

Submission re Draft Salisbury, Nathan and Moorooka Neighbourhood Plan & Strategy

About

My name is Abraham O'Neill. I'm a member of a household of five. All four adults are regular commuter cyclists, two on e-bikes and two on regular bikes. We drive semi-regularly, especially myself and my partner as new parents.

Summary

I support much of the draft Neighbourhood Plan and Strategy (***the draft Plan***), including greater density around transport hubs as proposed, but it should be amended as follows:

- In relation to road corridor and public transport planning, dedicated bus lanes must be provided on Ipswich Rd between Moorooka Station and Annerley to improve public transport and comply with the South East Queensland Regional Transport Plan.
- In relation to active transport,
 - I support all of the proposed active transport connections along Lillian Ave, Keats/Gainsborough/Durack St and on Rocky Waterhole Creek.
 - Even after these active transport upgrades the area will still have an incomplete, unsafe and therefore ineffective network.
 - I am seeking key amendments including safe, physically separated bike lanes on Ipswich Rd, Beaudesert Rd, Tarragindi Rd, Fegen Dr, through the Salisbury industrial area and improvements to the existing Moolabin Creek bikeway.
- In relation to public space, Council must prioritise delivering new public space and community facilities rather than simply “investigating”. Facilities must be provided before the land is upzoned. They could be funded by a special rates area to make sure developers and large landowners pay their fair share.
- I support more public housing in Moorooka, Salisbury and Nathan.

Proposed amendments to the Neighbourhood Plan

The maps on the following page show my proposed amendments to the Neighbourhood Plan:

- the Plan Area boundary is **blue**,
- existing active transport routes are in **red**,
- the active transport routes in the draft Neighbourhood Plan are in **yellow**,
- proposed additional safe, separated bike lanes are in **green**
- proposed additional dedicated bus lanes are in **purple**.

A detailed [Google Maps version of my proposed amendments is can be found here](#).

