

Brisbane West Bicycle User Group (West BUG) is a community based, volunteer run organisation lobbying for improved active transport infrastructure for the Brisbane inner city and the Western suburbs. All new infrastructure should be suitable for users of all ages and abilities and recognise the need for active and public transport and to be prioritised over private motorised traffic where possible.

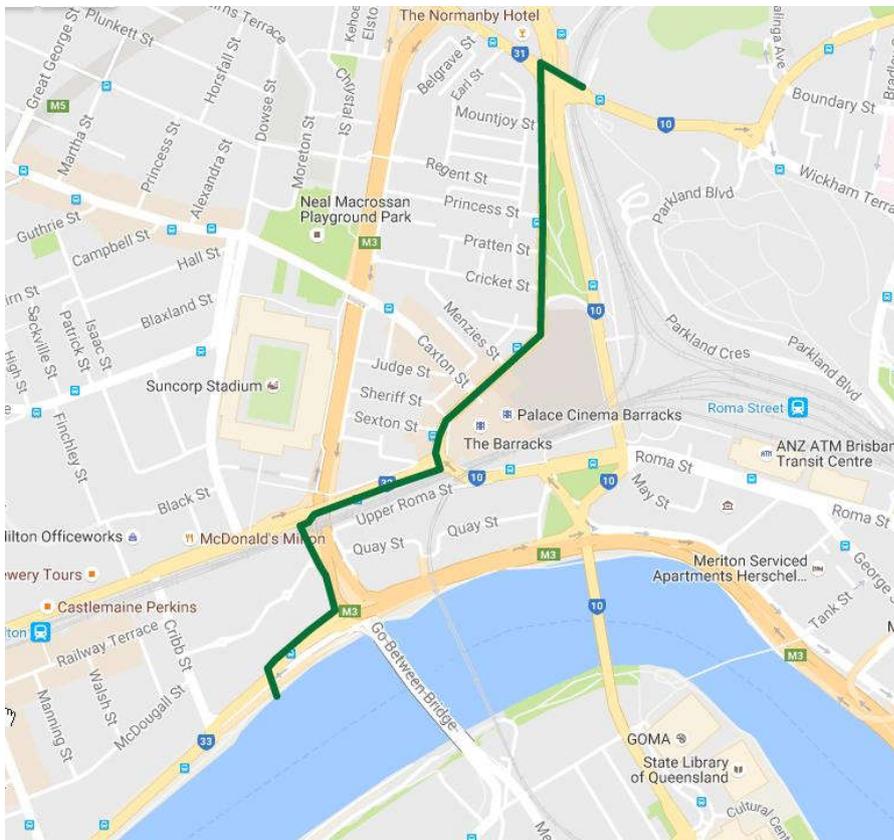
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West BUG Submission on Brisbane City West Draft Neighbourhood Plan

Introduction

West BUG members previously made private submissions in 2015 for the City West Renewal Strategy on active transport issues. Caxton Street comprises a critical walking and cycling corridor through the precinct. Additionally, Petrie Terrace was identified as one segment of a critical primary walking and cycling corridor for both local and non-local journeys (see below image). The route connects the precinct to the Northern bikeway/botanic gardens and the bicentennial bikeway. If developed to a high standard, this route would play a crucial role in the Brisbane cycling network, providing the first protected bikeway connection from the northern bikeway into the CBD. The current connections from the Northern Bikeway to the CBD are not suitable for riders of all ages and abilities.



The City West Neighbourhood area is an important transport gateway to multiple destinations for residents living both in this area and also in Paddington and surrounds. The current prioritisation of space for different modes of travel is skewed towards the private motor vehicle with some priority for public transport, reasonable support for pedestrians in most areas and generally poor conditions for cycling. As such it is crucial that the plan recognises the need for quality active and public transport conditions when changes are made to the streetscape.

The bicycle mode share of 3% is higher than average indicating a desire for residents to take advantage of the area's proximity to key destinations. However the community has a much higher potential for cycling trips given the precinct's close proximity to the CBD, UQ, QUT, Milton and the Northern and Bicentennial bikeways.

Many of the desirable routes for bicycle infrastructure are constrained, and increasing space for pedestrian activity is also desirable. Facilitating these improvements will inevitably require reducing space currently allocated to motor vehicle parking or general traffic lanes.

It is important for the Neighbourhood plan to integrate active transport infrastructure into its renewal projects to meet future need and improve alternatives to private motor vehicles for both people living in and passing through the precinct.

[Proposed and completed projects relevant to Brisbane City West Renewal Area](#)

[Bicentennial Bikeway](#)

BCC completed significant upgrades to the Bicentennial bikeway in the last electoral term however connection and wayfinding to this bikeway from the City West precinct is currently poor.

[North Brisbane Bikeway](#)

TMR has recently completed construction of stages 1A and 1B of the North Brisbane Bikeway with Stages 2, 3B and 3C scheduled for completion by late 2018. The City West precinct is will positioned to connect to the North Brisbane Bikeway and requires new infrastructure to make the connection.

[CBD Minimum Grid](#)

There is significant community support for a network or grid of protected bikeways throughout the CBD. Creating "last mile" infrastructure would induce hundreds of trips to the CBD

[Inner-City Bypass widening](#)

Increased capacity on the ICB may provide an opportunity to reduce general vehicle capacity on Petrie Terrace and created priority for people walking and cycling.

Specific Feedback and Recommendations

7.2.3.9.2 Purpose

(3) (f) This is supported

(4) (f) This is supported

(4) (g) relating to Victoria Barracks Renewal precinct (NPP-001): Not supported in this form. Whilst West BUG recognises the need to retain car parking in some areas of the precinct, this blanket approach is not supported. Reduction of access to car parking or vehicle access points may in some cases be required to improve safety for pedestrians or improve conditions for walking and cycling and access to public transport. Restricting the scope of design options as stated by (4) (f) is not desirable nor meets world best practice for urban design. We recommend a different approach that does not automatically skew renewal areas to prioritise motor vehicles over all other modes of transport.

(5) (f) relating to Caxton Street precinct (NPP-002): Not supported in this form. Enhancing pedestrian amenity is supported however the scope must include investigation of improvements for cycling. For instance, reducing speed limits or providing a bike lane for uphill direction of travel could improve cycling amenity.

(6) relating to Normanby Renewal precinct (NPP-003): West BUG suggests a new outcome for pedestrian and cycling connections to the Northern Bikeway and Roma Street Parkland to be enhanced.

Additional suggestions

- Renewal projects are designed to encourage use of public transport (including taxi and ride share) and active transport over encouraging private vehicle to access renewal sites. New bicycle parking should be available and easily visible (not located where guests will not easily find them).
- Vehicle access to renewal project sites are designed to minimise disruption and delay to pedestrian and bicycle traffic.
- The neighbourhood plan should recognise the key corridors for walking and cycling: these being Caxton Street and Petrie Terrace. Future development along here should facilitate improvements to both walking and cycling.