



South Brisbane Transport and Mobility Study

Insights Report

November 2019

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Executive Summary

The Department of Transport and Main Roads (TMR) is developing a community-led multi-modal South Brisbane Transport and Mobility Study (SBTMS). The study is a proactive approach to managing future changes in the transport network and is an important Queensland Government commitment and community priority. The study area is approximately 12.6 square kilometres in area and encompasses West End, South Brisbane, Kangaroo Point, Woolloongabba, East Brisbane, Highgate Hill, Dutton Park and parts of Annerley, Fairfield, Greenslopes and Coorparoo.

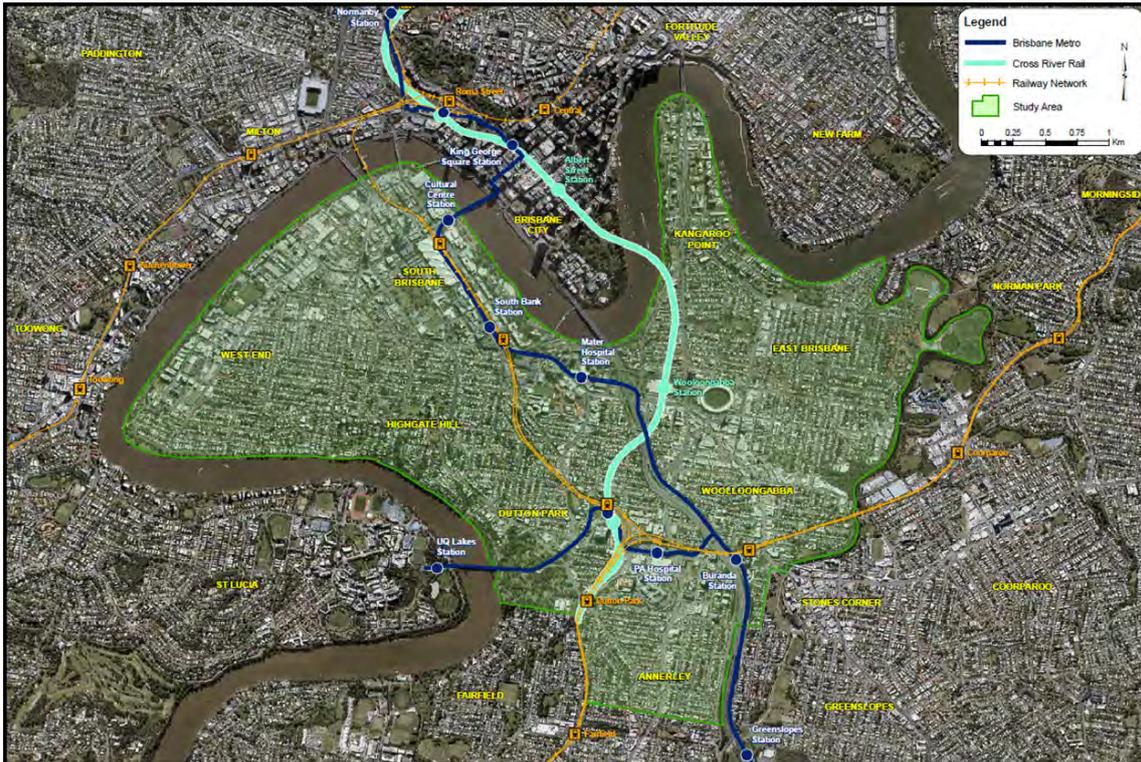


Figure 1 The SBTMS study area

The scope of the SBTMS is being delivered over four stages including:

- **Stage one: Situation analysis** – a review of the current state of the transport network;
- **Stage two: Stakeholder and community engagement** (this report) – a detailed summary of the insights of the local community and transport network users on the network;
- **Stage three: Transport assessment** – analysis of the data underpinning the community insights and identification of future network priorities; and
- **Stage four: Strategy development** – the final strategy and output for the SBTMS.

This report

This Insights Report is the key deliverable for stage two of the SBTMS. It is designed to assist TMR to understand the current community and stakeholder sentiment regarding the transport and mobility landscape in the inner South Brisbane study area.

In developing this report, TMR:

- Conducted 14 community engagement sessions reaching around 1,000 people.
- Conducted independent interviews with identified key traffic generators in the study area including universities, hospitals, entertainment precincts and government agencies to dive deeper into particular sub-segment issues.
- Facilitated detailed engagement with a selection of representative community groups as well as major trip generators across the study area.
- Conducted a detailed online survey on participants' travel behaviour and priorities, garnering 620 responses.
- Facilitated an online tool, CollabMap, which invited community members to drop a pin on key elements of the network that they believed should be further explored through the SBTMS. This tool attracted 1,100 comments and a further 2,333 'likes' and 'dislikes'.

The map below highlights the concentration of community comments and 'likes' across the study area. Further details on the nature of these comments and their implications are outlined throughout the report.

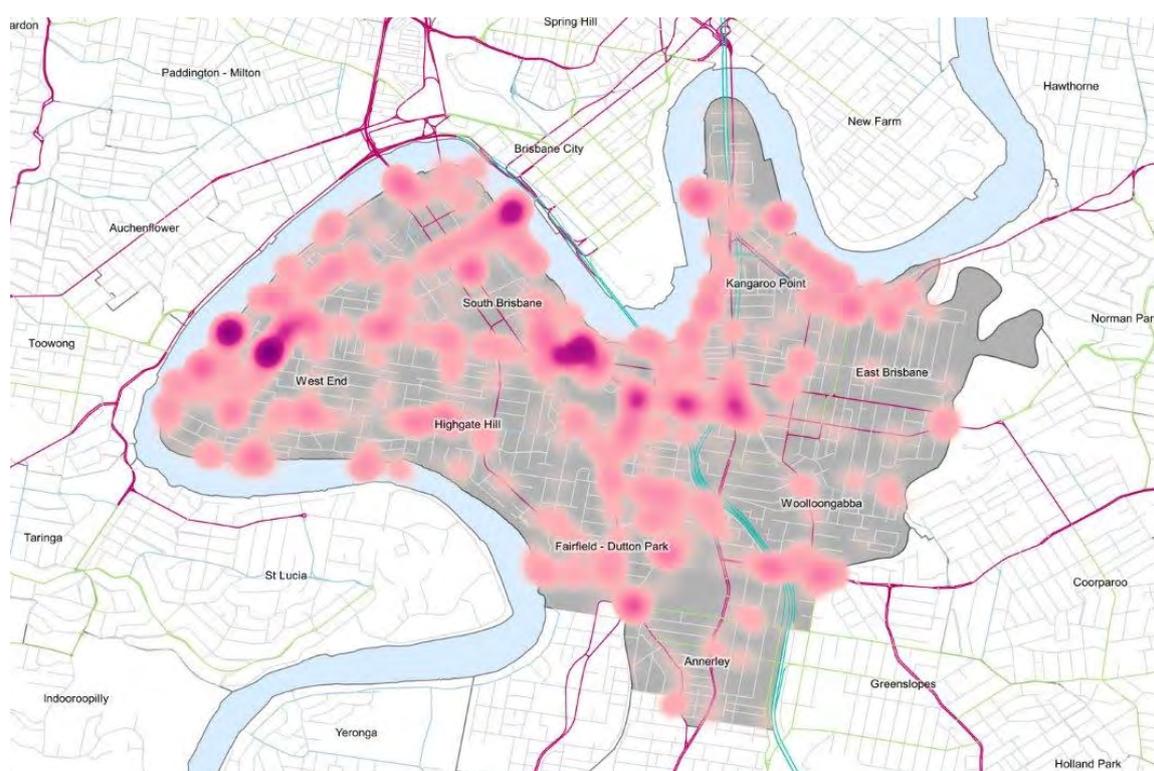


Figure 2 Interactive mapping tool comments and votes, with colour density signifying the volume.

Further details on the community survey, interviews, and CollabMap inputs and outputs can be found in the appendixes of this report.

Key findings

The key findings from consultation activities have been collated under seven themes that were consistently raised by community and business representatives. These themes, as well as the key locations across the study area where they were predominantly raised have been summarised below.

Theme one: Safety

Safety is a critical consideration for users of all transport modes and people adjacent to the network. With increased demand and travel volumes across the network, enhancement of safety will continue to be a priority. Safety can be enhanced through improvements to planning, design, operation, education and monitoring of the transport network.

While only 15 per cent of survey respondents stated safety to be their most important criterion for future investment, a community member said “safety should be a given; it is about people’s values and behaviour.” The prominent insights related to safety uncovered throughout consultation activities for the SBTMS include:

- Personal safety – perceived to be a key issue for late-night workers, particularly those working within the study area’s health precincts. It was discussed that while there are less safety concerns on public transport, the connections at either end of the trip is a major deterrent to using public transport modes after-hours
- Modal separation – predominantly in relation to separating pedestrian and cycling from road vehicular traffic with identified locations of issue at the Goodwill Bridge, Stanley Street, Vulture Street, Annerley Road and Montague Road
- Pedestrian crossings and safe zones – as a result of high volumes of vehicle traffic, the need to cross multiple lanes, and some crossings being staggered (requiring multiple crossings) in various locations across the study area
- Speed and traffic management – raised as a point of concern and a method for improving safety for the most vulnerable road users – pedestrians and cyclists. Suggestions were made to improve safety, slow traffic and reduce ‘rat-running’ through the study area.

The map below displays locations across the study area where safety related comments and votes were flagged on the interactive mapping tool.

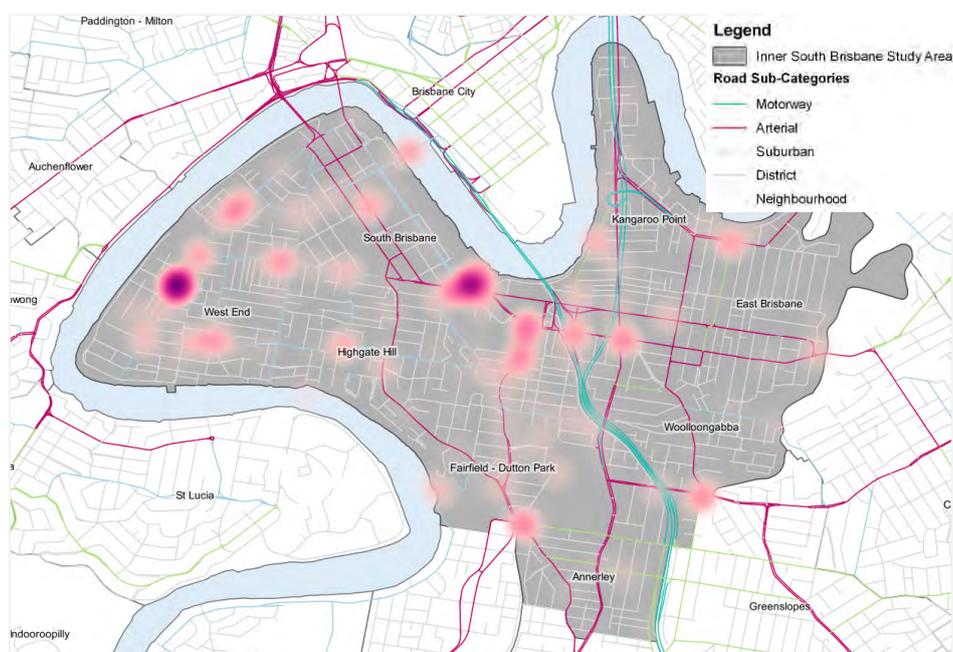


Figure 3 Interactive mapping tool safety based comments and votes, with colour density signifying the volume.