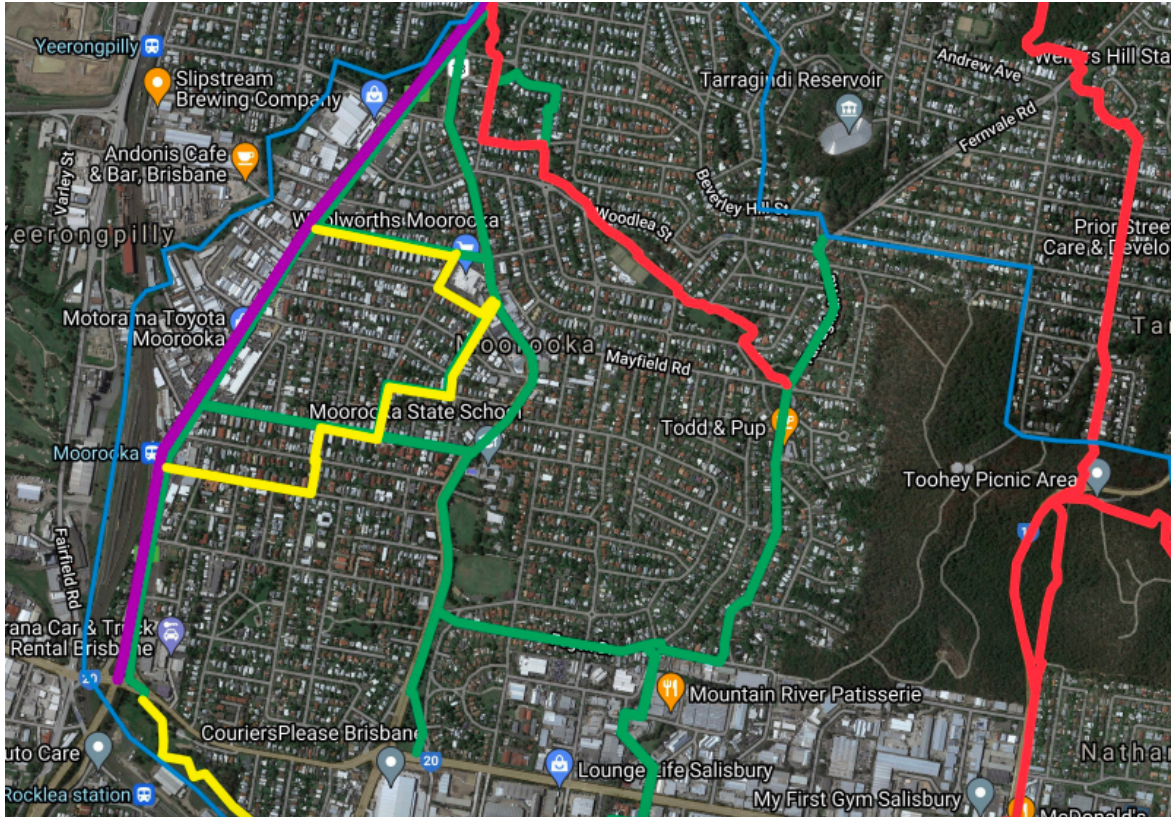


Figure 1: [Proposed amendments to the Draft Neighbourhood Plan](#) (Moorooka section)

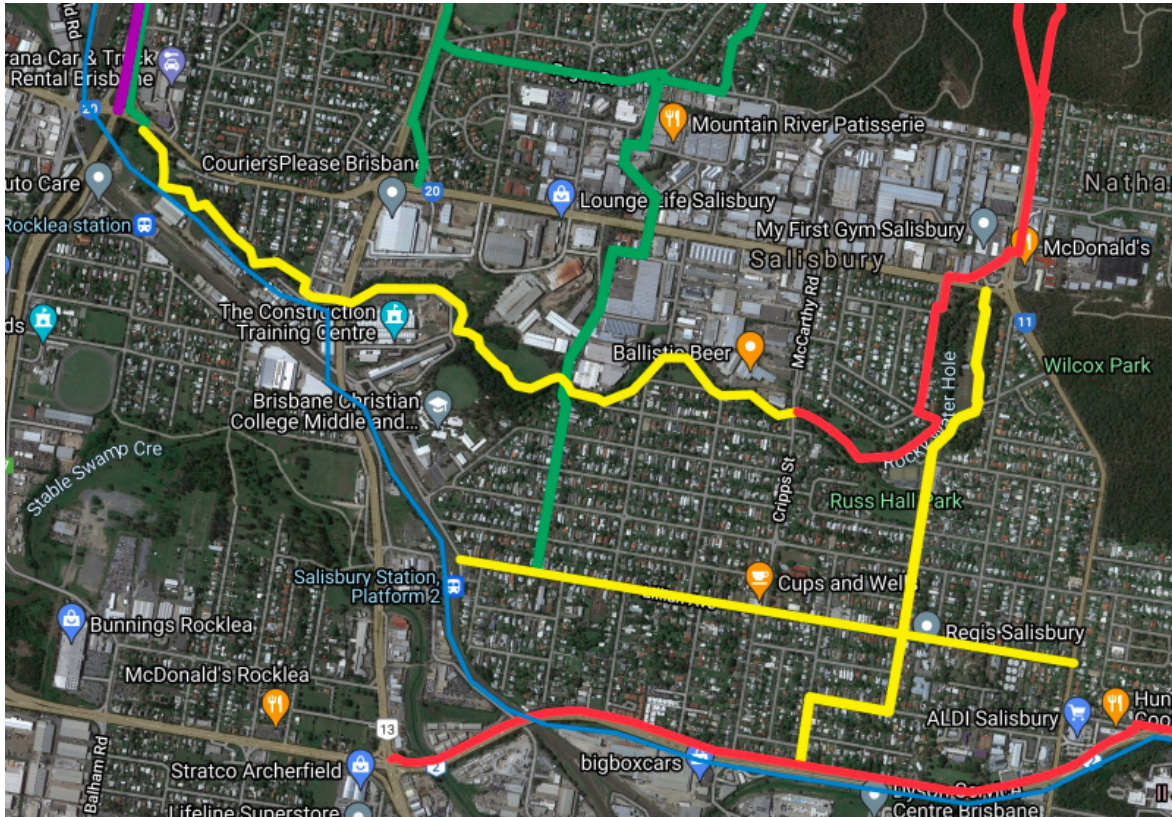


Figure 2: [Proposed amendments to the Draft Neighbourhood Plan](#) (Salisbury section)

Eight to Eighty: why safe cycling routes matter

The best way to reduce traffic congestion, improve liveability and to cut climate pollution from private vehicles is to make walking, cycling and public transport attractive, efficient and safe.

Strategy 3.2 Make it enjoyable to walk and cycle unfortunately does not identify a key and arguably the most important reason why people find cycling uncomfortable - the risk of injury from motor vehicle traffic.

