

Submitted via email: urban.renewal@brisbane.qld.gov.au

Bicycle Queensland submission to Fortitude Valley Sustainable Growth Precinct plan.

Bicycle Queensland is the leading voice for community bike riding in Queensland. With more than 12,000 members statewide and more than 40,000 supporters on our database, every day we're helping Queenslanders to cycle safely.

This submission supports the stated aim of the Precinct Plan, to renew the Fortitude Valley area and harness the opportunities presented by the 2032 Olympic and Paralympic Games.

Our comments focus on the importance of integrating transport planning with land-use planning.

BCC's stated aims in all its published plans and strategies (Transport for Brisbane 2018, Clean Green Sustainable Brisbane, Inclusive Brisbane, etc.) are to provide high-quality attractive active transport infrastructure. But there has been little activity in terms of building high-quality infrastructure in most of the city, including in Fortitude Valley.

The Fortitude Valley Precinct should be low-hanging fruit in terms of boosting active transport participation. But at present there are no low-stress cycling routes¹ from the Valley to the Brisbane CBD. There are no low-stress routes that allow people to ride north to Windsor or Albion. The study precinct has no direct low-stress routes through to New Farm and Newstead to Bowen Hills.

These needs are well-established and indicated by the State Government's *Principal Cycle Network Plan for SEQ 2018 (PCNP)* – endorsed by Brisbane City Council [See Figure 1] and also by Brisbane City Council's *City Plan 2014* [See Figure 2]. Indeed, the main bike routes were included in the 2005 PCNP, over twenty years ago. These plans all show the proposed routes of bikeways and shared paths that allow for north-south and east-west routes through the Valley Precinct. However, none of these bikeways have been built, and no budget allocation has been made either by BCC or other levels of government to develop them. Nor is Council obtaining much extra provision via developer contributions.

Bicycle Queensland submits that BCC's Fortitude Valley Sustainable Growth Precinct Plan won't achieve its aims to improve connectivity and leverage opportunities for 2032 unless transport planning and land-use planning are aligned and integrated.

¹ For more than a decade researchers and practitioners have adopted Levels of Traffic Stress (LTS) levels 1-2 as being low-stress in allowing most adults to ride with low-risk. This equates to routes with 30km/h (or 20miles/h) posted traffic speeds, protected bike lanes or off-road bikeways/share paths only. See Smith, Melissa Louise, and Xinyu Fu. "When bike lanes are not enough: The role of connected low-stress cycling infrastructure on cycle commuting in urban Aotearoa New Zealand." *Cities* 156 (2025): 105526 <https://doi.org/10.1016/j.cities.2024.105526>; Maaza C. Mekuria, Peter G. Furth, and Hilary Nixon. "Low-Stress Bicycling and Network Connectivity" *Mineta Transportation Institute* (2012) https://scholarworks.sjsu.edu/mti_publications/74/.

We obtained most of the riverwalk shared paths in Brisbane through developer contributions. We know this can work. We can apply the same approach to building the on-street network.

We recommend that the Sustainable Growth Precinct Plan includes in its outcomes a commitment to implement bikeways or upgraded shared paths, including via developer contributions, along the following corridors in the Precinct (as noted in the City Plan):

- North-south routes along Wickham Street, Alfred Street, St Pauls Terrace, as well as upgrading the Arthur Street route to be a separated bikeway.
 - East-west routes along Brunswick St, Constance St and Brookes St, as well as improved conditions for bikes along James Street.
1. We recommend that parking requirements for multi-dwelling buildings in this precinct should be reduced or eliminated to take into account the public transport links and local services available.
 2. End-of-trip facilities for bicycle riders must be included in all multi-dwelling buildings, commercial offices, retail premises, schools, and community facilities, as part of the precinct plan.
 3. We recommend that the Plan have tree planting and green space improvements embedded in the outcomes. Heat is a major barrier to people walking and cycling for transport and utility, and Brisbane's inner-city built environment has a dearth of both parks (green spaces) and tree cover along footpaths and shared paths. As our former BQ board member and respected planner Greg Vann often says: "The answer is street trees!"
 4. Decades of developer contributions taken by Council for open space in Fortitude Valley have yet to be spent. It's time the Valley had a central park. Somewhere for kids in those towers to learn to ride a bike.