Theme two: Connectivity

TMR’s Transport Coordination Plan 2017 – 2027 identifies ‘access’ as the ultimate goal of most transportation – people’s ability to reach jobs, goods, services and activities; and the ability of goods to reach markets. Enhancing access to transport improves mobility for people and for communities. Key insights related to connectivity that were uncovered included:

- East to west connectivity within the study area – predominately relating to the provision of direct routes and cross-area connections through the area for active and public transport users. Vulture Street was identified as a potential corridor for an east to west bus route, connecting Woolloongabba to West End in one journey
- River crossings – seeking to improve active and public transport routes across the area, proposed additional crossings/links across the Brisbane River were discussed for West End and Kangaroo Point

- Cycle and walking paths – specifically relating to discontinued bikeways and pedestrian links to nearby destinations with key areas of concern identified as the river walk at Kangaroo Point and Melbourne Street, South Brisbane
- Public transport routes – while generally well connected by public transport, some stakeholders and community members discussed their need to use multiple services to get to their destinations, potentially deterring use. The highest number of survey responses regarding multiple stops on journeys originated from those who live, work, study or visit Dutton Park, Annerley and Woolloongabba.

The map below displays locations across the study area where connectivity related comments and votes were flagged on the interactive mapping tool.

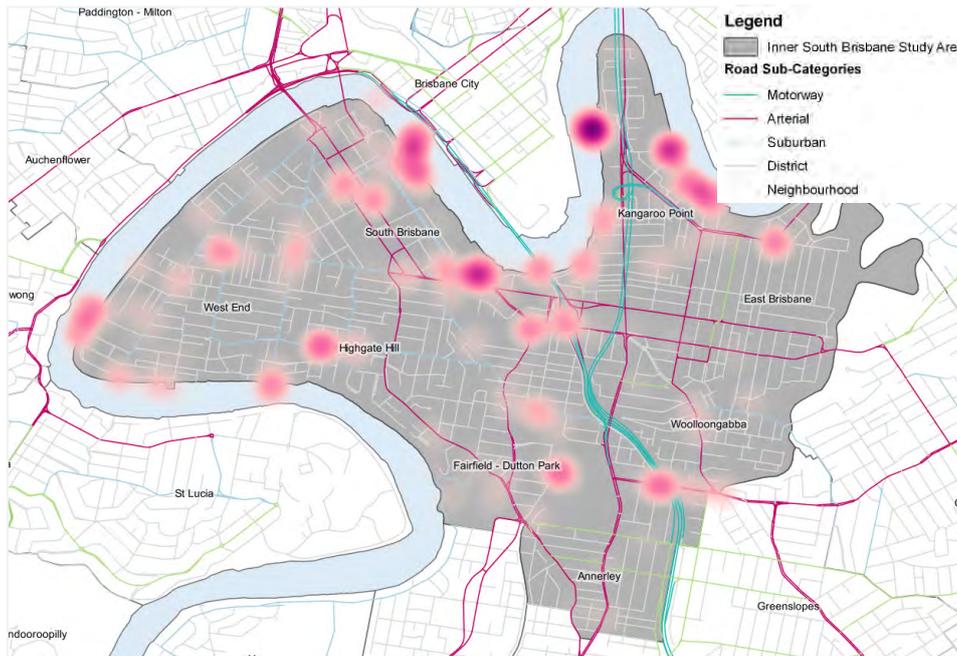


Figure 4 Interactive mapping tool connectivity based comments and votes, with colour density signifying the volume.

Theme three: Convenience

A convenient transport system is one that provides ease and efficient movement throughout the area. Convenience was identified (57 per cent) by survey respondents as the most important criterion for future investment. Key insights related to convenience that were uncovered included:

- Congestion – as an inner city, high traffic area which generates a diverse range of trip types and private vehicles dominating the way people travel. Identified congestion hot spots included Montague Road, Mater Hill precinct, Ipswich Road and the South East Busway
- Mode prioritisation – relating to the view shared by community members and stakeholders that active and public transport modes should be prioritised over private vehicles. Suggestions on ways to implement this included additional bus lanes/public transport lanes, cycle lanes and widened footpaths
- Car parking – many stakeholders didn't prioritise parking but saw it as a concern given the projected population growth and the limited provision of off-street car parking provided with many new residential developments
- Multi-modal integration – feedback was provided about the train, bus and ferry timetables operating in isolation with users regularly missing a connection by seconds and having to wait for the next service
- Road hierarchy – relating to the level of rat-running through the area and the interaction between local and through traffic. This mix is perceived to be the biggest transport or mobility issue in the study area with Ipswich Road and Grey Street identified as challenging

- Trip duration – predominately relating to the duration of trips on CityCats with suggestions made that the provision of express services is important in encouraging further public transport usage.

The map below displays locations across the study area where convenience related comments and votes were flagged on the interactive mapping tool.

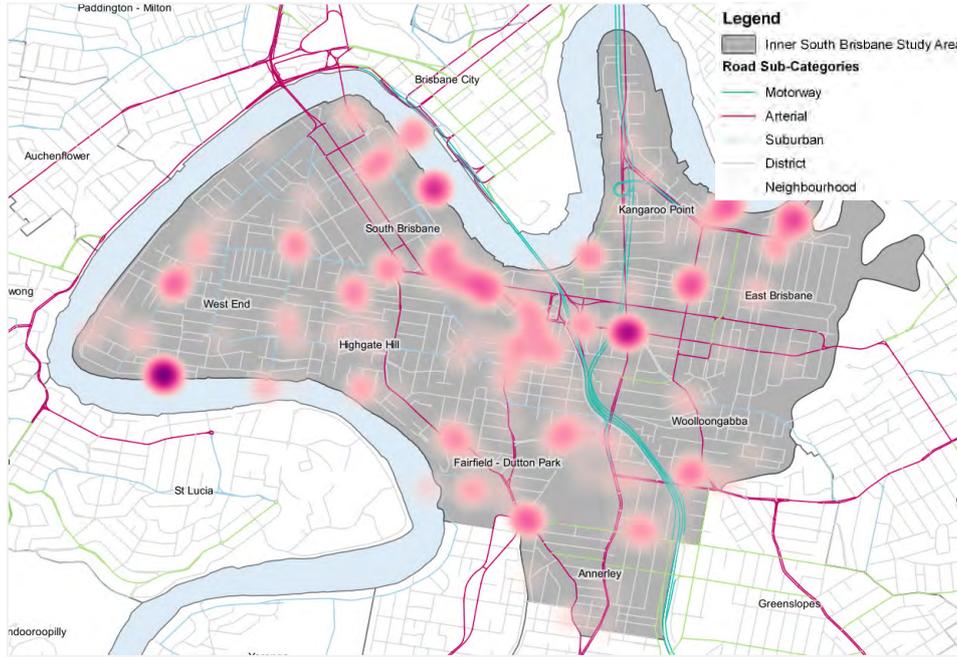


Figure 5 Interactive mapping tool convenience based comments and votes, with colour density signifying the volume.

Theme four: Choice

Providing a transport system that allows customers to choose how they would like to move throughout the area is an important criteria to enhancing its liveability. Choice was identified (17 per cent) by survey respondents as the second most important criterion for future investment. Key insights related to choice that were uncovered included:

- Ferry connections – one of the most focused topics throughout engagement activities, with strong desire expressed for the development and introduction of a new ferry terminal for the West End peninsula as a result of congested roads
- Public transport hours of operation and capacity – many community members stated that more frequent public transport services/longer service hours would encourage drivers and taxi users to use active or public transport modes to visit key destinations with evening, late-night and weekend services especially important
- CityCycle stations – many community members and stakeholders are aware of locations, with suggestions made to introduce a new station at the Gabba Stadium.

The map below displays locations across the study area where choice related comments and votes were flagged on the interactive mapping tool.

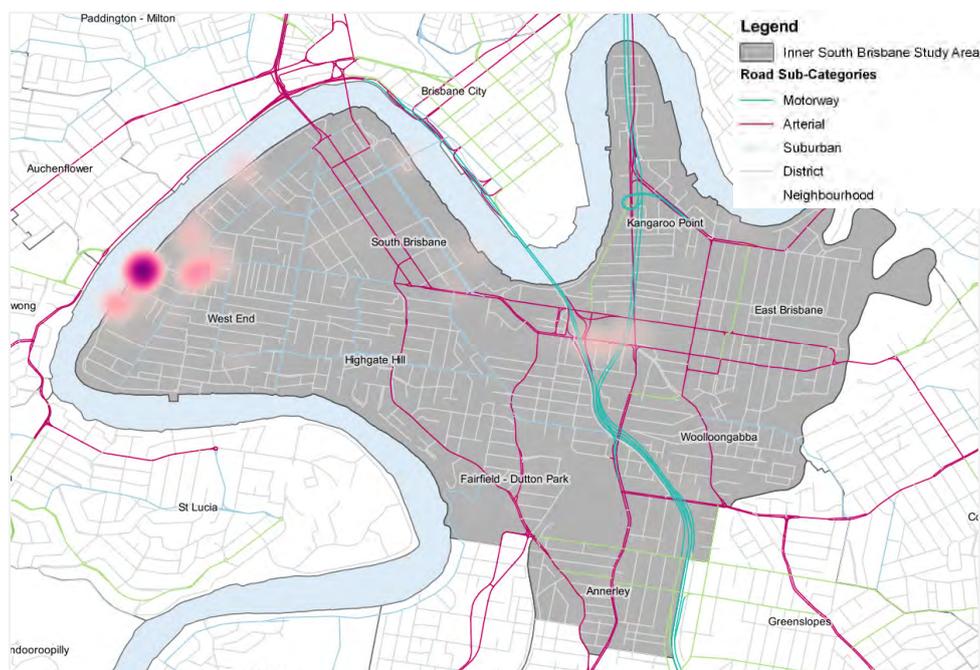


Figure 6 Interactive mapping tool choice based comments and votes, with colour density signifying the volume.

Theme five: Amenity

The amenity of an area can impact a person's transport mode choice. Pedestrian and cycle routes benefit from an environment with an adequate amenity, for example through the provision of shade, seating, lighting and signage. In many areas outside of key destinations, these amenities vary. Many key routes are also heavily trafficked roads, reducing their attractiveness for active transport due to perceived safety and comfort implications. The prominent insights related to amenity that were uncovered throughout consultation activities for the SBTMS included:

- Comfort – it was apparent that amenity plays an important role in a person's perception of transport offerings in the area. High on importance included shade, lighting, seating and water bubblers. Shade was highly discussed with suggested areas for improvement including Victoria Bridge, South Bank train station, Lytton Road near Mowbray Park, and pathways leading to Park Road train station
- Wayfinding and signage – cycling, walking and public transport is perceived as being sporadic causing confusion amongst visitors and particularly for those taking trips for the first time
- Pathway and road improvements – the focus on road and pathway maintenance was strong throughout consultation with Main Street, Woolloongabba, between Stanley and Vulture Streets, highlighted as problematic for pedestrians with improvements suggested to reduce the 'hostility' of the area.

The map below displays locations across the study area where amenity related comments and votes were flagged on the interactive mapping tool.

