

Ms Jackie Trad M

Deputy Premier
Minister for Transport
Minister for Infrastructure, Local Government and Planning
Minister for Trade
Member for South Brisbane

Suite 1/90 Vulture Street
West End, Brisbane Q 4101



14 August 2017

kurilpafuturesgroup@gmail.com

RE: Response from Kurilpa Futures to proposed green bridge between St Lucia and West End.

Dear Jackie,

As discussed at our meeting (21 July 2017), I write on behalf of Kurilpa Futures (KF) to confirm our request for a fully-considered transport and mobility strategy for the Kurilpa peninsula.

Green Bridge proposal: There is no data supporting a local demand for this bridge nor an analysis of the alternatives (such as reviewed pricing and frequency of ferry services for this sector). Until such evidence is available for consideration, we do not believe that the potential benefits of this project outweigh the financial costs, environmental and amenity impacts on the Kurilpa peninsula community.

Peninsular traffic: The traffic situation in the peninsula deteriorates by the day with the construction of 8,347 units and 10,790 car parks since the beginning of the South Brisbane Riverside Neighbourhood Plan(SBRNP) in 2010. There is **No traffic and transport plan** to manage these impacts. **It is our intention to have a transport management strategy implemented** to address

- the associated impact of vehicles flooding onto local streets
- the impact on adjacent routes that already suffer unacceptable peak hour congestion, and
- infrastructure for the policy-supported public transport, pedestrian and cyclist communities.

(See attached KF's March 2017 submission to BCC's Local Area Traffic Management Survey for Montague Rd).

It is our firmly-held conviction that support for a green bridge should be assessed against other mobility priorities for the Peninsula. The starting point for the TAMS should be the health, livability and accessibility of the Kurilpa community and its many cross-town visitors rather than the imperative to move city-wide traffic across the 'obstacle' of the Kurilpa peninsula.

RECOMMENDATIONS for a Transport and Mobility Strategy (TAMS) for the Kurilpa peninsula:

1. The TAMS is conducted by an independent, experienced team of transport, social, urban planners.
2. A high level of community engagement is employed in the development of the TAMS including the transparent publication of all drafts and the final version.
3. The TAMS should be a collaborative planning process between state government, BCC and the local community.

4. Affordable and frequent public transport, walking, cycling and reducing car dependency are given priority within the strategy.
5. The TAMS integrates the West End Green Space Strategy.
6. The TAMS recommends costed initiatives funded by infrastructure charges and government funds as well as policy and planning instruments to deal with traffic and increase active transport.

We believe the current and projected traffic situation needs urgent attention and Kurilpa Futures are happy to contribute our proven skills in facilitating community involvement.

Jackie, we welcome your leadership on this issue and the opportunity to discuss with you further.

Yours sincerely,



Ruth Christie
[8 Exeter St, West End, 0406546090]

On behalf of Kurilpa Futures