Shaded roads are welcome for pedestrians, but they will not encourage many additional people to cycle on busy road corridors unless physical protection from cars and trucks is also provided. The cycling network should aim to make riding safe and attractive for riders aged eight to eighty and beyond.

Just down the road: why inter-suburb linkages matter

All of the suggestions below are aimed at improving inter-suburban linkages rather than primarily at creating new cycling routes to the CBD or other further away destinations. They are designed to support residents to replace short car journeys with active transport. All residents, existing and new, should be able to ride to the shops, the park, a friend's house, or ride with their kids to school.

For longer trips like to the CBD, most riders are content to travel some distance to a safe route like the Toohey Forest bikeway or the V1. For shorter trips, the only practical route is a direct one, meaning that major roads like Beaudesert Rd, Ipswich Rd and others must be safe.

To reduce traffic congestion, climate pollution and car dependence, linking Moorooka to Annerley, Salisbury, Rocklea and Tarragindi is just as important as creating a safe route to the CBD.

It is concerning that cycling access is classified as "recreation" under *Strategy 4.2 Facilitate active recreation across the area* rather than as a crucial form of transport for connecting locals with services.

Don't go backwards from the 2000 Moorooka District Local Plan

While the draft Plan proposes a huge increase in upzoning and density, it is a significant downgrade from the active transport ambition of the [Moorooka District Local Plan](#) from 2000 (***the 2000 Local Plan***).

The 2000 Local Plan showed an impressive network of "bikeways" (see Figure 1 below) on:

- Ipswich Rd between Annerley and Rocklea,
- Beaudesert Rd,
- Cracknell Rd/Tarragindi Rd/Andrew Ave/Fernvale Rd/Tarragindi Rd at Mayfield St,

- Mayfield St between Tarragindi Rd and Beaudesert Rd.
- Currey Ave and Davey St between Beaudesert Rd and Toohey Forest
- Tarragindi Rd, Precision St and Evans Rd and Toohey Rd in Salisbury
- Rocky Waterhole Creek between Salisbury Recreation Reserve and Ipswich Rd
- Lillian Ave, Cripps St and McCarthy St in Salisbury.

It is quite disgraceful that many of these have not been delivered in the 21 years since 2000, even while Council has granted developers significant upzoning concessions. The Draft Plan must not go backwards, and should be improved based on the suggestions below.