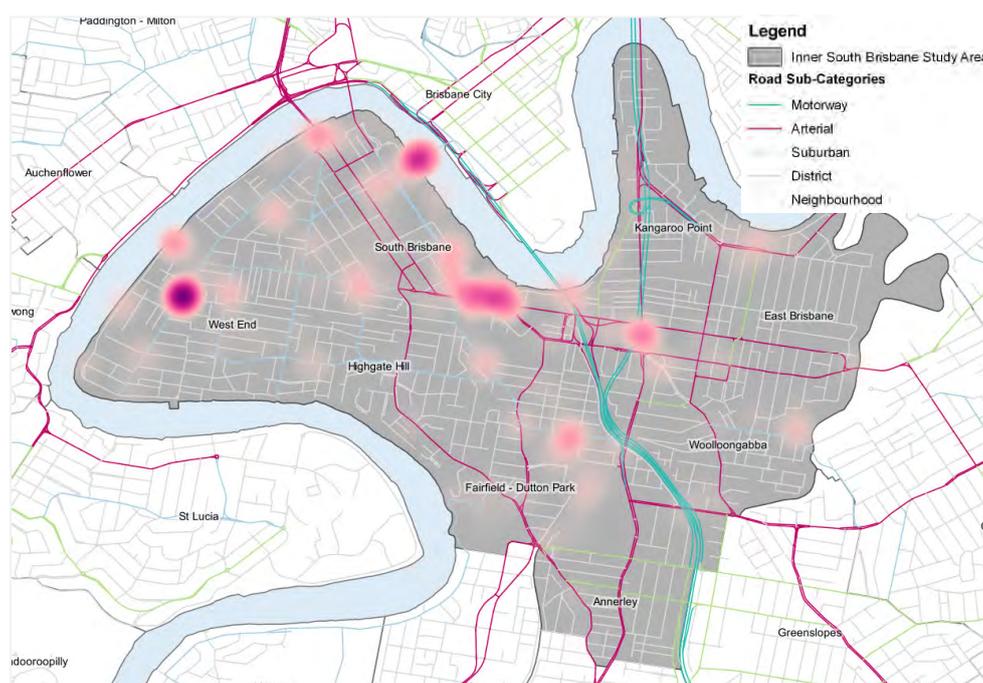


Figure 7 Interactive mapping tool amenity based comments and votes, with colour density signifying the volume.

Theme six: Accessibility/mobility

TMR's Transport Coordination Plan 2017 – 2027 defines accessibility as the ability to access and use transport services and infrastructure. This is reflected through the SBTMS consultation activities with feedback surrounding a person's whole of journey and their capacity to connect from point to point irrespective of transport mode or mobility requirements. Key insights related to accessibility and mobility that were uncovered included:

- Pathways – regular feedback was received on narrow footpaths being shared between multiple modes including pedestrians, cyclists and those with prams, wheelchairs and mobility scooters, causing access issues and safety concerns

- Ramp access – emphasis was placed on the amount of ‘stair-only’ access points surrounding Kangaroo Point and the Story Bridge causing difficulty for those using wheelchairs, mobility scooters, prams or bicycles
- Accessibility to public transport – key perceived accessibility issues were raised at South Bank train station, Cultural Centre and Dutton Park train station due to distances between platforms and transport and issues boarding transport through crowds.

The map below displays locations across the study area where accessibility related comments and votes were flagged on the interactive mapping tool.

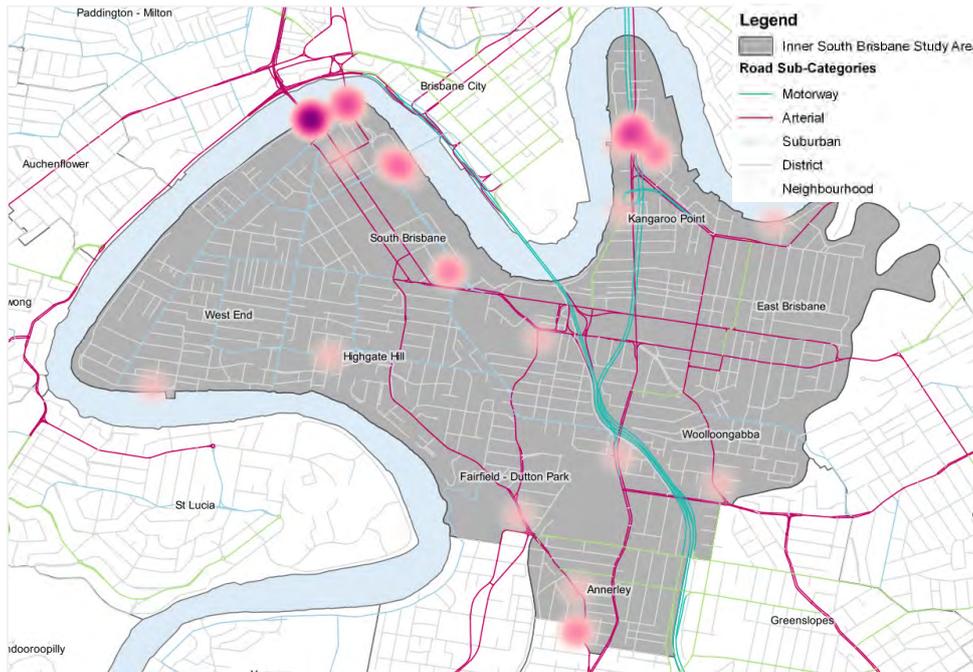


Figure 8 Interactive mapping tool accessibility/mobility based comments and votes, with colour density signifying the volume.

Theme seven: Affordability

Travel demand refers to the amount and type of mobility that individuals choose determined by a variety of factors including their ability and willingness to pay. Assuming rational economic decisions are made, people use the mode of travel they can afford. While affordability was not a major topic raised throughout community and stakeholder consultation, there are a number of noteworthy influences including tolls and public transport costs.

There is only one toll road in the study area, resulting in a concentration of affordability related comments on this location. Several comments were also added to the interactive mapping tool about the cost of existing bus and ferry services.

The map below displays locations across the study area where affordability related comments and votes were flagged on the interactive mapping tool.

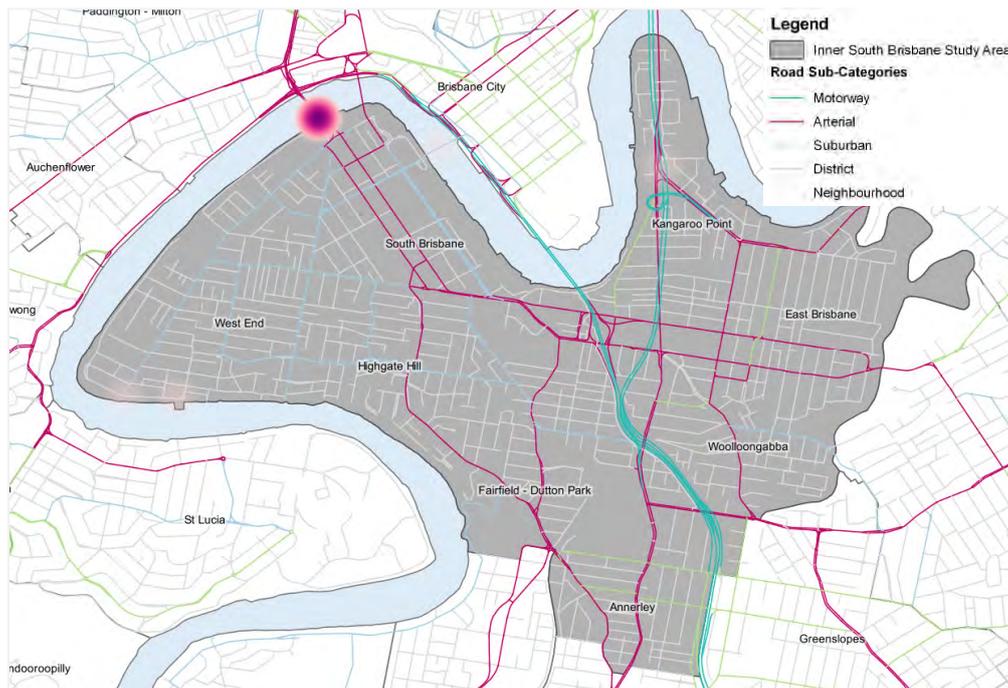


Figure 9 Interactive mapping tool affordability based comments and votes, with colour density signifying the volume.

In addition to the themes outlined above, consultation feedback highlighted the following study-wide issues:

- Concern regarding the **projected future population growth** in the study area and the capacity of the transport network to cater to this increased demand.
- Perceptions of current network inefficiencies including **significant congestion on arterial roads** and increased traffic through local streets
- Perception of an overreliance on and **prioritisation of network investments to cater to private vehicles**
- Concern that West End peninsula's separation from Brisbane's CBD and neighbouring communities creates congestion challenges through **limited access points to and from the Kurilpa peninsula**
- Perceptions that the **linkages between the east and west** sections of the study area are indirect, often congested and perceived as relatively unsafe for active transport users.
- The **mix of local and through traffic** across all modes of transport is considered to be problematic causing significant congestion and delays.

Priority locations that were consistently identified by stakeholders for consideration under the SBTMS included:

- **Montague Road, West End**, due to feedback regarding congestion, a lack of pedestrian crossings and safe zones, and a desired review into speed limits and dedicated public transport and bike lanes
- **Stanley Street, East Brisbane to Woolloongabba**, due to feedback regarding congestion, perceived unsafe interaction between different modes of transport, narrow shared pathways and desired dedicated public transport and bike lanes
- **Vulture Street/Dock Street/Grey Street, South Brisbane intersection**, due to feedback regarding congestion, perceived unsafe interaction between different modes of transport, traffic light synchronisation issues and the need for pedestrian safe zones
- **Goodwill Bridge entry/exit at Sidon and Stanley Streets, South Brisbane**, due to feedback regarding the mix of pedestrians, cyclists and vehicles and multiple directional links
- **Victoria Bridge**, due to feedback regarding the proposed closure through the Brisbane Metro project and the lack of sun/weather protection in Brisbane's climate

- **Victoria Street, West End**, due to feedback regarding a desire for the development and introduction of a new ferry terminal for the West End peninsula in this location
- **Annerley Road, Annerley**, due to feedback regarding narrow shared pathways and a perceived need for modal separation, pedestrian crossings and safe zones.

A comprehensive list of identified transport challenges and potential responses will be prepared as a component of Stage Three of the SBTMS.

Introduction

The Department of Transport and Main Roads (TMR) is developing a community-led multi-modal South Brisbane Transport and Mobility Study (SBTMS). The study is a proactive approach to managing future changes in the transport network and is an important Queensland Government commitment and community priority. The SBTMS will also complement TMR's key priority planning initiatives including the SEQ Regional Transport Plans and the Inner City Mobility study.

The study area encompasses West End, South Brisbane, Kangaroo Point, Woolloongabba, East Brisbane, Highgate Hill, Dutton Park and parts of Annerley, Fairfield, Greenslopes and Coorparoo. The study area is approximately 12.6 square kilometres in area and includes major transport, tourism and entertainment, education, health and research assets, and precincts for city and state-wide significance.

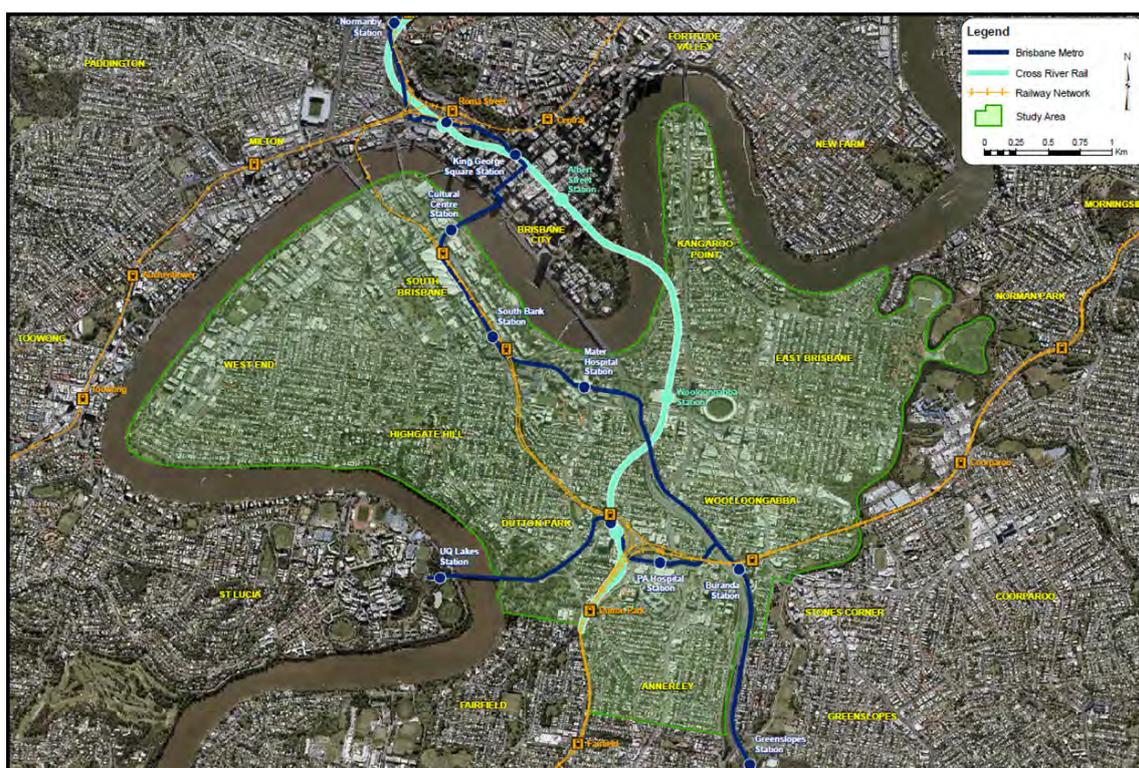


Figure 10 The SBTMS study area

Study drivers and scope

The inner south of Brisbane has a unique urban identity, characterised by diverse land use and socio-demographic characteristics. This has implications for the form and function of the transport system, which must respond to the diverse needs of residents, businesses and industry. State and local government will continue to have a central role prioritising infrastructure investment and non-infrastructure solutions to meet community expectations and achieve value-for-money outcomes to address the complexities of the area.

