

6 April 2022

Cr Adrian Schrinner
Lord Mayor of Brisbane
GPO Box 2287
Brisbane QLD 4001

Via email: lordmayor@brisbane.qld.gov.au

Dear Lord Mayor,

RACQ Submission to the Brisbane City Council Budget Process 2022-23

The RACQ is pleased to provide a pre-budget submission to the Brisbane City Council. The RACQ has a long history of advocating on behalf of our local communities for policies and projects that will deliver increased resiliency, greater community wellbeing and better access to safe, affordable and sustainable mobility in Brisbane and surrounding areas.

On behalf of our nearly 1.8 million members, many of whom reside in the Brisbane local government area, we congratulate Brisbane City Council on the transport network upgrades it has progressed in FY21/22 including the Brisbane Metro, Green Bridges, CityLink Cycleway Trial, and the recent temporary removal of parking fees. These steps will help to support residents' access to sustainable, safe and affordable mobility options.

Brisbane has faced significant challenges in the past year. Most recently we have seen thousands of Brisbane residents suffer financial and wellbeing loss due to the flooding events. Additionally, the ongoing threat of COVID-19 continues to deter people from public transport use. This exacerbates the per capita decline in public transport usage that was occurring prior to the pandemic and worsens congestion.

To prevent these challenges impacting the long-term wellbeing of our communities and viability of our transport system and local economy, proactive policies, programs and network upgrades are required to support community sustainability and resilience and improve mobility outcomes for residents. In the lead up to the Olympic and Paralympic Games, we now more than ever need strong commitments and an aligned vision for the city across all levels of government to mitigate these issues and develop a transport and community legacy for the future.

Policies and projects RACQ recommends Council adopt to support this vision and outcome are outlined below.

Community Sustainability and Resilience

South East Queensland is particularly vulnerable to the impacts of climate change and natural disasters, and if left unchecked over the coming decades it will negatively impact community health and wellbeing and cause significant economic disruption. With many Brisbane residents and businesses at risk of flood inundation, Council must develop plans to support a transition to a future with reduced climate risks, lower household emissions, and improved community resilience, safety and wellbeing. The RACQ recommends Council:

- Expand the ground-breaking Flood Resilience Homes Program so more ratepayers in high flood risk areas can invest in making their homes more flood resilient.
- Provide greater funding for flood and storm surge studies to develop and deliver a pipeline of resiliency improvement policy and infrastructure changes.



- Review the 'Brisbane. Clean, Green and Sustainable 2017-2031' strategy and prioritise resiliency building, flood proofing, and emissions reduction with strong annual targets and appropriately targeted actions.
- Increase funding for the Brisbane Sustainability Agency and expand delivery of the Green Heart, Flood resilient homes, and Brisbane carbon challenge programs to support meeting the targets set in the revised sustainability strategy.
- Support development of a national building register to capture and codify standards for resilience and mitigation measures built into new and retrofitted properties.
- Take a leading approach when updating planning instruments to require all land rezoned for urban development to be assessed against the projected likelihood of catastrophic events. All land that is currently zoned for urban development should also be encouraged to complete detailed assessments against more significant catastrophic events, with this information subsequently updating Council's databases and risk mapping as well as being made publicly and freely accessible.
- Update planning guidelines and standards to require all new multi-dwelling residential and medium/high density residential/office projects to include provision of EV ready energy infrastructure to meet future building resident/tenant needs.

Safe, Affordable and Sustainable Mobility

In recent years Brisbane has seen negative trends in public transport usage and congestion levels, with congestion and increased traffic volumes a notable risk factor in crashes in urban areas. At the state level road safety is also worsening, with 275 fatalities on our roads and a 10.8% increase over the five-year average.

To ensure our transport network supports the local economy and protects the health and wellbeing of our community from safety and emission related risks over the coming decade, we need urgent action to reverse the trends currently occurring across the network. RACQ recommends the following priorities to improve the safety, affordability and sustainability of the Brisbane transport network.