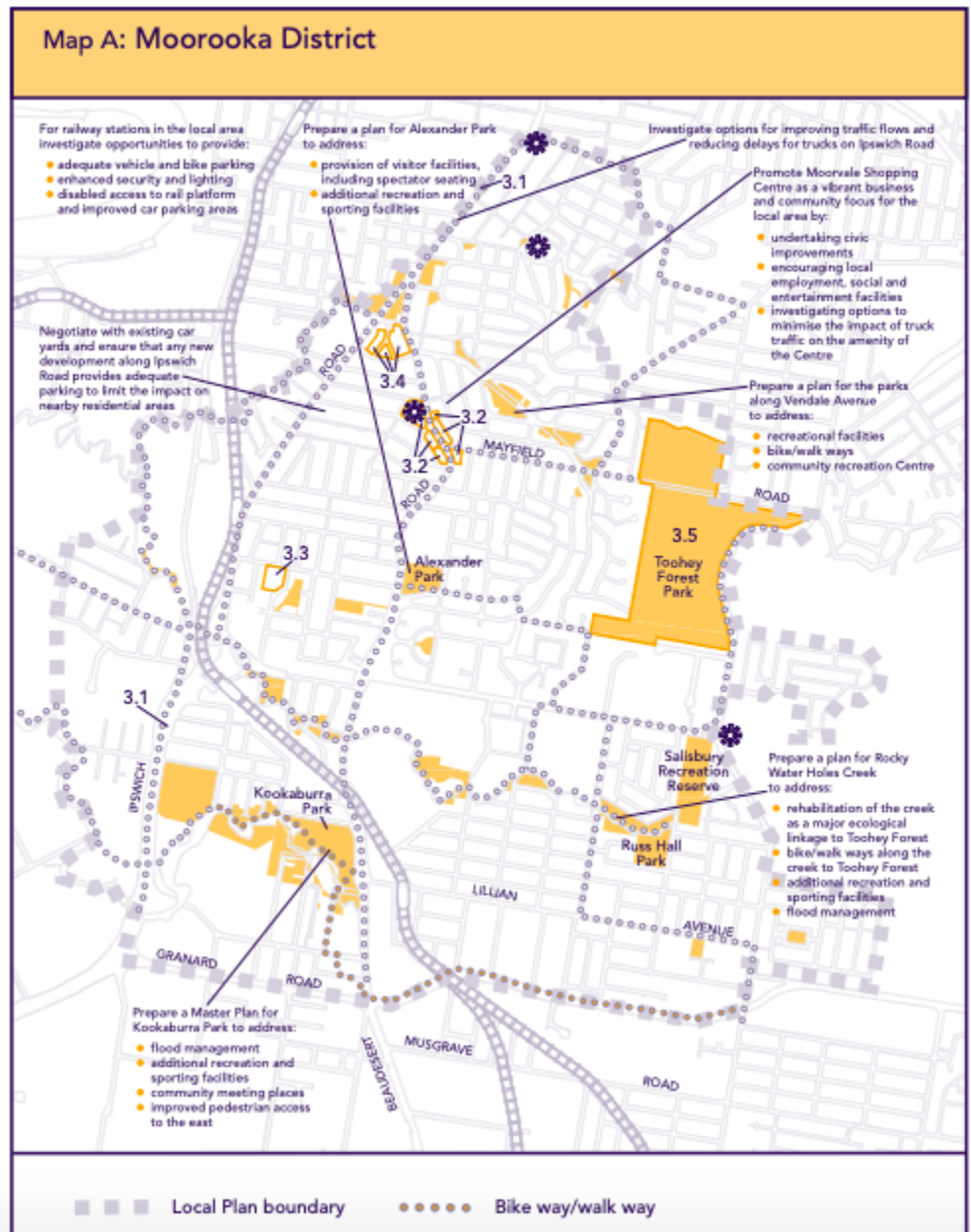


Figure 3: Extract from [Moorooka District Local Plan](#), 2000

It's broke but you ain't fixing it: The existing active transport network is poor

The existing active transport network in the Plan area is poor. Figure 1 below is an extract from BCC's own Cycling Brisbane Interactive Map which shows how few connections exist in Moorooka, Salisbury and Nathan.

Aside from the Moolabin Creek bikeway in Moorooka, those connections that do exist tend to serve commuter cyclists living or working in other suburbs (e.g. the V1, the Riawena Rd bikeway and the Toohey Forest bikeways from Griffith University). They largely do not serve local residents for local trips.

