



Brisbane Central Business District Bicycle User Group

CBD BUG

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Mr Bill Delves
Chief Executive Officer
South Bank Corporation
PO Box 2001
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Via email to: haveyoursay@futuresouthbank.com.au

Dear Mr Delves

Submission on *Future South Bank Draft Master Plan*

This submission provides the views of the Brisbane Central Business District Bicycle User Group (CBD BUG) on the *Future South Bank Draft Master Plan (Draft Master 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. CBD BUG members meet monthly to exchange information and ideas, discuss issues of relevance and determine the direction of policies to benefit CBD cyclists.

While the CBD BUG focuses on issues affecting people riding bikes for transport, we also strongly support initiatives enabling people to leave their cars at home and instead: 1) walk, 2) utilise new mobility devices e.g. e-scooters and/or 3) travel via public transport.

Preamble

The proximity of the South Bank Parklands (SBP) to the Brisbane CBD and the large area occupied by this public space means it is critical the needs of people riding bicycles to, from and through this precinct are incorporated in the *Draft Master Plan*.

Therefore, we are very pleased to note that "cyclist and pedestrian separation" is one of the top five priorities. We support you recognising the need to provide a safe environment for the increasing numbers of people riding bicycles (and scooter riders) who are predominantly travelling via the popular routes of the Goodwill Bridge and Clem Jones Promenade.

Grey Street

Grey Street in its current form is a quite hostile environment for bicycle riders. This is the key reason vulnerable road users instead choose to travel along the Clem Jones Promenade.

Grey Street is entirely off-putting for all but the few “bold and fearless” bicycle riders due to the following elements:

- 1) large volumes of fast-moving motor vehicle traffic
- 2) busy footpaths largely taken over by outdoor dining
- 3) footpath riding banned between Ernest Street and Tribune Street from mid-2016
- 4) extensive kerbside parallel parking with vehicles pulling in/out suddenly without signalling (or just double parking),
- 5) the permissive design of the roundabout at the Ernest Street and Grey Street intersection which enables motor vehicles to travel though at speed, and
- 6) narrow, unprotected bicycle lanes situated in the dangerous “door zone” adjacent to parked motor vehicles.

These aspects of Grey Street add up to dangerous conditions – causing almost all bicycle riders to shun this corridor and instead choosing to travel along the much safer Clem Jones Promenade. While the presence of many pedestrians on the promenade at certain times makes this route uncomfortable for riders (and pedestrians), it is still preferable to the frightening and potentially lethal conditions along Grey Street.

Grey Street has clearly been designed to prioritise motorists over all other road users, and requires a major re-design to make it people-friendly.

Accordingly, we strongly support the proposal to turn Grey Street green, with a component of this transformation involving delivery of a protected, bidirectional bikeway.

This new bikeway would attract people traveling on two wheels away from the promenade - as long as this bikeway is also connected seamlessly to the existing cycleway network, including Goodwill Bridge, Veloway 1 bikeway, Woolloongabba bikeway and Melbourne Street.

We also support removal of the poorly designed roundabout at Ernest and Grey streets. Poorly designed roundabouts enable the rapid movement of motor vehicles through an intersection – making them a notoriously dangerous point for all vulnerable road users. The removal of this roundabout would contribute to slowing vehicular traffic along Grey Street and make it a more people-friendly place.

The SBP and surrounds are easily accessed by excellent train, bus and ferry public transport services and hence there should be little need for on-street parking. The current on-street parking provision is excessive. It induces additional driving/traffic congestion, detracts from the visitor experience and is likely damaging local businesses.

There will be a continuing need for short term parking for the disabled, passenger drop-off/pick-up, taxis/Ubbers and loading zones, but these zones should be positioned in the side streets off Grey Street to maximise the greening/boulevarding of this corridor. The “flex zone servicing and parking” proposed in the *Draft Master Plan* is unclear about the allocation of space between genuine short term parking needs and continuing to provide unnecessary and harmful longer term on-street parking.

It is imperative these improvements happen along Grey Street before changes are made to the Clem Jones Promenade that would make that route even less friendly for bicycle and scooter riders.

Clem Jones Promenade

SBC should expect that even after delivery of a protected, bidirectional bikeway along Grey Street there will continue to be some people riding bicycles and scooters along this Clem Jones Promenade. Key examples include: people accessing the SBP by bicycle; visitors to Brisbane; parents riding with children; and people travelling between the Cultural Centre Boardwalk and the Goodwill Bridge, Kangaroo Point Bikeway and/or V1 Veloway.

Additionally, after hours the currently unsegregated Clem Jones Promenade can be suitable for bicycle and scooter riders due to low pedestrian numbers.

Accordingly, we strongly support construction of a wider riverfront promenade to provide increased space between people walking and people riding bicycles/scooters.

In view of the constrained space at the southern landing of the Goodwill Bridge we strongly support the proposed completion of the promenade's missing link for pedestrians and cyclists, with a potential over-river link from River Quay to the Kangaroo Point Cliff Walk/Bikeway.

The indication in the plan of an intent to widen the pinch point at the Cultural Forecourt will allow for safer movement of all users – on the condition this extra space is not then crowded out with additional outdoor dining.

Southern Gateway

The SBP's Southern Gateway, which incorporates the southern landing of the Goodwill Bridge, has been a longstanding problem area because people riding bikes/scooters and people walking are forced together by narrow bottlenecks.

Parking (often indiscriminate) of large numbers of shared e-scooters and e-bikes at this immediate end of the Goodwill Bridge continues to exacerbate these issues.

This situation is further compounded by motor vehicles travelling through this precinct, which includes heavy vehicles entering/departing for local service needs that pose a major risk for vulnerable road users.

Additionally, parking of service/delivery vehicles often obstructs access for active transport users on Sidon Street at the rear of the Park Avenue Apartments building. At this location obstructions also occur due to the inappropriate positioning of industrial bins. Attachment 1 at the end of this submission provides recent images of some of these obstructions.

Some alleviation of the issues at this location will occur via the future completion of an over-river link from River Quay to the Kangaroo Point Cliff Walk/Bikeway, which will allow a proportion of people to bypass the bottleneck at the Goodwill Bridge's southern landing.

However, as a broader solution we would like this area made more comfortable for the people walking, cycling and scootering by opening it up into a spacious plaza.

Ideally, as the majority of people cycling / scootering through this precinct are travelling via the V1 Veloway they should be provided with a more direct route to/from the City through a new green bridge constructed parallel to the Captain Cook Bridge.

Additional controls need to be applied immediately to limit the speeds of motorists, and the parking / stopping of service vehicles to remove the obstructions and safety hazards they pose. This should include additional signage and surface markings to clearly indicate where drivers may stop / park that are supported by the swift issuing of parking infringements for transgressors.

Thank you for the opportunity to provide input on the *Future South Bank Draft Master Plan*.

Yours faithfully



Paul French
Co-convenor
Brisbane CBD BUG
14 January 2023

Cc: Bicycle Queensland
Brisbane South BUG
Space4Cycling Brisbane

Attachment 1: Recent images of obstructions on Sidon Street at the rear of the Park Avenue Apartments building

