active transport link
 Introduce a dedicated north/south active transport connection through the park.
- 
Deliver high-quality pedestrian and secondary active transport connections
 Provide a clear hierarchy of secondary paths across the park.
- 
Connect to surrounding pedestrian pathways
 Provide seamless pedestrian connections to the surrounding network of footpaths and routes.
- 
Unlock inner city active travel connection
 Introduce a significant city-shaping shared cycle/pedestrian bridge that provides critical connections to key transport, employment and residential areas in Herston, Fortitude Valley and Bowen Hills. Providing this connection has the added benefit of opening the park to a larger nearby catchment of users.
- 
Upgrade shared connection
 Upgrade the current pedestrian-only bridge into a shared walking and cycling connection that opens up the western end of the park and facilitates north-south connections.
- 
Overcome terrain at Kelvin Grove
 Provide an elevated walkway to help pedestrians overcome the very steep terrain, and connect Kelvin Grove with the Tree House and the rest of the park.
- 
Link the land bridge to the heart of the park
 Provide an elevated pedestrian and cycle link from the land bridge over York's Hollow into the park.

Figure 2



Figure 21 Detailed plan of the southern parkland

Figure 3

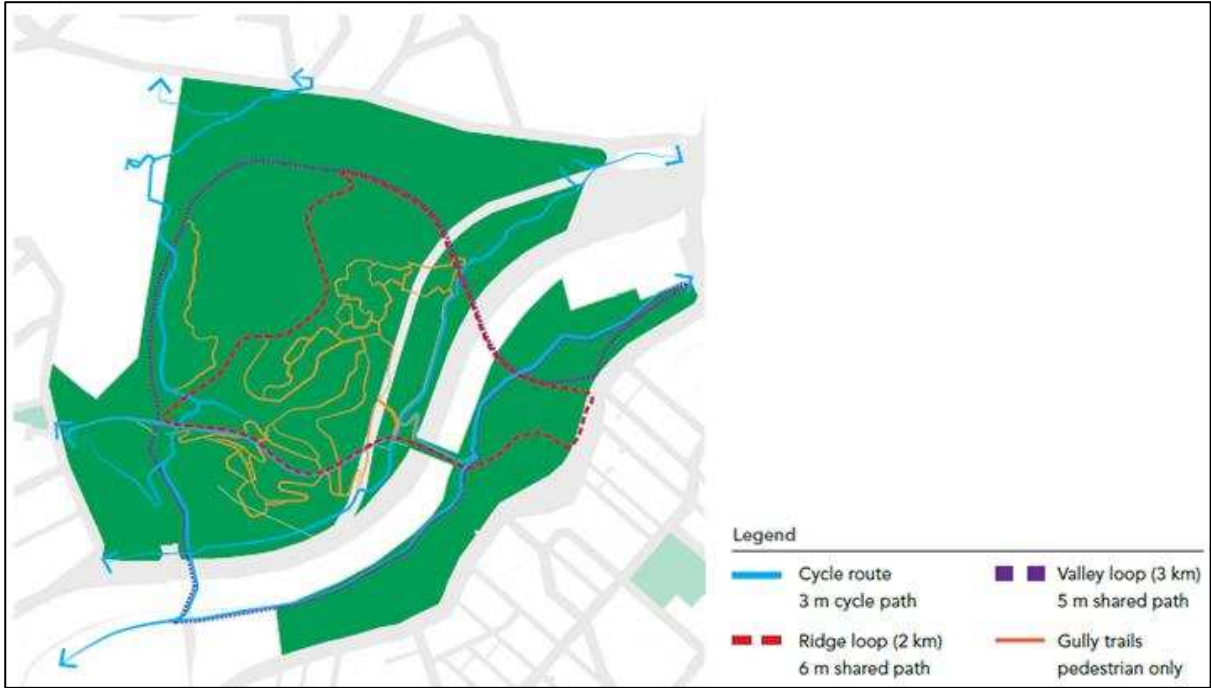


Figure 4

Where practicable designers should not design for the minimum radius as tight curves can result in sight distance restrictions, a poor level of service and some cyclists choosing an informal alternative path to avoid the restriction. Exceptions include locations where the alignment is severely constrained (e.g. steeply sloping land) and smaller radii cannot be avoided. However, isolated tight bends that do not have preparatory approach geometry should be avoided as at night, in an unlit environment, curve warning signage may not be visible with bike lights.