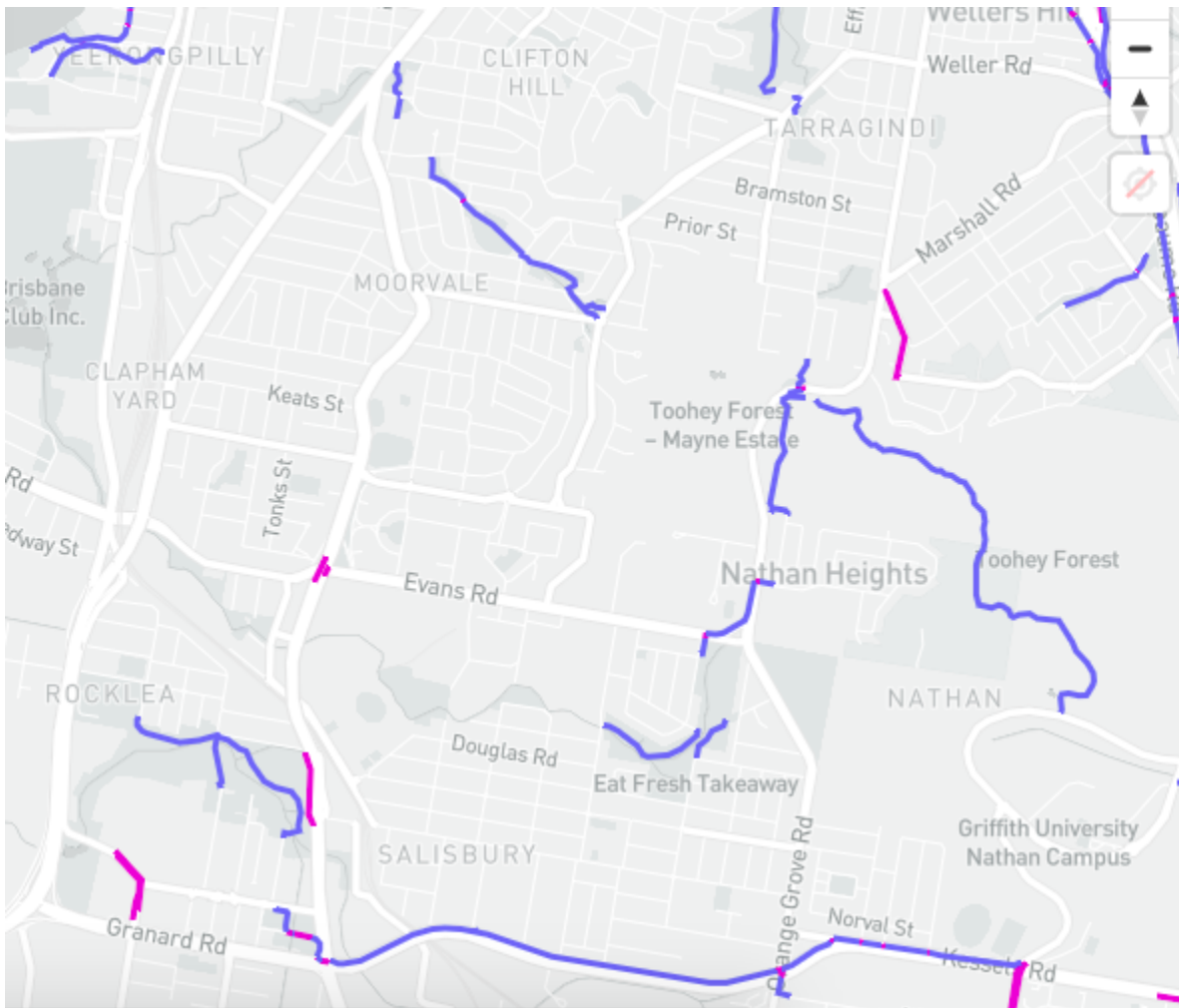


Figure 4: Extract from BCC's [Cycling Brisbane Interactive Map](#)

Unfortunately, the Draft Plan as it stands will not fix the situation. It does not propose any new north-south connections, leaves the vast majority of residents (existing and new) stranded far from safe bike lanes and does not connect Moorooka to Salisbury or Nathan.

Ipswich Rd - dedicated bus lanes

The Plan must include dedicated bus lanes on Ipswich Rd from the northern end of the Plan area at least as far south as Moorooka Station and preferably further.

This is to make sure Council complies with the [South East Queensland Regional Transport Plan \(SEQRTP\)](#), shown in Figure 3 below, which designates Ipswich Rd between Moorooka Station and the PA Hospital as a “Bus Priority Corridor” by 2041. Bus Priority Corridor is defined as:

Corridors that provide frequent bus links with bus priority measures to deliver bus passengers with priority and travel time reliability. Priority measures may include T2 lanes, intersection right-of-way, bus lanes or dedicated busways.