For more information or to speak with us about this submission, please just reach out via the details below.

Yours truly,



Prof Matthew Burke
Chief Executive Officer
Bicycle Queensland
m.burke@bq.org.au
mob. 0402 346 464

FIGURE 1: Principal Cycle Network Plan for the Valley Precinct

Green lines are priority A bikeway, yellow lines priority B.

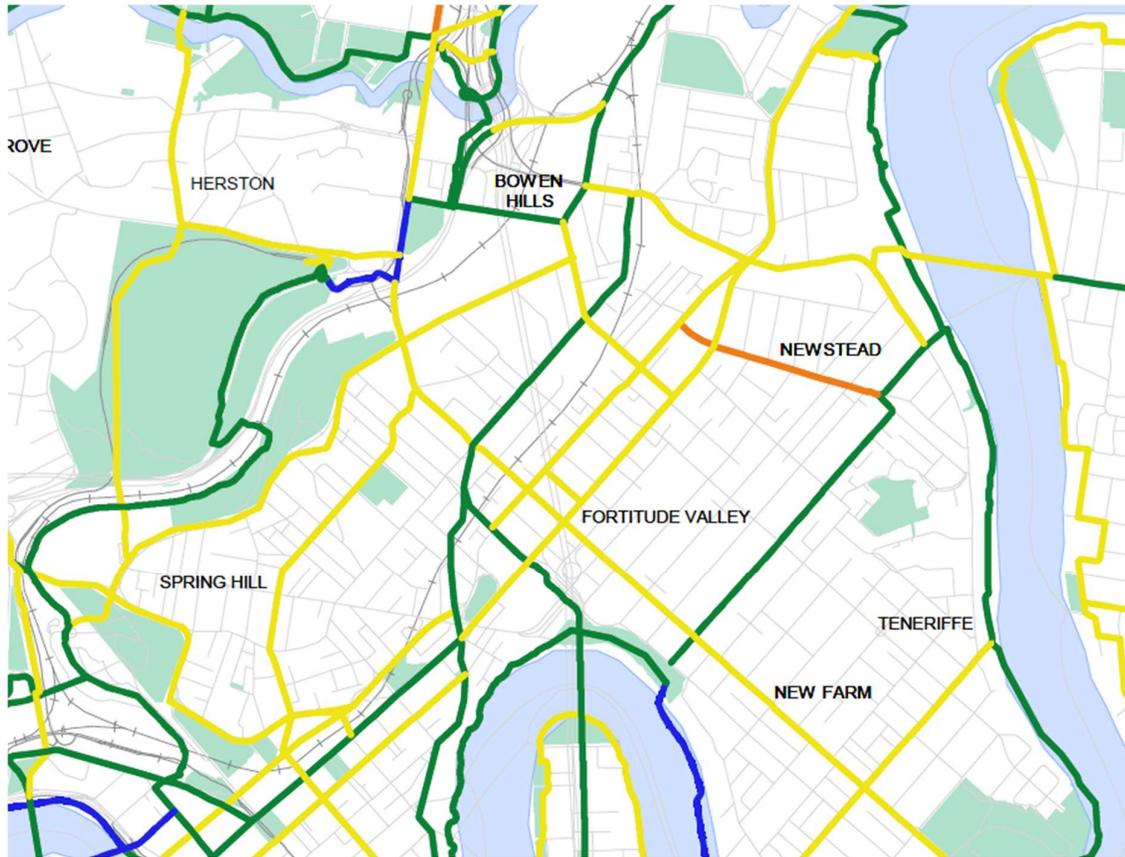


FIGURE 2a and 2b: Brisbane City Plan 2014's bikeways layer for the study precinct at different scales

This shows the bikeways that BCC's own planners agree would be beneficial. Primary routes are detailed as per our recommendation 1.