Roads & Parking

- Increase funding and accelerate delivery of rolling programs including road maintenance, traffic signal upgrades (including Smart Crossings), SAM signs and footpath upgrade / maintenance works.
- Continue to address congestion and safety along roads by increasing funding allocated to the Better Roads for Brisbane Fund – for delivery of minor congestion busting projects as well as larger corridor upgrades on roads and at intersections detailed in Attachment 1.
- Commit to allocating any necessary additional Council share of funds to commence delivery of the level crossing upgrade at Boundary Road, Coopers Plains in line with the updated business case / design.
- Work with the Queensland Government on delivering discounts and incentives for motorists using the Go Between Bridge to improve patronage and relieve congestion around the William Jolly Bridge and on other surrounding corridors, e.g., Hale Street, Coronation Drive and Countess Street/Kelvin Grove Road.
- Release and progress the feasibility studies for the Walter Taylor Bridge duplication project.
- Support the transition to low and zero emission vehicles by implementing EV chargers and associated parking zones in the CBD, both on-street and in BCC parking stations, and working with other off-street parking operators to increase EV charger availability.
- Conduct a strategic review of Council's CBD off-street parking supply and fee models to identify opportunities to manage travel demand and improve congestion across the network.
- Freeze annual increases in vehicle and motorcycle on-street parking meter rates.

Active Transport

- Deliver and expand the Cycle Network program to address gaps in the cycle network through provision of segregated bike paths and on-road bicycle lanes to separate bicycles from cars on major roads in urban areas.
- Campaign to State and Federal Governments for funding to construct all Green Bridge proposals by 2030, including further investigating a fifth Green Bridge proposal from Bulimba – Teneriffe, or two bridges linking Kangaroo Point to New Farm, along Merthyr Road and from New Farm to Hawthorne Ferry Terminal.
- Work with State Government on investment in wide and safe shared pedestrian paths and cycling routes improvements between activity centres, schools, and other places such as public transport stations and stops, to give people safe and accessible options for walking, cycling and using micro-mobility options. This includes providing end of trip facilities and storage for bikes.
- Continue to expand CityLink Cycleway / cycle facilities / safer cycling initiatives in and around Brisbane CBD/West End/Fortitude Valley.
- Investigate lower (e.g., 30 km/h) speed limits (with traffic calming) on some core, inner CBD roads, to improve pedestrian safety. This may support and encourage 'take a lane' safe cycling practices where there is no space for formal cycleway treatments
- Continue investment and development of the Active School Travel Program to encourage greater active transport trips to school. This includes wide and safe shared paths within 1.5km of schools and additional storage/bike scooter cages.
- Progress a refined design for safety upgrades to Dornoch Terrace due to the high cyclist crash risk identified in RACQ's AusRAP safety assessment.

Public Transport

- Support retained work from home practices to mitigate congestion and advocate to the Queensland Government for a fare scheme review including incentives and network reform to encourage behaviour change for travellers to return to public transport.
- Implement an *e-mobility/personal mobility devices on buses trial* (with appropriate time/capacity restrictions) to improve feasibility of first-last mile connections between e-mobility devices (e.g. e-scooters) and public transport.
- Continue progressing the Brisbane Metro project including further investigations into the underground station at the Cultural Centre to increase busway throughput and capacity.
- Continue to increase yearly funding allocations to transition the bus fleet to ZEV and providing supporting bus EV charging infrastructure.

We look forward to continuing to engage with Brisbane City Council on opportunities to improve liveability, safety, mobility, and well-being for our local communities. If you require further information or discussion on any priorities, projects or initiatives in this letter, please do not hesitate to contact myself, or RACQ's Head of Public Policy, Susan Furze (on 0438 136 554 or email susan.furze@racq.com.au) to arrange a meeting.

Yours sincerely,



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Attachment 1: Priority Project Recommendations

