

21 May 2018

The Right Honourable Lord Mayor
Councillor Graham Quirk
Office of the Lord Mayor
GPO Box 2287
BRISBANE QLD 4001

*Brisbane Metro
Brisbane City Council
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My dear Lord Mayor,

Business South Bank Submission Brisbane Metro Project

Firstly, on behalf of Business South Bank, we would like to congratulate you on what will be a city-changing project. There is no doubt that Brisbane is needing a project such as this to deal with the City's bus congestion issues.

We further recognise that some 'pain' and changes are required from the entire City in order to construct and deliver the project.

As the 'voice' for the precinct, Business South Bank (BSB) presents you the following comments as on-the-ground intelligence about the intricacies of the precinct and the likely impacts.

The 13 chapters that make up the Draft Design Report were reviewed by BSB's EO and BSB's Precinct Future Committee; and although the reports contained an enormous amount of information we felt it imperative that our first point be in relation to what WAS NOT included in the Draft Design Report.

It is impossible for BSB to adequately comment on the project without a completed **Traffic Management and Construction Plan**. We understand that this plan will be developed at a later stage, but the reports do not detail the timing. We would like the opportunity to review and comment on these detailed plans prior to them being passed onto contractors.

It is evident from the reports that the South Brisbane precinct will be the most seriously impacted in the Brisbane City. Both the construction phase and future traffic movements will have financial and reputational impacts to businesses in the precinct.

As you are aware, BSB along with precinct stakeholders developed Vision South Bank as a way of ensuring the precinct retains its position as a world-leading urban precinct. Our concern was that if a precinct was not constantly fine-tuned it could easily lose its stature.

There is a major concern that during the one year of pre-construction and 2.5 years of construction that a decline will eventuate which would take years and millions of dollars to repair the reputation of the precinct and as well as re-educating patrons of its access.

Victoria Bridge

- BSB questions the notion that this is a 'green' bridge. Only 2.7m + 3.9m of the bridge has been dedicated to pedestrian and cycling use. The remaining 15m is for diesel-driven buses.
- The removal of the on-road cycling lane on Victoria Bridge and replacement with the equally inadequate shared path facility seems at odds with both the Queensland and Commonwealth Governments' policies that require positive provision for cycling as part of urban transport projects that they fund.
- BSB would like to see an increase of pedestrian and cycling allocation on the bridge, and suggest Council consider using the Metro lanes and Cultural Centre underground station for local buses services.
- Is the possibility of local (West End) buses exiting from an additional tunnel entry/exit point/portal being explored and re-routed onto the metro lanes over the Victoria Bridge? This would contribute to significant public realm on the bridge.
- This would alleviate the need for a local bus stop/s under the train underpass and increase the public realm opportunities – thus futureproofing the precinct.
- Brisbane Metro is a once-in-a lifetime project and future-proofing future growth and need for public realm must be a consideration.

Cultural Centre Carpark Access

- BSB has major concerns about Peel Street being the only entry and exit point for all of the Cultural Centre carparks. Currently some of the carparks can take 30-40 minutes to exit. It appears that the current Metro proposal could have significant impacts on the Peel and Grey Street intersection, which would be considered unacceptable in the precinct.

Approach and Departure

- The removal of cars from Victoria Bridge greatly affects the traffic flow to and through the precinct.
- Grey Street is currently at a standstill every day from 4-6pm, the forcing of cars onto the William Jolly Bridge will place additional stress on the limited capacity of Grey Street.
- In the opposite direction, cars heading to the Southeast freeway, will be halted by the bottleneck formed from Ernest Street to Lady Cilento Hospital. This 1 km section of road can sometimes take 20 minutes to travel.
- Improvements to the movement of Cordelia and Merivale Streets will be necessary, including but not limited to ensuring that both sides of these streets are kept as clearways in the morning and afternoon peaks, as well as times of major events in the precinct and at Suncorp stadium.
- Traffic modelling needs to take into consideration a much broader area which will be affected by the changes. Traffic flows are affected beyond the "Metro" area.
- We would recommend a detailed modelling of the area covering Upper Roma Street; Roma Street; North Quay; all of South Brisbane; Montague Road, West End; Stanley St Exit, Woolloongabba Fiveways, Leopold Street onto River Terrace.

Cultural Centre Metro Station

- BSB has concerns about the one entrance and exit point/portal for the station and believes at a minimum two entry/exits points are required, as per the King George Square station.

- Has the Council investigated an additional entry/exit point under QPAC, where a tunnel currently exists? Or any other sites around the intersection?
- As it stands there is no connectivity or easy interchange passage with the South Brisbane rail station. It seems that there is a missed opportunity to better connect rail and bus services.
- Has consideration been given to either changing the name of the South Brisbane rail station to Cultural Centre or vice versa so that it is clearer to the consumer that the two stations are adjacent.
- Additionally, the site at 125 Grey Street is the gateway to the precinct from the CBD and had been earmarked for a 'landmark hotel scheme' by Queensland Rail. There seems to be another missed opportunity of maximising such an important site. Has the Council considered a partnership with a private developer to maximise the site's use and appeal?

Construction

- Our concerns for the precinct during construction are substantial and include noise, vibration, dust, traffic flow, changes to bus and train movement and timetable, haulage.
- We recognise that the Brisbane Metro draft Design Reports has referenced each of the issues above. However, as stated above, it is impossible for BSB to provide definitive and conclusive feedback without a detailed construction plan.
- We would like the opportunity to review and comment on the detailed plans prior to it being presented to any contractors.
- BSB would also like to offer its resources in disseminating Council information to BSB members during construction. It is vital that accurate and timely information is distributed to the businesses in the precinct.

Mitigation

BSB recognises that Brisbane Metro provides an important infrastructure for the entire City but further recognises that the majority of the disruption will be incurred in South Brisbane/West End precincts.

In order to mitigate some of the disruptions, BSB would like to make the following recommendations:

1. As you are aware, BSB has been advocating for a bus loop route to service South Brisbane/West End for more than 8 years; the service will be required more than ever during the construction phase of Metro given the considerable delays and disruptions to pedestrian movements, and after the construction phase when local traffic is likely to be problematic.
2. Additionally, poor wayfinding signage has been a source of frustrations for many years – clear wayfinding will be required during construction and implemented once Metro is operational;
3. Shade along Victoria Bridge for pedestrians;
4. Improved urban visual amenities – opportunities to improve the visual landscape along Grey Street to William jolly Bridge, Melbourne Street down to West End; alternative routes which pedestrians, cyclists, vehicles will be diverted to including Russell Street, Glenelg Street. (As per *Vision South Bank* recommendation).

Thank you for taking the time to read through the submission. We trust you have accepted each of the above comments as constructive – our aim matches yours to support the city's liveability and economic prosperity.

Yours sincerely



MARTIN BETTS
Chair

A SNAPSHOT OF SOUTH BANK PRECINCT

The South Bank Parkland's leading position as Queensland's premier leisure, cultural and dining destination attracts around 11 million visitors to the precinct annually.

Additionally, the Cultural Precinct attracts over 6 million visitations per year.

The ABS forecasts that the resident population of the precinct will expand by 310% over the next 20 years, significantly faster than Brisbane City (+22%) and the State of Queensland (+39%).

Employment in the precinct grew by 70% over the decade to 30 June 2016, notably faster than Brisbane City (24%) and the State (23%).