The area's diversity reflects historical settlement patterns and is undergoing rapid change. There are significant urban development and transport projects planned or underway, which have the potential to change the urban form and identity of the area. This includes the transformation of suburbs and redevelopment of historically industrial areas such as West End and Woolloongabba, and improvements to transport connections across the Brisbane River such as Cross River Rail and Brisbane Metro. These projects stand to change the nature and demand for transport and mobility within the area.

There are also a number of special-purpose centres and sub-precincts within the area that have high but disparate travel demands, such as the Gabba, Boggio Road Ecosciences Precinct and the Princess Alexandra Hospital. The broader

contribution of these centres to the area's urban form highlights the close integration between transport requirements, urban planning and precinct mobility.

The study area is experiencing significant growth in residential and worker populations. This is reflected in local and through traffic, construction and development, and the intensification of activity and growth. The study area is also the site of major planned transport infrastructure. These pressures are impacting on current and future accessibility and mobility within the area.

In response to these drivers, as well as significant community demand for an integrated transport study for the area, the scope of the SBTMS has been designed to be delivered over the following four stages:

- (1) **Situation analysis** – strategic review of relevant local and state policies, plans and strategies, and high-level transport and mobility situation analysis, to define the transport, mobility and land use context for the study area. This stage has been completed, culminating in a Situation Report that has informed community and stakeholder engagement.
- (2) **Stakeholder and community engagement** – a phased engagement approach that focuses on in-depth community and key stakeholder engagement to understand the transport pressures and arising opportunities in the rapidly changing 'inner south' of Brisbane, and to identify community reaction and sentiment regarding future transport priorities. This report is the culmination of this stage, providing an outline of the key messaging from stakeholders and community members.
- (3) **Transport assessment** – the identification, evaluation and prioritisation of key actions, including infrastructure and non-infrastructure responses, to address priority transport and mobility issues for the study area. This stage will draw on the findings of the situation analysis and stakeholder and community engagement to identify key issues requiring attention for technical solutions. It will also involve a close technical working group partnership with Brisbane City Council to collectively identify and prioritise recommendations for action.
- (4) **Strategy development** – the development of the Queensland's Government SBTMS for public release. This will be completed in mid-2019.

Purpose and scope of the Insights Report

The purpose and scope of this Insights Report is to identify the community reaction and sentiment regarding the transport and mobility landscape in the inner South Brisbane study area.

The Insights Report has been prepared using a phased approach focusing on in-depth community and key stakeholder engagement to understand the transport pressures and arising opportunities in the rapidly changing 'inner south' of Brisbane, and to identify community reaction and sentiment regarding future transport priorities.

The identification of community members and stakeholders for engagement to inform the Insights Report was undertaken by TMR. Groups were identified as key stakeholders that are interested in transport and mobility issues impacting the South Brisbane study area and include the following:

- Queensland Government
- Local government
- Key traffic generators in and near the study area
- Community representative groups
- Residents in the study area
- Workers in the study area
- Students in the study area
- Visitors and area through traffic
- Major infrastructure project teams.

Full details on the engagement approach undertaken to engage with these stakeholders has been outlined in the 'stakeholder engagement program overview' section of this report.

Insights Report background

This report has drawn on the findings of the Situation Report completed in stage one of the SBTMS as well as the findings from complementary transport planning and infrastructure activities currently underway across the study area. A summary of these key insights is provided below.

Situation Report

The Situation Report was developed as part of stage one of the SBTMS and outlined the existing transport and land use studies and planning intents for the area. The report identified the strategic context, the current state and planned future transport network, and the current travel behaviour and needs within the study area. It also detailed the local transport and mobility context and performance through the review of relevant transport and land use policies and plans, and the high-level analysis of publicly available data.

The Situation Report provides the desktop evidence base, setting the scene for community and stakeholder engagement undertaken to inform the Insights Report, as well as the overarching development of the SBTMS.

Overview and key findings

Key elements of the Situation Report that have informed the Insights Report include:

- The **local characteristics** of the study area; physical attributes and socio-demographics. The physical attributes, geography and built form, shape the delivery of transport infrastructure and the way people move through the study area. Land use, particularly areas identified for infill, and infrastructure characteristics, indicate the diversity of the community and nature of activities in the study area. Considering community characteristics through a socio-demographic analysis provided a basis for understanding potential factors that may influence transport and mobility behaviour and the current and future transport needs of the community.
- The relevant **land use and transport policies** and plans to establish the current policy foundation. Policy and plans provide the strategic direction and will guide the future development of the area.
- The **existing transport network**, including modal and mobility analysis. The network analysis considered all transport modes in the study area; active transport, public transport (bus, rail and ferry/CityCat) and private vehicles. To provide further context, the mobility analysis described how the network is used through measures including journey to work, travel distance, car ownership and safety. The existing transport network analysis provides a foundation to consider the community feedback outlined in this Insights Report.
- The **current and future trends** shaping accessibility, connectivity and mobility. There are broadly three types of trends driving changes in mobility; demographic, technology and transport trends.

Drawing together the situation analysis with reference to the current and emerging trends, the following future transport service needs were identified below.

1. Delivering for both local and regional customers

The future transport task for the Inner South Brisbane Study Area will be driven by the needs of the local resident population, and the wider population moving through the area. Both the study area and wider region are expected to grow, significantly increasing demand across the area's networks and modes. Demand will need to be appropriately managed either through supply or demand side interventions.

2. Catering for a diverse collection of communities

The unique socio-demographic characteristics, distribution of local centres, precincts, housing types and topography create a number of diverse communities across the study area. These key characteristics influence how people move through the area. For example, South Brisbane has a number of regionally significant attractions, high visitation and high

density living compared to Annerley, which is a suburban community, comprised of predominately low density residential dwellings, located further away from the CBD.

3. Accommodating a growing transport need on a fixed road network

With predicted population and employment growth, and a continued reliance on private vehicles, there will be increasing demand for the available road capacity. The study area has a finite road network, which will be required to accommodate increasing demand. Increasing congestion will further impact on travel times and reliability, including for bus services travelling on roads. Demand for the road network will need to be appropriately managed either through supply or demand side interventions.

4. Leveraging transformation opportunities resulting from transport infrastructure projects

Some of the transport challenges in the area and broader region will be addressed by the delivery of planned projects including Cross River Rail and Brisbane Metro. Proximity is the greatest determinant to public transport patronage, therefore reducing the perceived proximity to new infrastructure through good urban design and safe access will promote increased uptake of the new services. In addition, access, frequency and comfort contribute to the level of public transport patronage.

The local amenity impacts of this new infrastructure will need to be addressed to support continued active and public transport journeys. It will also be necessary to consider how the existing transport network integrates with this new infrastructure.

5. Integration with growing precincts

Successful precincts are well connected to the surrounding area by a variety of transport options, including by public transport, footpaths, bike paths, and a balanced approach to car infrastructure. This infrastructure links both to the precinct and within the precinct fostering a well-connected public realm. The study area has a number of emerging and growing precincts that will require detailed planning to ensure multi-modal network integration. As these places mature, and planning and development activities are undertaken, regard to the wider transport network across all modes is paramount.

6. Healthy, equitable and inclusive transport network

The transport network has an important role in promoting health and active living, particularly through design-led interventions for passive recreation. More people outside and on the streets as a result of active transport has a positive impact on sense of community, sense of safety and improved social well-being.

Accordingly, network design needs to be inclusive, for all members of the community: elderly, children, people who are living with complex needs and long-term conditions that impact on mobility. An inclusive network enables greater participation for these groups to remain active and independent.

7. Flexibility to respond to emerging technologies and transport trends

There is general enthusiasm for emerging technologies, but a lack of clarity on their travel behaviour impacts. Future transport planning will need to balance addressing current issues with flexibility to respond to an environment of uncertainty and change.

8. Safety

Safety is a critical consideration for the users of all transport modes and people adjacent to the network. With increased demand and travel volumes across the network, enhancement of safety will continue to be a priority. New technologies will continue to potentially distract both pedestrians and drivers. Safety will be achieved through improvements to planning, design, operation and monitoring Brisbane's transport network in addition to education. Notably speed and separation are key mechanisms for improving safety for the most vulnerable road users: pedestrians and cyclists.

A number of these eight themes have been independently reiterated through the consultation undertaken to develop this report. These findings are detailed in the 'key themes' section.

Complementary transport planning activities

Federal, state and local government, in addition to the private sector, have committed to a number of major transport upgrades and new developments over the next five years. These projects are located both within and adjoining the study area, and when complete, will impact transport network outcomes in the medium to long-term. To ensure the SBTMS complements existing studies undertaken by federal, state and local government, a selection of key strategic transport and land use documents have been reviewed and summarised below. These have been considered in the design and execution of the community and stakeholder engagement phase of the SBTMS.

Brisbane Transport Plan

In developing the Draft Transport Plan for Brisbane – Strategic Directions, Brisbane City Council undertook extensive consultation between November 2017 and April 2018. Council received more than 3,000 submissions with a number of themes including a desire for fast, reliable, convenient public transport. Congestion was cited as a key issue in Brisbane, as was increased demand for public transport in the future with an increasing population. There was a consistent theme throughout the consultation of including accessible and better integrated public transport systems. Better public transport connections and integration was identified as most effective in changing how people currently commute. Ideas for the future of transport in Brisbane included more green bridges, bike parking at public transport, prioritising pedestrian movements, and incorporating safe active transport linkages.

Brisbane Metro

Brisbane Metro is a high frequency public transport system that aims to improve travel times, reduce CBD bus congestion and improve services to the Brisbane suburbs.

The project is a high-capacity metro system along 21 kilometres of dedicated route using existing busway infrastructure as well as new and upgraded infrastructure. Brisbane Metro will include two lines servicing 18 stations — Metro 1 from Eight Mile Plains to Roma Street and Metro 2 from Royal Brisbane and Women’s Hospital to UQ Lakes.

The project will address key bus bottlenecks in the Brisbane inner city and provide a new station at the Cultural Centre, improving the link between Victoria Bridge and the start of the South East Busway.

The project will improve the inbound services from the study area, and enable improvements to other bus services across the river to the CBD.

As part of the Brisbane Metro project, Brisbane City Council collected 350 submissions. The consultation raised a number of issues relevant to SBTMS across a number of themes including accessibility, public transport, private vehicle transport, cycling, taxi/ride share, walking and other environmental and strategic factors.