Key

No Funding /
Progress

Partial Funding /
Progress

Project / Intersection / Section of Road	Problem	Funding/Progress	Recommendation
Road/Corridor Upgrades			
Stanley Street corridor, Woolloongabba (BCC)	High volume of traffic due to intersecting with other major roads, on/off ramp to the M3	None	Work with the Queensland Government on a solution that reduces congestion around Pacific Mwy entry and exit ramps to/from Stanley Street. Fund and deliver localised intersections widening at Annerley Rd, Allen St, Main St and Vulture St
Coonan St, Oxley St and Walter Taylor Bridge corridor – Indooroopilly / Chelmer (BCC)	Not enough 'cross-river' lanes and capacity either side of Bridge creating congestion and safety issues	Pre-feasibility study underway	Complete and release draft feasibility assessment for a new bridge at this location or alternative locations with additional lanes and connection upgrades to better distribute traffic demand for crossing the river (e.g., Centenary Mwy upgrades and boost Park'n'Ride capacity along Ipswich-Caboolture Rail Line adjacent to Oxley Rd/Honour Ave)
Moggill Road corridor - Centenary Motorway to Coronation Drive (BCC section)	Not enough lanes, congested corridor that passes Indooroopilly Shops and is congested to Coronation Drive	The Indooroopilly roundabout upgrade component of the Moggill Road Corridor Upgrade is under construction.	Investigate improvements at Indooroopilly Shopping Centre, e.g., High St/Jephson St/Coronation Drive
Ipswich Road corridor, Annerley to Woolloongabba (BCC)	Congested intersections, some bus stops not indented, safety issues	Ponsonby Street intersection upgraded but no additional progress or funding for recommended upgrades	Upgrade intersection capacity, at Venner Rd, Juliette St and Cornwall St and indent bus stops
Countess Street / Skew St / Roma St / William Jolly Bridge corridor (BCC)	Congested corridor with additional pressure from Victoria Bridge closure, lack of capacity at intersections.	Intersection upgrades completed but no funding or progress on corridor capacity upgrades	Deliver capacity, additional lanes, intersection improvements including signal coordination and synchronisation to increase throughput. Work with the Queensland Government on delivering discounts and incentives for motorists using the Go Between Bridge. to relieve this corridor.



Network optimisation projects (including Better Roads for Brisbane)	Greater investment required in small congestion relief projects at intersections across the road network	Better Roads for Brisbane / Congestion Busting Projects	Increase allocation for discrete infrastructure upgrades to capacity and network efficiency across the BCC Network.
Rail Level Crossing Upgrades			
Rail Level Crossing Upgrade Program – Coopers Plains, Coorparoo, Alderley, Carseldine, Lindum, Runcorn (Warrigal Rd), Wacol	Delays, congestion and safety issues	No funding or progress on removal of Coorparoo, Alderley, Runcorn (Warrigal Road) or Wacol level crossings. Removal is required to improve safety, congestion and rail network capacity. \$40 million committed to improve safety at Boundary Road, Kianawah Road, and Beams Road subject to business cases by the Department of Transport and Main Roads.	Commit funding and partner with TMR to design and implement level crossing upgrades at locations with no current progress including: - Coorparoo - Alderley - Runcorn (Warrigal Road (incl. Nathan Road / Bonemill Road)) - Wacol Continue to commit necessary funds to deliver the Boundary Road, Kianawah Road and Beams Road level crossing upgrades, until all are addressed.
Intersection Upgrades			
Vulture Street / River Terrace and Main Street intersections	Operating above capacity at peaks	Some minor upgrades completed at River Terrace (Leopard) / Vulture Street but additional capacity improvements at each intersection are required	Investigate intersection upgrades at Vulture St/River Terrace (Leopard St) and Vulture/Main Street to improve capacity.
Waterworks Road/Musgrave Road - Windsor Road and Enoggera Tce intersections	Not enough lanes	None	Intersection upgrades and bus stop improvements.
Coronation Drive - Hale Street intersection	High traffic volumes. Not enough lanes, not enough capacity at intersections. No alternative cross-river	No vehicle or public transport solution BCC progressing active transport bridge, Toowong to West End	Upgrade intersection, consider overpass or work with the Queensland Government on delivering discounts/incentives for Go Between Bridge. A bridge further up the Brisbane River (e.g., West End – Toowong/Land Street all modes bridge) may help relieve