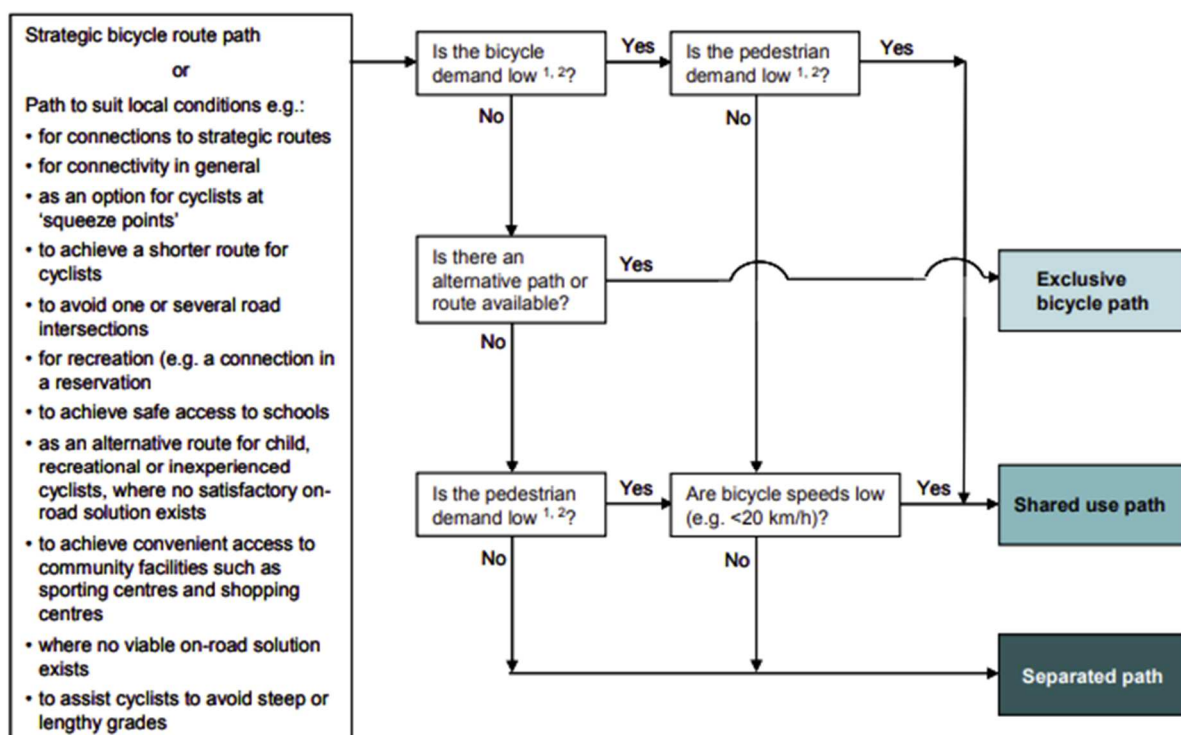
It is acknowledged that a curvilinear alignment is often preferred to achieve a visually pleasing path for cyclists. However, minimum radius or sharp curves should not be used to achieve landscaping objectives to the detriment of the level of service and social safety for cyclists on any path that has a commuter, major recreational or utility function.

Austrroads 2009

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Figure 5

GUIDE TO ROAD DESIGN PART 6A: PEDESTRIAN AND CYCLIST PATHS



Notes:

1. The level of demand can be assessed generally on the basis of the peak periods of a typical day as follows:

- a. Low demand: Infrequent use of path (say less than 10 users per hour)
- b. High demand: Regular use in both directions of travel (say more than 50 users per hour).

2. These path volumes are suggested in order to limit the incidence of conflict between users, and are significantly lower than the capacity of the principal path types.

Source: Austrroads (1999)

Figure 2.1: Guide to the choice of path treatment for cyclists

Figure 6

Figure 7

The Draft Master Plan



Figure 2 The Draft Master Plan