Much consultation feedback noted there was significant concern regarding access to the CBD, with the closure of Victoria Bridge, particularly related to rideshare, taxi and private vehicles travelling from West End to the CBD. Further to this, there was concern surrounding pedestrian and cyclist usage of Victoria Bridge and the need for wide bike paths to accommodate both pedestrians and cyclists. Concerns regarding the environmental and heritage impacts of the development and other supporting infrastructure concerns, including park and ride facilities, end of trip facilities, signage, retail outlets and walkways.

Overall, there was a view that the Brisbane Metro needed to coordinate with existing public transport, including existing routes along the Metro route, frequency and operating hours of feeder services, connections to existing train stations (such as South Brisbane) and the Cross River Rail stations.

Cross River Rail

Cross River Rail is an integrated rail network connecting the Sunshine Coast to the Gold Coast, Moreton Bay to Ipswich. It will support South East Queensland’s population growth and minimise road use through the creation of ‘turn up and go’ rail services. 10.2 kilometres of rail line between Bowen Hills and Dutton Park, along with 5.9 kilometres of tunnels will see five new stations constructed and Dutton Park station upgraded. Cross River Rail will link in with existing transport facilities and create better links to precincts.

Cross River Rail will improve travel time for passengers commuting to and from the CBD. It will support the growth of industry in the CBD and surrounding suburbs catalysing further growth of inner city precincts such as the Gabba and Boggo Road.

The project will address network bottlenecks at the Merivale Bridge and improve connectivity between the CBD, Woolloongabba, Boggo Road and Dutton Park, bypassing South Brisbane.

West End Local Area Traffic Management

Brisbane City Council is aware of concerns raised by the local community about rat-running, parking, speeding, pedestrian safety and motorist safety in the West End area between Montague Road, Vulture Street and Hardgrave Road.

In response to these concerns, Council offered residents the opportunity to provide feedback and suggestions for the installation of Local Area Traffic Management devices that will inform potential traffic improvements in the area.

Move Safe Brisbane

Brisbane City Council conducted a Move Safe Brisbane consultation from 31 July to 28 August 2018 to help improve safety for people walking and riding in Brisbane as part of Council's Citywide Pedestrian Safety Review.

The publicly available consultation report summarised the most frequent categories for pedestrians (in order of feedback volume) as:

- No safe place to cross
- Cars travel too fast
- Drivers turn across the crossing
- Waiting too long for green walk signal
- Should be separate path from bicycles
- Don't feel safe walking here after dark
- Too many drivers on mobile phones
- No street lighting.

The most frequent categories for cycling (in order of feedback volume) were summarised as:

- Cars travel too close or fast
- No safe cycle facilities
- Path should be separate from cars
- No safe and convenient crossing facilities
- Bike facility is too narrow
- Path should be separate from pedestrians
- No bikeway lighting
- No safe place to leave my bike.

The themes found throughout this consultation align to the findings of the SBTMS, particularly with consistencies of the importance of safe crossings, modal separations, perception of lack of safety after dark, narrow paths, lack of lighting and wait times at pedestrian crossings.

This Move Safe Brisbane consultation, and subsequent trials, have led to the following safety outcomes that relate to the SBTMS area:

- Council proposes to investigate speed limit reductions on Vulture Street, West End (Montague Road to Franklin Street)

- Council proposes to conduct road safety reviews at Ipswich Road, Annerley
- Council proposes to investigate possible improvements with existing zebra crossings at Logan Road, Woolloongabba and Gladstone Road, Highgate Hill.

Queen's Wharf

The Queen's Wharf Development (Integrated Resort Development) is a new entertainment precinct situated along the Brisbane River between the Brisbane CBD and the Queensland University of Technology Garden's Point campus. The Wharf will also include a casino, 2,000 residential apartments, a hotel, and a sky deck. The pedestrian bridge, named the Neville Bonner Bridge, will link the Queen's Wharf Development to South Bank.

The new bridge will provide improved pedestrian access to the CBD, Queensland University of Technology, South Brisbane, and Cultural Centre. The bridge will also improve pedestrian accessibility between the South Brisbane CityCat terminal and Brisbane Metro stations.

Woolloongabba Precinct

The new Cross River Rail station at Woolloongabba is the catalyst for the planned renewal of the Brisbane Cricket Ground, development of the Woolloongabba central area (PDA) and Kangaroo Point South.

The Woolloongabba urban renewal precinct will deliver new residential housing and open space adjacent to the new station and upgraded busway station. A land bridge on Main Street will also be constructed and provide safe pedestrian access to the stadium.

The PDA master plan will aim to minimise pedestrian foot traffic and traffic congestion, and improve pedestrian safety on event days. Improved access to the stadium and Woolloongabba area, aims to decrease pressure on street parking for visitors travelling to the Brisbane Cricket Ground, as well as residents.

Boggo Road Precinct

The Boggo Road Precinct consists of the Ecosciences Precinct, the Princess Alexandra Hospital and associated research facilities and Dutton Park School.

The precinct will be serviced by a new Cross River Rail station linking to the existing multi-modal public transport network and to medium density residential and commercial multi-storey units, as well as research facilities, creative hubs and a school. The precinct has important local connections, linked across the river to The University of Queensland by both commercial health and research activities and physically by the busway network (green bridge).

The future development of the precinct will aim to grow the precinct's economic strengths in health and ecoscience research, provide an additional inner city school for the growing area and resolve the severance in accessibility of the precinct as a result of the above ground rail line.

Stakeholder engagement program overview

Approach

The phased engagement approach focused on in-depth community and key stakeholder engagement to understand the transport pressures and arising opportunities in the rapidly changing 'inner south' of Brisbane, and to identify community reaction and sentiment regarding future transport priorities.

A mix of high and low visibility engagement methods were used to ensure effective and impactful engagement. These assisted in the identification of findings, key themes and transport preferences.

A robust community consultation process and multi-channel engagement sought to maximise feedback from people who may not otherwise engage with the process. A combination of qualitative and quantitative approaches were used to listen deeply and understand community sentiment. This approach provides TMR the ability to understand the community on a deeper level, unearth their opinions, motivations and preferences in detail, as well as attain large samples of data.

Due to the high level of engagement already undertaken in the study area for related infrastructure projects, such as Cross River Rail and Brisbane Metro, the engagement approach considered the possibility of 'engagement fatigue' and put in place mitigation measures. To deliver transparency and the coordination of community activities where possible, there was collaboration with representatives from complementary projects.

Timeline of activity

The below outlines the tasks and associated timeframes undertaken as part of Stage 1B of the SBTMS. Further detail on each of the community engagement tasks follows.



Figure 11 SBTMS Stage 1B timeline of activity

Summary of the qualitative and quantitative research

A range of qualitative and quantitative research was undertaken to broaden the engagement reach and interact with the community in a place, time and method that suits them. This included an online survey, interactive mapping tool, community listening booths, one-on-one interviews and group consultation with key community members and stakeholders. An overview of these methods and responses are outlined below.



Figure 12 Qualitative and quantitative research undertaken for the SBTMS.

Online survey

An online survey reached a high volume of local residents and canvassed their opinions about the 'inner south' area. The large number of respondents provides a high level of confidence about the relevance and representativeness of the data collected.

The survey was advertised through a mix of paper-based and online methods (in addition to promotion at community listening booths and through community organisations) to increase reach. Links to the survey were promoted in public forums such as flyers at markets and mailbox drops.

The survey was open for community participation from 14 September to 30 November 2018, achieved 620 responses, 71 per cent of which were from local residents.

620
RESPONSES

71%
RESIDENT SURVEY
RESPONDENTS

11
WEEKS

The below graph shows the suburb of residence for the 620 online survey respondents, with the 'not applicable' portion representing those who reside outside of the SBTMS area. This graph shows that non-residents had the highest completion rate, followed closely by the West End community. This survey question allowed multiple answers for those with more than one place of residence.

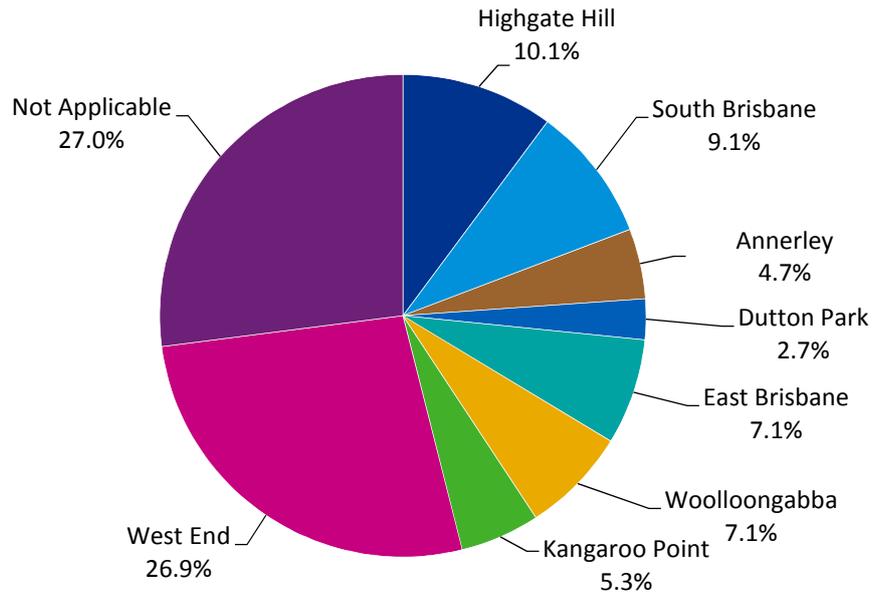


Figure 13 Survey respondents' suburb of residence. Not applicable denotes the percentage of respondents who reside at a suburb outside of the SBTMS area.

The below graph shows the suburb of work for the 620 online survey respondents, with the 'not applicable' portion representing respondents who work outside of the SBTMS area. This graph shows that a large majority of respondents are not workers in the study area, however South Brisbane workers account for almost 15 per cent of completed surveys. This survey question allowed multiple answers for those with more than one place of work.

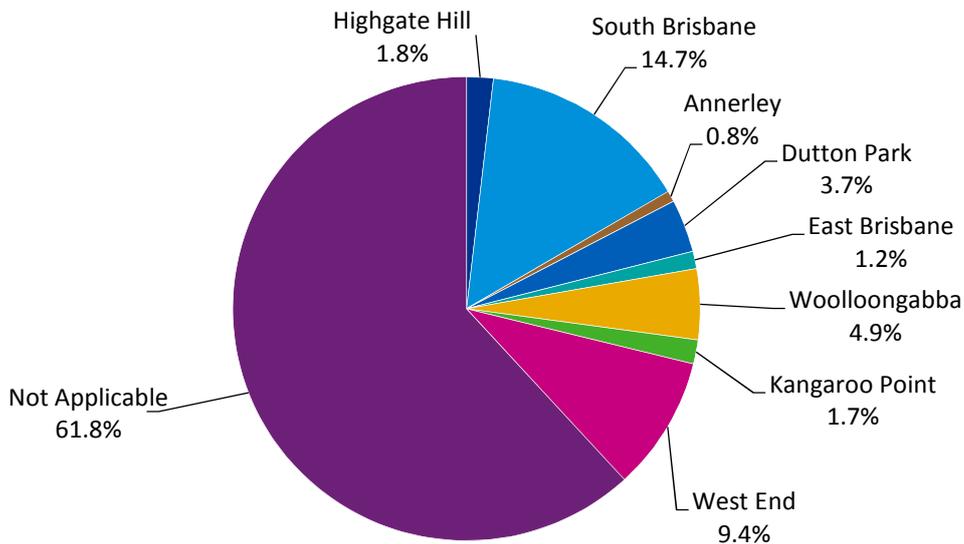


Figure 14 Survey respondents' suburb of work. Not applicable denotes the percentage of respondents who work at a suburb outside of the SBTMS area.

