



Submission on South Bank/South Brisbane Transport & Accessibility June 2005

This submission has been prepared by the South Bank Business Association on behalf of its 83 corporate members.

The South Bank Business Association (SBBA) is the peak organisation acting on behalf of the diverse range of businesses, institutions and organisations operating in the 'South Bank Precinct', extending from South Brisbane to Woolloongabba and parts of the West End and Kangaroo Point.

The Association represents all business entities including government agencies managing important public assets in the 'South Bank Precinct'.

Our constituency includes cafes, restaurants, retail, businesses, accommodation, service and manufacturing industries, cultural, education and community facilities. This diverse group of over eighty entities come together to create a unique sense of place and provide a range of goods and services of State-wide and international significance.

The Association has an active Board with representation from the key organisations in the 'South Bank Precinct'. They include representation from South Bank Corporation, QPAC, Queensland Museum, Griffith University, Southbank Institute, Thiess, Mirvac and the BCEC. A board profile and list of members is attached.

All these entities benefit from traffic and transport accessibility and accordingly represent direct stakeholders in the current Queensland Transport Study.

Background to the Preparation of this Submission

The Association, together with the South Bank Corporation has prepared an analysis of current accessibility to the South Bank Peninsula, this report dated October 2004 was prepared by Roger Brameld Consulting Pty Ltd (in conjunction with Buckley Vann Town Planning Consultants) and provides a relevant and contemporary statement of accessibility issues to the precinct. It makes a number of recommendations at Section 6 of the report all of which are supported by the Association.

The Association conducted a workshop of its members to discuss this report and to provide a more detailed understanding of issues of particular relevance to its members. This workshop, conducted in April 2005 was prior to the announcement of the PPP initiative for the Southbank Institute; and also prior to discussions with the Brisbane City Council's MIPO representative concerning the Trans Apex initiative.

The balance of this submission will therefore draw upon particular issues of interest to its members. As will be noted, these amplify, but in the main, complement the recommendations of the Brameld report which represents the Association's main submission.

General Observation - The QT Study Focus

The Association is concerned that the study being conducted by Queensland Transport has too narrow a focus and its terms of reference do not include consideration of the Hale Street Bridge and the effect of the PPP initiative and other proposed foot bridges.

The proposed Herschel Street footbridge and the redevelopment of the Riverside area of West End will see an additional 6,000 new residents in the next ten years. These new residents will need transport access in and out of the South Brisbane area and will be users of the wider south Bank Precinct.

Both these are of City-wide significance and directly impact upon not only the South Bank area but the subregional areas including the CBD, City West and Woolloongabba.

For the study to be effective and meaningful it is critical that these two matters are incorporated in the terms of reference for the consultants.

Of all the issues tabled below, it is important for Queensland Transport and its consultants to be aware of the Association's continued and significant concern about the effect of the operations of Victoria Bridge on the economic future of the South Bank Peninsula.

It is the Association's strong submission that the works effected on and near Victoria Bridge to date are at best band-aid, but in effect represent a transport and accessibility "disaster".

Long term options for the resolution of Victoria Bridge issues need to be canvassed and a clear direction articulated around which short term problems may be resolved.

The Future of Merivale and Cordelia Streets

The future of traffic flow on both Merivale and Cordelia Streets needs to be very carefully considered before changes are again made to these important traffic corridors.

The effect of the Hale Street Bridge will be significant. This will enable South Brisbane traffic to avoid the William Jolly Bridge and the difficult access from Roma Street to the ICB.

It is the Association's position that its impact on the local network, upon the amenity of the premises adjoining Merivale and Cordelia Streets should be part of the assessment. The South Bank Corporation has previously advanced the desirability of examining two way flow considerations. Whilst the Association does not have a unanimous opinion about the best outcome, it is certainly of the view that it needs to be considered in any future analysis of accessibility for the area.

The effect of these streets being saturated with traffic may impact on Grey Street and Melbourne Street and the GOMA and QPAC environs, and upon the special amenity that has been created in those locations.

The current configuration of the BCEC will need to be considered in the planning for the future of these two roads.

- It is important that access to the BCEC car parks via slip lanes in Merivale Street are considered as altering these lanes to allow for access to North bound traffic will reduce by half the present available queuing area.
- It is also likely that severe traffic congestion will occur as vehicles attempt right turns from Merivale Street to car park slip lane entries. As car parks fill the present traffic flow arrangement allows us to move vehicles on to another available BCEC or alternate precinct car park.

- The BCEC hosts around 900 events per year. Most of these events have bump in and out periods requiring access to the loading docks by large semi trailers and other delivery vehicles. These large vehicles are very likely to cause traffic chaos if they are forced onto local streets rather than larger multi lane roads that we presently have available.
- It is also possible that changing these roads to local streets might place extra pressure on Grey Street as drivers take the first available access way between the William Jolly Bridge, Victoria Bridge through to Stanley and Vulture Streets to the South.

Victoria Bridge

The Association is of the view that the bridge is incapable of providing adequate vehicular, pedestrian and cycle movements required now let alone in the longer term as the precinct continues to develop.

The Association believes that measures such as taking the buses off Victoria Bridge and either creating a new bridge or under-river tunnel into the City should be examined proactively and positively.

In the assessment of the future of the Victoria Bridge, consideration ought to be given to pedestrian cover as it is an important link to the many functions and public activities that are conducted at the BCEC, QPAC, GOMA and State Library. All these currently suffer significantly from the difficult taxi connections from the City to the precinct across Victoria Bridge.

The importance of the Victoria Bridge as the major connector for pedestrians and vehicles between the City Mall and Melbourne Street Boulevard cannot be overemphasised.

William Jolly Bridge

The Association notes with concern that as a result of existing works that available vehicle movements are down significantly and that with the future of the GOMA development, there will be an additional demand on traffic flow in this area.

The William Jolly Bridge has convoluted traffic movements at each end which constrains the volume of vehicles.

The adequacy of car parking needs to be addressed for the GOMA project and will have direct impacts upon the William Jolly Bridge efficiency.

South Bank Institute/PPP

This is an exciting initiative that is welcomed by members of the Association. Additional car parking and connections to the rail and bus stations within the 'South Bank Precinct' and an understanding of the needs of the future uses of this precinct are all required.

The improvement of the pedestrian environment along Glenelg, Earnest and Tribune Streets are matters that warrant particular attention in the investigations.

QPAC Masterplan

The study should consider the impacts in the proposed QPAC Masterplan in relation to access in and around its facility.

Transit Orientated Developments

There are within the area of the 'South Bank Precinct' two potential TOD's and these must be taken into consideration in any planning for future impact of large movement of people.

Rapid Transit

The Association is of the understanding that a rapid transit system is back on the agenda for consideration. If planning for a rapid transit system should proceed the Association requests that the planning brief include the 'South Bank Precinct' and surrounds as an integral part of the systems route.

In Summary, SBBA request the QT Study:

- Consider the recommendations of the Brameld report.
- Widen the focus of the study to embrace:
 - A resolution of the chronic accessibility issues at Victoria Bridge and approaches
 - The PPP initiative and the Trans Apex initiative
 - Consider the new West End Woolloongabba Local Area Plan
- Consider the elements in this submission

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