	bridge apart from Go Between Bridge		congestion. Last 'TransApex' tunnel connecting Toowong to Woolloongabba not favourable with predicted low traffic volumes.
Fairfield Road / Venner Road intersection	Congested roundabout in AM and PM peak	None	Intersection upgrade and signalisation.
Logan Road / O'Keefe Street roundabout	Congested roundabout in AM and PM peak	None	Intersection upgrade and signalisation.
Milton Road / Miskin St roundabout	Congested roundabout in AM and PM peak	None	Intersection upgrade and signalisation.
Old Cleveland Road / Cavendish Road intersection	Constrained intersection, lack of capacity	None. Limited benefits from Eastern Transitway upgrades.	Additional lanes and intersection improvements. Investigate potentially for pedestrian overpass at Cavendish Road.
Rochedale Road / Miles Platting Road intersection	Large growth in residential development, along with 2 schools leading to congested intersection	None Council is delivering an upgrade to nearby intersection - Rochedale Road/Priestdale Road	Intersection upgrade with additional lanes/capacity.
Underwood Road intersections	Congested intersections	None	Additional lanes and signalisation at Gaskell St and Levington Road to improve safety and reduce delays.
Venner Street / Frederick Street intersection	Offset intersection	None	Widen / consider roundabout, or signals to reduce speeds and conflicts.
Turton Road / Station Street intersection	Offset intersection	Upgrades completed to pedestrian crossing and traffic calming. Additional traffic safety improvements required.	Widen / consider roundabout or signals to reduce speeds and conflicts.
Calam Road / Compton Road intersection	Large intersection impacted by congestion at Beaudesert Rd / Compton Rd intersection	None	Difficult, BCC to work with Queensland Government on a solution.



Wickham Street / Turbot Street intersection	Convergence of two uncontrolled streets	None	Difficult, there may not be a viable solution.
Pedestrian and Cycling Infrastructure Projects			
Vulnerable Road User Safety	Survival rates for vulnerable road users improve at 30km/hr. Consider on highly pedestrianised/active travel corridors.	40km/hr implemented on some roads and various speed limit reductions. Consider on highly pedestrianised/active travel corridors e.g inner city/CBD.	Investigate lower (e.g., 30 km/h) speed limits (with traffic calming) on some core, inner CBD roads, to improve pedestrian safety and which may support and encourage 'take a lane' safe cycling practices where there is no space for formal cycleway treatments.
Green Bridges	Lacking east-west connectivity across Brisbane River for vehicles and active transport	Kangaroo Point Bridge and Breakfast Creek Green bridges under construction. West End to Toowong and West End to St Lucia detailed planning underway.	Campaign to State and Federal Governments for funding to construct all Green Bridge proposals by 2030, including investigating a fifth Green Bridge proposal from Bulimba – Teneriffe, or two bridges linking Kangaroo Point to New Farm, along Merthyr Road and from New Farm to Hawthorne Ferry Terminal.
Footpath improvements	Lack of suitable safe footpaths throughout Brisbane	Annual program	Increase BCC budget for footpaths in existing neighbourhoods and widening footpaths to activity centres or public transport stations/stops. Provide wide footpaths as part of future developments.
Smart Pedestrian Crossings	Safety for slow pedestrians and long pedestrian crossing times	None	TMR Smart Crossings Trial is complete and being implemented at other locations where safety and efficiency improvements are worthwhile. BCC should identify locations that can benefit from this technology and fund an annual program to implement on their network.
Dornoch Terrace Safety Improvement project	Safety conflicts between cyclists and vehicles. High crash risk rating.	First proposal failed to pass community consultation. Updated design proposal required.	Develop alternative designs which improve the safety of cycling facilities, including reviewing speeds, and resolving intersection/turning conflicts
Cycling infrastructure improvements	Lack of safe on and off-road cycle paths to improve cyclist safety and connectivity of cycle network	Annual program with Council and State funding for major projects. Requires minor projects across the network.	Provision of separated facilities e.g., more bike paths and on-road lanes to improve safety and separate bicycles from cars on major roads, filling in gaps in the Principal Cycle Network. Expand the CityLink Cycleway and investigate lower (e.g., 30 km/h) speed limits (with traffic calming) on some core, inner CBD roads, which may support and encourage 'take a lane' safe cycling where there is no space for formal cycleway treatments and improve connectivity and accessibility for alternative transport modes CBD cycle grid.



Low Emission Vehicle Support			
National electric vehicle fast-charging network	Unreliable access to high-speed charging infrastructure to support battery and plug-in hybrid vehicle owners	Some charging infrastructure is provided from Federal, State and private networks. Additional support for residents and travellers required.	Update planning regulations to include the provision of a suitable number of EV charging stations to accommodate occupant needs and the associated future power supply/transformer requirements, for new developments, particularly for multiple dwellings/higher density development. Implement policy to retrofit/upgrade Council infrastructure and utilise business partnerships to progress the installation of the public EV charger network as identified in Infrastructure Australia's Infrastructure Priority List.