The below graph shows areas regularly visited or passed through by the 620 survey respondents, with the 'not applicable' portion representing respondents who did not visit or regularly pass through a suburb in the SBTMS area. This graph shows that a majority of respondents visit or pass through South Brisbane regularly, followed by West End and Woolloongabba. This survey question allowed multiple answers to select all areas visited.

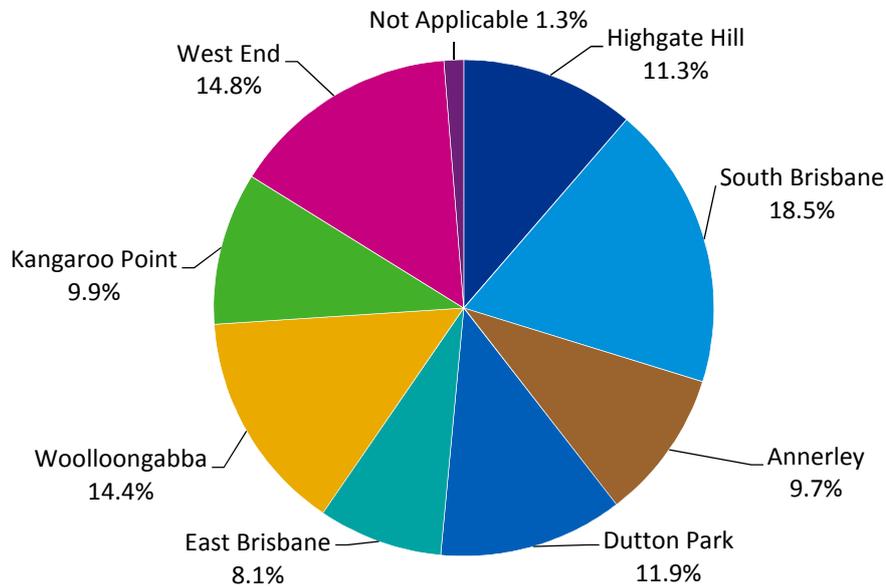


Figure 15 Areas regularly visited or passed through by survey respondents. Not applicable signifies the percentage of respondents who did not visit or regularly pass through a suburb in the SBTMS area.

A copy of the community survey, a summary of the results and additional graphs are located in Appendix 1. Copies of the collateral used to promote the survey, interactive mapping tool and community listening booths are located in Appendix 2.

CollabMap interactive mapping tool

The interactive mapping tool, CollabMap, was used to gather important site-specific information from non-technical experts – those that live, work or otherwise have an interest. This tool provided a highly visible and easy to interpret engagement activity that captured location specific preferences and added real-time data and transparency to the engagement process.

Respondents were asked to place publicly visible comments on the map at the relevant location and categorise by transport mode – walking, cycling, private car, bus, train, ferry or taxi/ride share. These comments could also be 'voted' on by other respondents – showing either their agreement or disagreement.

The interactive map was promoted through a media release, mailbox drops, postcard distribution at community listening booths and organisation membership bases. iPads were provided at the community engagement booths to allow passers-by to use CollabMap and complete the online survey digitally with assistance from the team.

CollabMap data collected between 14 September and 30 November 2018 has been analysed and included as part of this Insights Report, with data obtained after this point checked for consistency purposes only. Results collected during the reportable consultation period are as follows:

1,100
COMMENTS

2,333
VOTES

3,586
PAGE VIEWS

The heat map below displays the location of all comments and votes made on the interactive mapping tool with the colour density representing the volume of comments and votes.

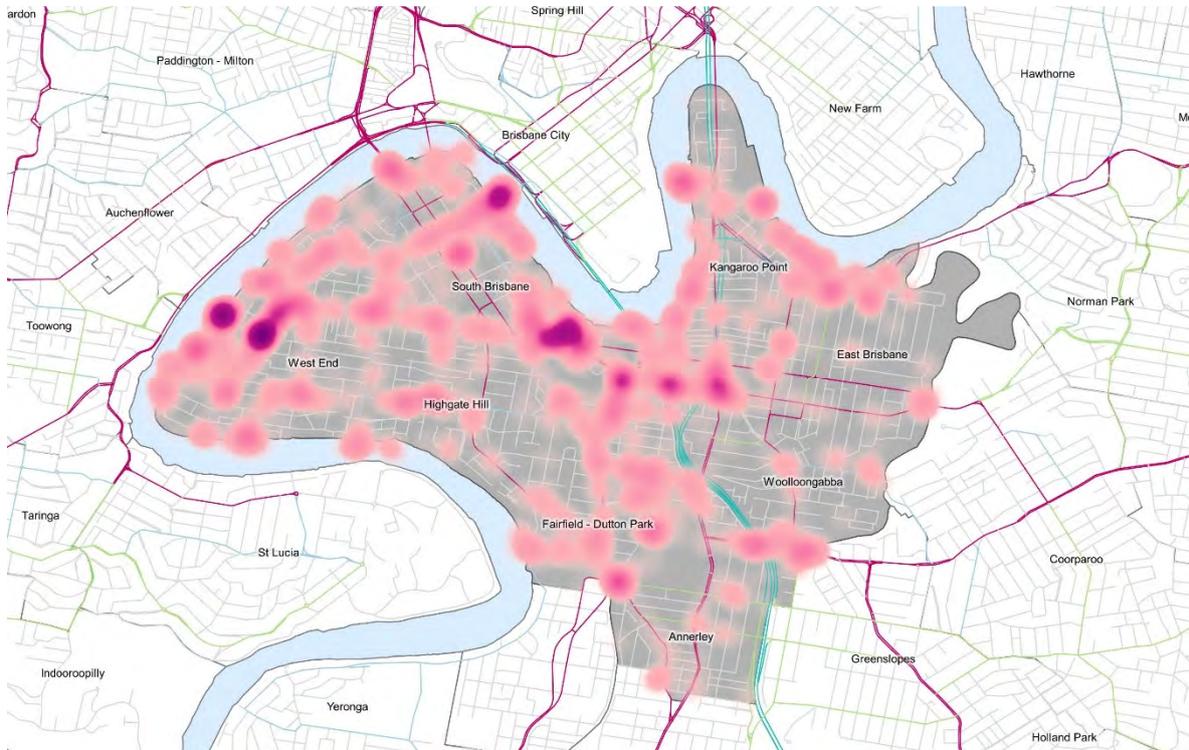


Figure 16 Interactive mapping tool placement of community and stakeholder comment and vote volumes.

The below graph shows the percentage of comments made on the mapping tool by mode. There was a clear focus on active transport with walking and cycling comments accounting for more than half. Private vehicle represented 25 per cent of all comments, with public transport modes following.

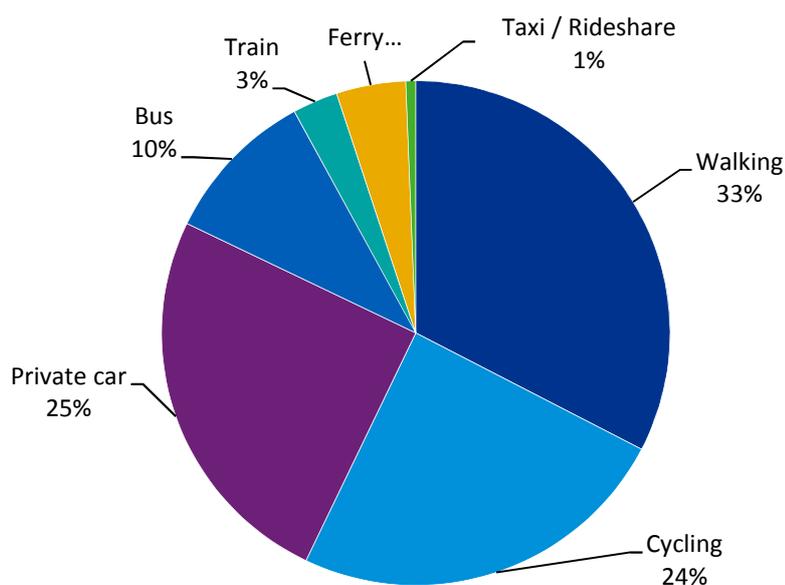


Figure 17 Interactive mapping tool comments split by transport mode.

Community listening booths

Community listening booths were held in prominent locations to encourage members of the community, who may not have interacted with the process otherwise, to engage. Locations for community listening booths included parks, shopping centres and transport hubs. Members of the community passing each booth were encouraged to ask questions and comment on the study. The booths provided a visible demonstration to the community of TMR's efforts and is a personable approach to collecting data.

14 staffed pop-up booths were held across a six week period and rotated across prominent 'inner south' locations at peak times. iPads were available for active participation and responses, providing people the opportunity to instantly complete the online survey and mapping tool. A summary of the community listening booth engagement is as follows:



A complete list of community listening booth locations, dates and times are located in Appendix 4.

Individual consultations

Individual consultations were used to extract deep insights from significant and interested stakeholders or dive deeper into particular issues that may not have been able to be covered in other engagement methods. This involved sensitively collecting information through one-on-one interviews.

Key stakeholders and traffic generators were identified and invited to personally engage

one-on-one to provide their feedback. It was an opportunity for these stakeholders to invest in the process and contribute their knowledge and insights in greater detail. Prior to consultations, project overviews were circulated to the participants to ensure the most in-depth information and feedback could be gathered.

Individual consultations ran concurrently with the Stakeholder Reference Group and Community Consultation Group meetings. The identified stakeholders were invited to participate in October 2018 with consultations held between October and December 2018 contingent on stakeholder availability. A summary of the individual consultations is as follows:



The structure for individual consultations varied by stakeholder, however the general discussion guide is located in Appendix 5 along with a list of organisations engaged.

Stakeholder Reference Group

The Stakeholder Reference Group consisted of representatives from significant and interested organisations with a geographical presence in or near the study area.

The identified stakeholders were invited to participate in October 2018, with the meeting held in late November 2018.

The Stakeholder Reference Group was provided with an overview of the project and the sample key findings from community and stakeholder feedback. Participants were guided through an activity to uncover additional reactions.

A summary of the Stakeholder Reference Group engagement is as follows:

18

PARTICIPANTS

16

ORGANISATIONS
REPRESENTED

To further guide the development of the SBTMS, the Stakeholder Reference Group will be consulted to validate the proposed transport priorities and objectives and how well these align with organisational priorities. This will form a key input into the prioritisation process of the study.

A list of Stakeholder Reference Group participants is located in Appendix 6.

Community Consultation Groups

A cross section of community groups and representatives with strong ties to the study area were assembled to obtain area-specific feedback.

The community stakeholders were invited to participate in November 2018, with the meetings held in mid-December 2018.

The Community Consultation Groups were provided with an overview of the project and the sample key findings from community and stakeholder feedback to uncover additional reactions.

A summary of the Community Consultation Groups engagement is as follows:

16

PARTICIPANTS

2

MEETINGS

To further guide the development of the SBTMS, the Community Consultation Groups will be consulted to validate the proposed transport priorities and objectives and how well these align with community priorities. This will form a key input into the prioritisation process of the study.

A list of Community Consultation Group participants is located in Appendix 7.

Respondent summary

The figure below provides an overview of the multi-channel engagement implemented to achieve maximum reach and feedback from the community and stakeholders.



305
COLLABMAP VOTING USERS

20
INDIVIDUAL
CONSULTATIONS

3,586
COLLABMAP PAGE VIEWS

18
STAKEHOLDER REFERENCE
GROUP ATTENDEES

75%
NEW COLLABMAP VISITORS

16
COMMUNITY
CONSULTATION GROUP
ATTENDEES

Key themes

This report is based on insights gathered from qualitative and quantitative consultation activities including:

- 14 community listening booths held in various prominent locations across Brisbane’s inner south suburbs
- Three group consultations including one Stakeholder Reference Group meeting and two Community Consultation Group meetings
- 20 individual consultations with key traffic generators across the study area
- 1,100 comments and 2,333 votes on an interactive mapping tool
- 620 online surveys completed by people who live, work, study or pass through Brisbane’s inner south.