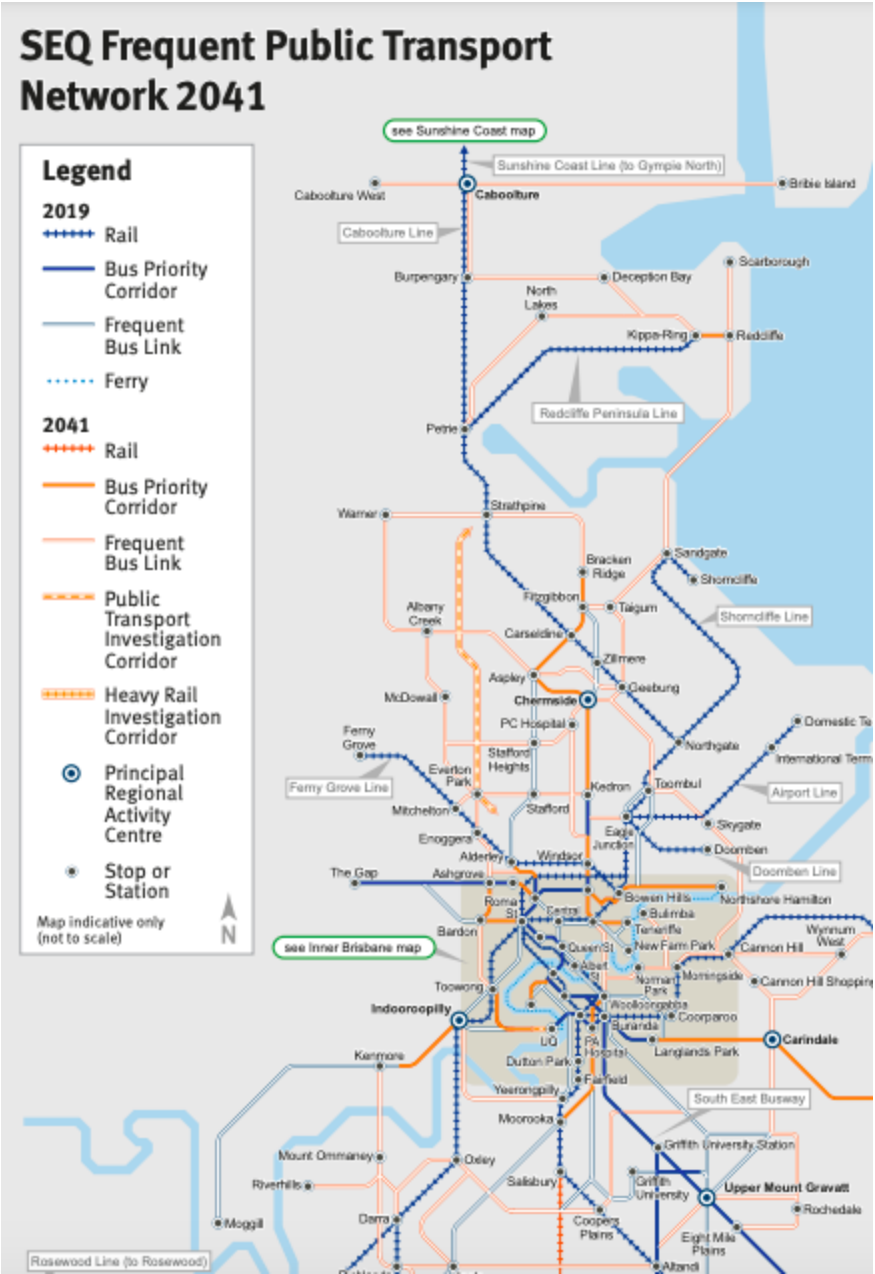


Figure 5: Extract from the SEQ RTP, page 53

The existing bus services are frequent, but unreliable and intermittent when traffic is bad, so the SEQ RTP will dramatically improve public transport on the south side.

Ipswich Rd is the site of a huge proposed increase in density via upzoning under the draft Plan. New residents and the workers in new businesses must be given the option to walk, cycle or catch public transport to work.

I understand that Council has an unpublished but widely acknowledged long-term plan to widen Ipswich Rd to six lanes of traffic. I do not support adding more space for private vehicles, so if

this expansion goes ahead, the extra space must be used for dedicated bus (or light rail) lanes, physically separated bike lanes and for wider footpaths.

Landowners on Ipswich Rd are set to benefit from a huge increase in land values thanks to the proposed upzoning. This creates an opportunity to demand a land dedication as a part of any redevelopment.

A fast, frequent and reliable bus connection on Ipswich Rd north of Moorooka Station would be a huge boost for businesses on the newly redeveloped Magic Mile and nearby industrial areas, linking these areas with the broader rail and bus network.

If this long-term prioritisation of public and active transport on Ipswich Rd is not included in the Plan, compliance with the SEQ RTP will be much more difficult in years to come.

Ipswich Rd - protected bike lanes

The draft Plan should be amended to include safe, physically separated bike lanes on Ipswich Rd. A bikeway was proposed in the 2000 Local Plan but never delivered.

Ipswich Rd is a Secondary Cycle Route, and is the site of a huge proposed increase in density via upzoning under the draft Plan. It connects Moorooka Station, several schools, bus routes, parks and other amenities.

There are very few alternative alignments for an active transport route for this north-south corridor, because parallel streets tend to be discontinuous. This is helpful for preventing rat-running by vehicles but difficult for cyclists. Ipswich Rd follows the natural ridge line for much of its length, meaning parallel and backstreet routes are much steeper.

As noted above, if long-term planning for better public and active transport is not included in the Plan, it will be much more difficult in future. For any corridors which require the loss of street parking, local opposition from residents should be moderated by advance notice via the Plan.

Beaudesert Rd - protected bike lanes

The draft Plan should be amended to include safe, physically separated bike lanes on Beaudesert Rd. A bikeway was proposed here in the 2000 Local Plan but never delivered.