When analysing the results of all consultation activities, broad themes were uncovered, which closely align to SEQ’s Regional Transport Plan and the Queensland Government’s Transport Coordination Plan, and support the study’s objective of being integrated and multi-modal. This report will convey the findings under seven key themes:

- **Safety** – relating to a transport system that is safe and secure for customers
- **Connectivity** – relating to a transport system that connects communities to employment and vital services
- **Convenience** – relating to a transport system that provides easy and efficient movement throughout the area
- **Choice** – relating to a transport system that provides the ability to choose how customers would like to move throughout the area
- **Amenity** – relating to a transport system that contributes to customer comfort and enhances their transport experience
- **Accessibility/mobility** – relating to a transport system that facilitates movement of all people, needs and modes
- **Affordability** – relating to a transport system that supports liveable communities for everyone.

Introductory findings

Brisbane’s inner south population is expected to double to around 100,000 by 2036. Almost 80 per cent of survey respondents said they did not believe the transport system in the area could support this future growth without further investment.

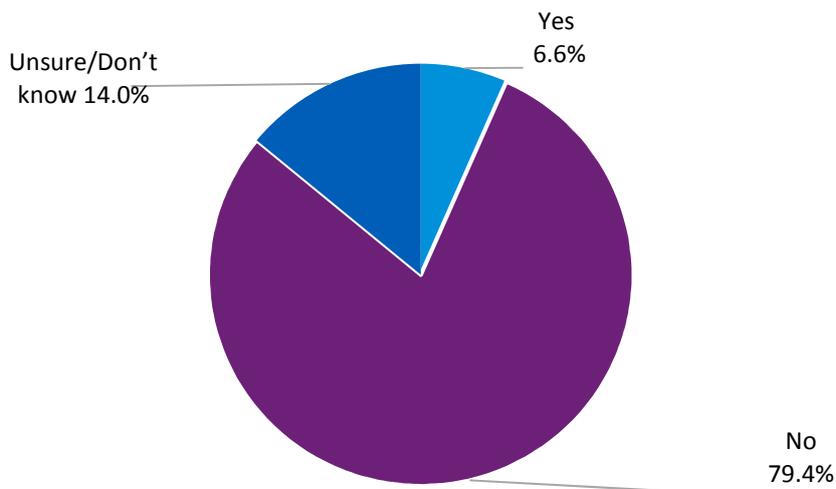


Figure 20 Survey responses when asked “Brisbane’s inner south population is expected to double to around 100,000 people by 2036. Do you think the inner south’s transport system can support this future growth?”

The sentiment around the preparedness for population growth was reinforced through several individual and group consultations, with one commenting “growth is phenomenal so we have a massive planning task on how we move these people around and interact them with multiple experiences within the precinct.”

While there are significant infrastructure projects planned for the study area, including Brisbane Metro and Cross River Rail, there were differing views on how they would assist transport in the inner south, particularly with this projected growth. More than half of survey respondents (54.7 per cent) answered ‘poorly’ or ‘I don’t know’ when asked how well they believed these projects would assist local access and transport or mobility in the area. This was echoed in several individual and group consultations with comments including:

- “The projected population growth from the West End peninsula hasn’t been considered in the Metro project and this is imperative.”
- “Future infrastructure projects (Brisbane Metro and Cross River Rail) aren’t beneficial for West End peninsula residents and this is where the growth is occurring.”

One quarter of survey respondents perceived efficiency and reliability of the network and services was the biggest transport or mobility issue in the study area (based on predetermined options). However, there was also a theme of connectivity across the study area, including connections across the Brisbane River and connections to key destinations, which accounted for 33 per cent combined.

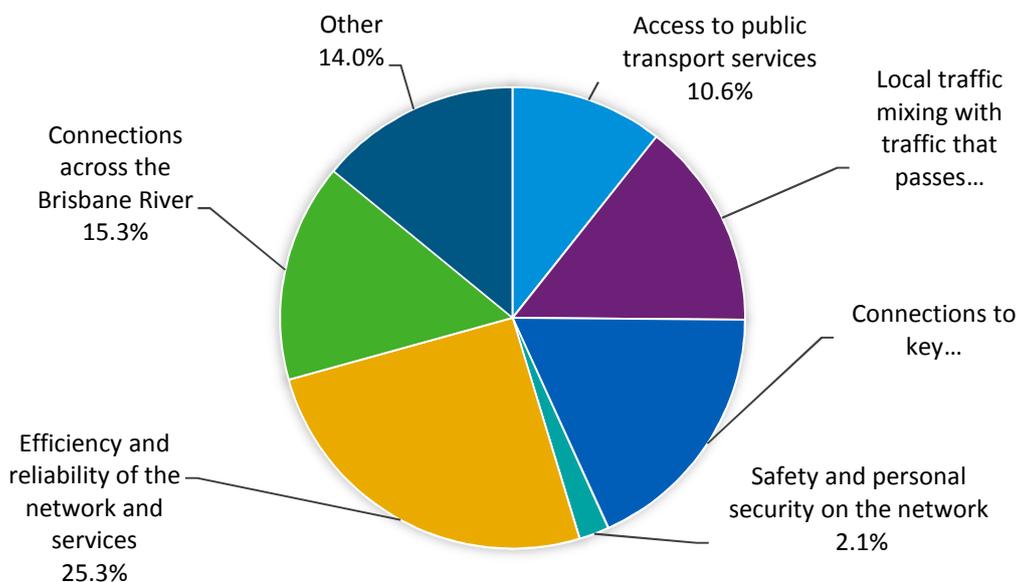


Figure 21 Survey responses when asked “what do you think is the biggest transport or mobility issue in the area?”

Survey respondents were asked to rank the most important criteria to them for future investment. Convenience was chosen as the top priority with almost 57 per cent and was followed by choice at 16.5 per cent, safety at 15.2 per cent and amenity at 11.5 per cent.

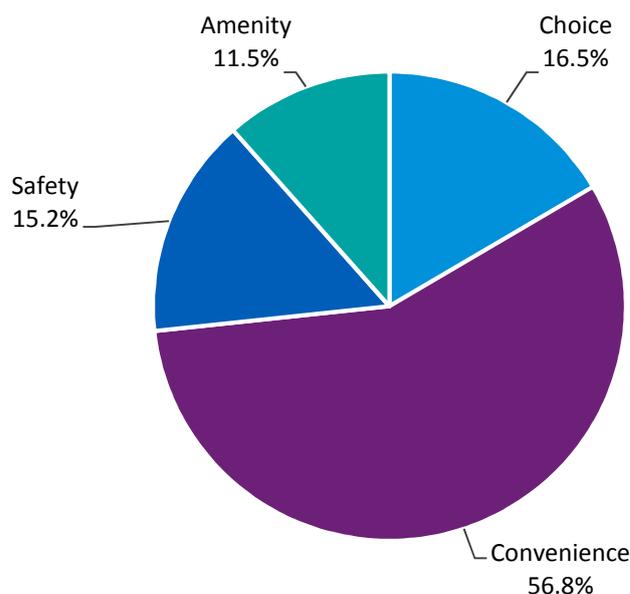


Figure 22 Survey responses when asked to “rank the most important criteria to you for future investment.”

This result was supported by the priorities for future infrastructure investment with dedicated laneways for public transport, cyclists and private vehicles accounting for more than 70 per cent of responses.

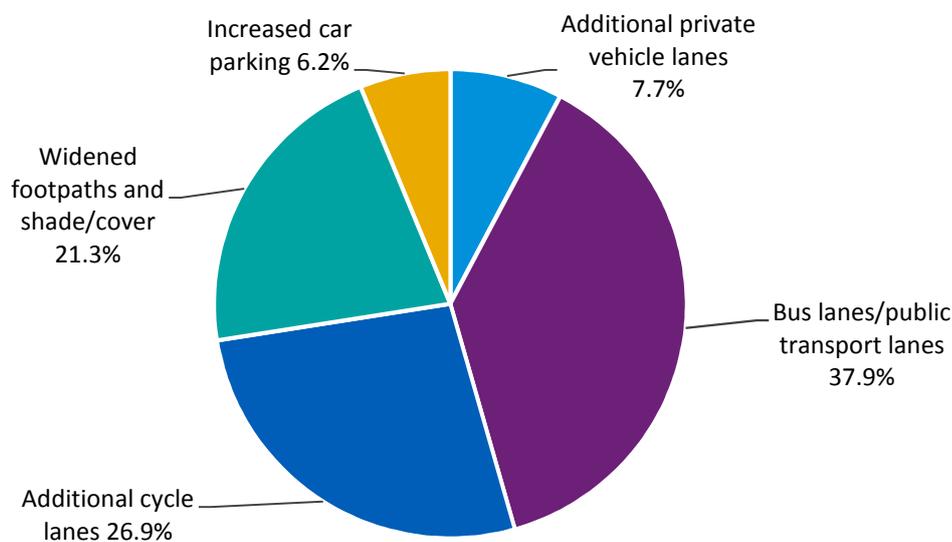


Figure 23 Survey responses when asked to “rank the most important criteria to you for future infrastructure investment.”

The survey asked users of different transport modes how well they felt Brisbane’s inner south suburbs catered for them and their mode of choice. More than 76 per cent of public transport users felt they were adequately or very well catered for throughout the area, which is compared to only 62 per cent of pedestrians and 35 per cent of cyclists.

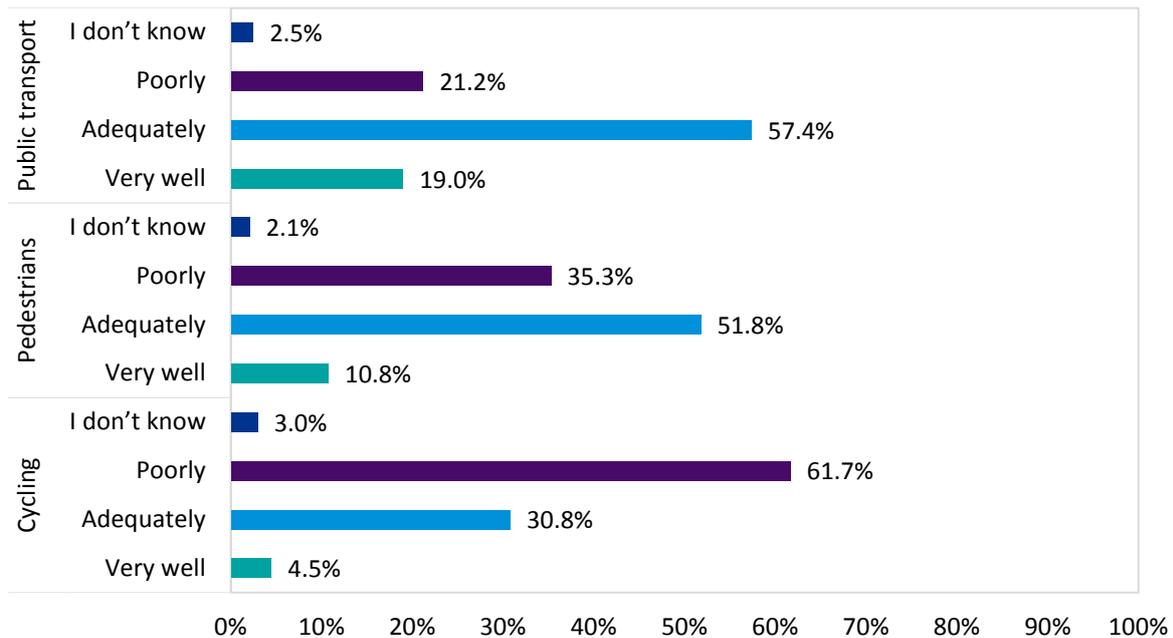


Figure 24 Survey responses when users were asked how well their chosen mode of transport was catered for in Brisbane’s inner south suburbs.