Beaudesert Rd is a Secondary Cycle Route, and is the site of a significant proposed increase in density via upzoning under the draft Plan.

The draft Plan does not currently include any north-south active transport connections, and Beaudesert Rd should be the top priority in this category.

It is a key connection through the Plan area, including for schools, childcare centres, shops and parks. It also connects Ipswich Rd, the existing Moolabin bikeway, the existing Riawena Rd bikeway, Salisbury Station and the proposed Rocky Waterholes Creek bikeway.

For much of its length, Beaudesert Rd is very wide, with ample space for protected bike lanes. It already has a 40km/hr speed limit through the Moorvale Shops.

East-west connections between Ipswich Rd and Beaudesert Rd

I strongly support creating safe, physically protected bike lanes connecting east west between Ipswich Rd and Beaudesert Rd. These connections serve important destinations like Moorooka Station, the Moorvale shops and Moorooka State School.

Council has proposed two routes (Durack / Vale / Lyon Sts and Keats / Carson / Gainsborough / Dora / Luxworth Sts) both connecting to Manmeet's Paradise on Beaudesert Rd which is a sensible end point. Both appear to be based on the existing mapped Local Cycle Routes.

- *Durack / Vale / Lyon Sts* - Council should consider how the high traffic activity at Moorooka Woolworths will affect safety on this route. A better alternative could be a straight route along Durack St, linking with safe bike lanes on Beaudesert Rd.
- *Keats / Carson / Gainsborough / Dora / Luxworth Sts* - This alignment should be reconsidered. This is a zigzag route that is not intuitive to follow. Weaving in and out of back streets means more interactions with cars. Local residents report that Carson St is very narrow and fills up with parked cars during the day. A better alternative would be a straight route on Gainsborough St, with an extra leg running to Manmeet's Paradise via Vale, Dora and Luxworth Sts.

Adding protected bike lanes on Ipswich and Beaudesert Rds as suggested above would mean some alternative east-west connections (like a straight route on Gainsborough St) become more useful.

Rocky Waterholes Creek - active transport

I strongly support the creation of a "green spine" and active transport connection on the Rocky Waterholes Creek corridor. A bikeway was proposed here in the 2000 Local Plan but never delivered. This is a vital east-west connection in an area with very few.

Rocky Waterholes Creek is a vital east-west link, and it should connect all the way from Ipswich Rd to the Salisbury Recreation Reserve. It should be seen as a route for local trips as well as a recreational asset, just like the existing Moolabin Creek bikeway in Moorooka.

If Rocky Waterholes Creek cannot be delivered all the way from Ipswich Rd to the Salisbury Recreation Reserve, safe, physically separated bike lanes should be considered on Muriel Ave / Evans Rd.

Tarragindi Rd (north-south) - protected bike lanes

The draft Plan should be amended to include safe, physically separated bike lanes on Tarragindi Rd running north-south. This route should run from the Tarragindi Reservoir in the north to the roundabout at Davey St in Salisbury in the south.

The corridor is a Secondary Cycle Route, and it would connect Annerley, the popular Tarragindi Reservoir, the Moolabin Creek bikeway, the local centre at 398 Tarragindi Rd and Salisbury. This route would also serve to greatly expand the catchment of residents who can safely cycle to Toohey Forest.

A bikeway was proposed for part of this route in the 2000 Local Plan but never delivered.

Tarragindi Rd / Fegen Dr / Davey St (east-west) - protected bike lanes

The draft Plan should be amended to include safe, physically separated bike lanes on Tarragindi Rd / Fegen Dr / Davey St running east west. It should connect Beaudesert Rd with Tarragindi Rd.

A bikeway was proposed along Currey Ave and Davey St in the 2000 Local Plan but never delivered.

Moorooka - Salisbury connection - protected bike lanes

A key missing north-south connection for active transport is the route from Moorooka to the proposed Rocky Waterholes Creek bikeway and Lillian Ave in Salisbury. One possible route would be (north to south) Industries Rd / Project St / Engineering St / Assembly St / Kellett Rd.

This route takes advantage of the Assembly St Park and its existing bridge over Rocky Waterholes Creek, rather than the mapped Secondary Cycle Route on Precision St and Myra Rd which traverses private property.

There is a Secondary Cycle Route running through the Salisbury industrial area between Davey St and Evans Rd. Any route through this area should pass by the FoodConnect Shed on Commerce St which is a newly reinvigorated community hub. This alignment would have the benefit of avoiding Tarragindi Rd, which is busy at this point.

A bikeway was proposed for a north-south corridor including part of Tarragindi Rd and Precision Rd in the 2000 Local Plan but never delivered.

Improving the existing Moolabin Creek bikeway

The existing Moolabin Creek between Ipswich Rd and Tarragindi Rd (part of the Moorooka-Yeronga Bikeway) is a brilliant piece of infrastructure. It is a Primary Cycle Route and

it is the only safe cycling route connecting different parts of the Plan Area, but it could be significantly improved.

The draft Plan should be amended as follows:

- The Plan should include a long-term objective to **bypass the steep, narrow and unprotected, on-road section on Wharton and Kiltie Sts.**
 - This section needlessly climbs out of the natural creek bed route of the bikeway, traversing two residential streets with significant on-street parking, many driveways and a four-way intersection.
 - Figure 2 above shows this section as a gap in the bikeway, which is exactly how it feels while riding it.
 - It could be replaced by a flatter, more direct route via Purcell St and Deville St.
 - This would require Council to purchase the property at 55 Deville St when it is next available or obtain an easement for a passageway. The property could be converted to a pocket park with no vehicle access.
- The Moolabin Creek bikeway should also be upgraded to remove the dangerous “banana bars” and improve road crossings to provide priority for cyclists and pedestrians at Hillview, Homestead, Woodlea and Bohain Sts.

Lillian Ave active transport route - protected bike lanes

I strongly support the proposed new active transport route on Lillian Ave, Ainsworth and Regis Sts, although I am less familiar with this area. It is vital that these routes should have safe, physically separated bike lanes.

Subtropical Boulevards are not protected bike lanes

The draft Plan’s proposed designation in 3.2.2 of some roads including Beaudesert Road, Evans Road, Toohey Road and Orange Grove Road as Subtropical Boulevards is welcome, but it will not provide physical protection for cyclists.

Subtropical Boulevards are described in the [Centres Detail Design Manual](#) within the Citywide Streetscape Hierarchy, but the Manual does not provide any guidance about physical protection for cyclists and scooter riders from vehicle traffic.

Upzoning, creating new public space

I support increasing residential density around public transport hubs. This must be accompanied by more public space, including high quality parkland and community facilities, near the Moorooka and Salisbury Stations, at the Moorvale shops and at each of the proposed centres on Lillian Ave.

While Council is proposing huge upzoning in concrete and specific areas in the draft Plan, the vague commitment to “investigate” new public space is deeply inadequate.

New parkland must be identified and purchased before land is upzoned, since land values will rise and make acquiring parkland less affordable.

Council should commit to meeting the [Desired Standards of Service](#) for parkland in the City Plan *Part 4 Local government infrastructure plan*. The planning team should calculate the current level of provision in Moorooka, Nathan and Salisbury and commit to increasing parkland and other community facilities to meet the benchmarks.

Character housing

Character housing contributes aesthetically to the suburbs, but Council should balance this benefit against the need to provide more housing close to jobs, transport and services. Character housing should not be protected at the expense of sensible land use and transport planning decisions.

More important than the heritage or aesthetic value of character housing are amenity, adequate building setbacks, deep planting, building standards, minimising car dependency and environmentally sensitive design. These elements should be prioritised over protecting character housing.

Making developers pay their fair share

New public space and community facilities could be funded by a Special Rates Area to raise extra revenue from property developers and large landowners who will receive a windfall gain thanks to upzoning. This Special Rates Area could be focussed on large landholdings around Moorooka Station, Salisbury Station and the eastern side of Ipswich Rd where large upzoning to 4-8 storeys is proposed.

It is fair to make sure property developers and large landholders pay their fair share for public infrastructure to accommodate new residents and improve the liveability of the area.

Support for more public housing

Although it is outside the scope of the Neighbourhood Plan, I strongly support more high-quality public housing in Moorooka, Salisbury and Nathan. Council should work with the State government to maximise the potential for more public housing development close to local centres, public space and transport hubs.

Moorooka Bowls Club and new community facilities

Council should provide new community facilities especially on the western side of Beaudesert Rd which lacks generous parks and high quality facilities. Council should:

- Spend the required money to renovate and reopen the Moorooka Bowls Club.

- Provide land for a new library and a community gym in the Plan.
- Consider providing land for a new public school to cater for new families in consultation with the State government.