Safety

Safety is a critical consideration for users of all transport modes and people adjacent to the network. With increased demand and travel volumes across the network, enhancement of safety will continue to be a priority. Safety can be enhanced through improvements to planning, design, operation, education and monitoring of the transport network.

The prominent themes related to safety uncovered throughout consultation activities for the SBTMS include:

- Personal safety
- Modal separation
- Pedestrian crossings and safe zones
- Speed and traffic management.

While only 15 per cent of survey respondents stated safety to be their most important criterion for future investment, a member of a Community Consultation Group said “safety should be a given; it is about people’s values and behaviour.” This is true for the 54 per cent of cyclists who provided feedback they do not feel safe riding in the area and the 71 per cent who said they would ride more often if they felt safer. 36 per cent of survey respondents who do not use active modes of transport also stated that safety through the area would have to be improved to encourage them to use active modes. During individual consultations, stakeholders said one of the biggest barriers to public transport use is safety.

The map below displays locations across the study area where safety related comments and votes were flagged on the interactive mapping tool. The darker the colour, the greater number of comments and votes.

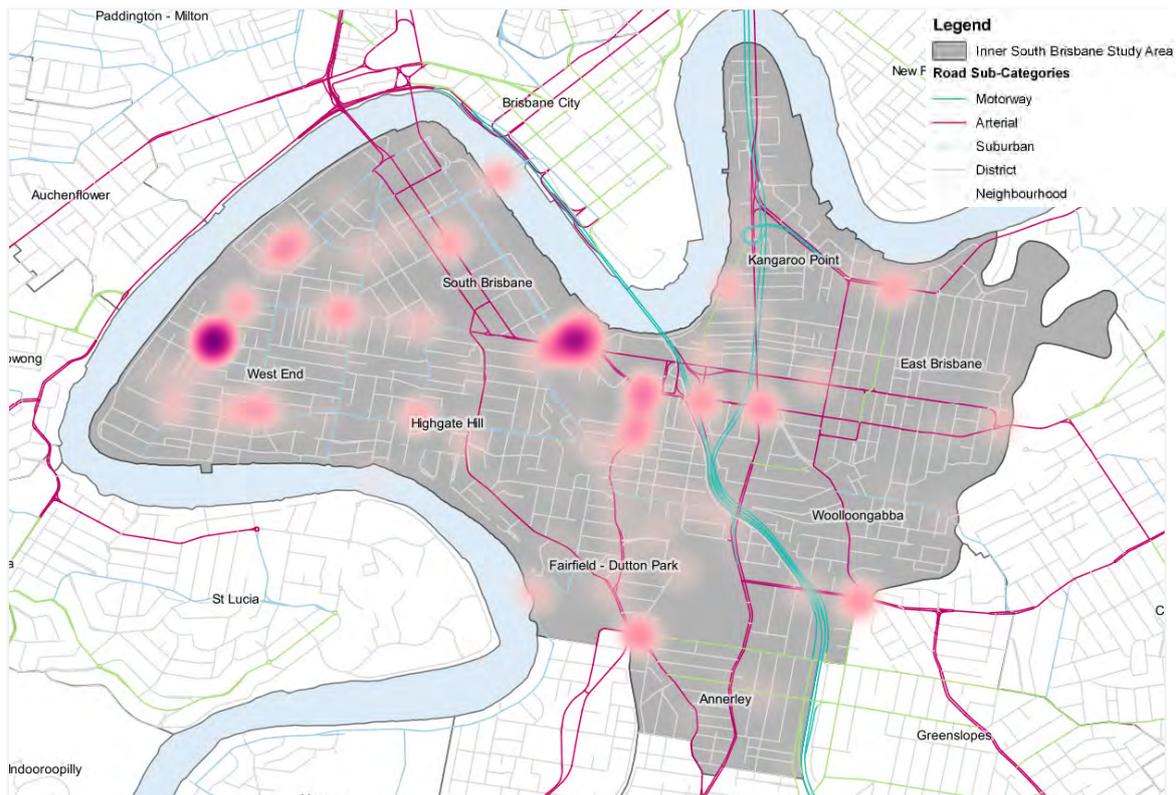


Figure 25 Interactive mapping tool safety based comments and votes, with colour density signifying the volume.

These comments and votes reveal a number of key areas of focus for safety, from the community's perspective, including:

- Montague Road, West End, with identified reasons including a lack of pedestrian crossings/safe zones and vehicle speed (suggesting a reduction in speed limits)
- Goodwill Bridge entry/exit at Sidon and Stanley Streets, South Brisbane, due to the mix of pedestrians, cyclists and vehicles at the intersection and multiple directional links.

Personal safety

Personal safety was perceived to be a key issue for late-night workers, particularly those working within the study area's health precincts. With hospitals being 24-hour businesses, after-hours workers largely commute via private vehicle for safety reasons, with parking subsidised by some institutions to promote safe travel. The individual consultations and Stakeholder Reference Group discussed that while there are less safety concerns on public transport, the connections at either end of the trip is a major deterrent to using public transport modes after-hours. One institution stated "there are real risks to walking to public transport connections or parking late at night and there is no Police Beat close by."

Another consultation raised safety concerns surrounding South Bank station as the last inner city rail station without ticket gates. This has heightened perceptions of the number of incidents occurring in and around this station as a result. Other concerns were raised for pedestrians walking between the Cultural Culture and the West End peninsula, particularly in the evening.

Modal separation

Separation is a key mechanism for improving safety for the most vulnerable road users – pedestrians and cyclists. The perceived unsafe interaction between different modes of transport was raised in every engagement avenue as an issue throughout the study area.

The online survey found:

- 93 per cent of respondents thought it was important to have more dedicated off-road paths and bikeways for cyclists
- 91 per cent of respondents thought better separation from vehicle traffic (for example, priority on roads and at intersections) was important in encouraging people to cycle more
- 90 per cent of respondents thought improved motor vehicle driver behaviour around cyclists was important in encouraging people to cycle more
- 73 per cent thought better separation from other road users such as cyclists and cars was important in encouraging people to walk more
- 59 per cent thought education to promote better driver behaviour was important to making driving safer and more reliable
- 57 per cent thought better separation of general traffic from buses was important to making driving safer and more reliable.

Comments made throughout individual consultations reflected this sentiment, with cycling again the key focus. Examples include:

- “Cycling and walking are too often considered in isolation to other modes – rather than being considered holistically. Brisbane has put pedestrians and bikes together as recreational, not transport focused.”
- “The main barrier to active travel is safety against cars. The best way to help is by providing separation from vehicles. Currently, the road reserve is being used as a place to store private property (cars) not as space for bike lanes. This is the opportunity to encourage more active travel.”
- “Cyclists either need separated facilities or much lower speeds on all non-arterial roads to improve safety and encourage more cycling.”

The Stakeholder Reference Group generally echoed the importance of appropriate separation of cyclists and pedestrians from general traffic.

While not an exhaustive list, key locations of concern raised throughout engagement activities include:

- Goodwill Bridge entry/exit at Sidon and Stanley Streets, South Brisbane
- Intersection of Stanley Street, Vulture Street, and Dock Street (adjacent the Queensland Children's Hospital)
- Victoria Bridge, South Bank
- Merivale Street, South Bank
- Intersection of Stanley Street and Annerley Road, Woolloongabba
- Annerley Road, Dutton Park
- Stanley Street, Woolloongabba
- Vulture Street, Woolloongabba
- Montague Road, West End
- Lytton Road, East Brisbane.

Throughout all consultation activities, modal separation was a major focus area with support from the users of various modes of transport modes.

Pedestrian crossings and safe zones

Some intersections in the study area have been identified as challenging for pedestrians and cyclists to navigate due to high volumes of vehicle traffic, the need to cross multiple lanes, and some crossings being staggered (requiring multiple crossings). Improving pedestrian connectivity at road crossings encourages active travel in the inner city area, and importantly, improves safety.

81 per cent of pedestrians that completed the survey said safer pedestrian crossings and paths would encourage more walking, with 42 per cent not currently feeling safe crossing roads at traffic intersections in the area. While not an exhaustive list, suggestions for safer crossings were made for the following locations:

- Montague Road, West End, particularly between Victoria and Beesley Streets
- Main Street, Woolloongabba, between Stanley and Vulture Streets
- Main Street, Kangaroo Point
- Lytton Road, East Brisbane, at Mowbray Park
- Wynnum Road, East Brisbane
- Wellington Road, East Brisbane
- Intersection of Peel Street and Grey Street (cyclists crossing multiple lanes and buses turning across cycle and pedestrian lanes)
- O’Keefe Street, Woolloongabba at Carl Street (heavily utilised bikeway with regular conflicts with vehicles).

As an example, a stakeholder suggested there is a rapidly increasing number of near-misses in South Bank’s health precinct area. With a heightened level of pedestrian activity, school and commuter traffic and heavy vehicles, the stakeholder suggested safer connections from the hospital precinct to the broader South Bank area would assist the large volume of pedestrian movements through the area.

Within the study area there are a number of pre, primary and secondary educational institutions, generating high traffic and active transport movements during school drop off and pick up times. Throughout individual and group consultations and comments on the interactive mapping tool, feedback was received about perceived safety, convenience and efficiency issues at school zones. This is particularly apparent in the Mater Hill precinct where multiple schools finish at the same time as hospital shift changeover. This volume and conflict of modes causes congestion and safety concerns along Raymond Terrace, Stephens Road and Stanley Street, South Bank.

Speed and traffic management

Across the study area, speed was raised as a point of concern and a method for improving safety for the most vulnerable road users – pedestrians and cyclists. 71 per cent of survey respondents who cycle through the area said lower local road speed limits would encourage them to cycle more. Similarly 60 per cent of pedestrians said lower traffic volumes or reduced speed would encourage them to walk more through the area. When drivers in the study area were asked how important a review of speed limits is in making driving safer and more reliable in Brisbane’s inner south suburbs, 44 per cent said it was important while 23 per cent said it was not important and 33 per cent not sure or neutral about its importance.

Through individual and group consultations, community listening booths and the interactive mapping tool, stakeholders and the community suggested lower speed limits in the West End peninsula to enhance safety, particularly on Montague Road. While not an exhaustive list, speed was also identified as a concern at the following locations:

- Vulture Street, West End to South Brisbane
- Cambridge Street, West End
- Dornoch Terrace, West End
- Duncan Street, West End
- Ganges Street, West End
- Hoogley Street, West End
- Longland Street, Woolloongabba
- Norman Street, Woolloongabba
- Melbourne Street, South Brisbane.

A range of traffic management systems, including speed bumps, no right turns and chicanes, were also suggested to be implemented throughout the study area to slow traffic and reduce 'rat-running'. In addition to various local streets in West End, suggestions were made for the introduction of traffic calming along:

- Park Road, Dutton Park
- Ellis Street and Lower River Terrace, Kangaroo Point
- Park Avenue, Kangaroo Point.

Connectivity

TMR's Transport Coordination Plan 2017 – 2027 identifies 'access' as the ultimate goal of most transportation – people's ability to reach jobs, goods, services and activities; and the ability of goods to reach markets. Enhancing access to transport improves mobility for people and for communities.

Throughout SBTMS engagement activities, key themes related to connectivity were uncovered including:

- East to west linkage within the study area
- River crossings
- Cycle and walking paths
- Public transport routes.

While there are significant infrastructure projects planned and underway in the study area, 55 per cent of survey respondents indicated that they did not think future transport projects, such as Cross River Rail and Brisbane Metro, will assist local access and transport or mobility in the area.

The map below displays locations across the study area where connectivity related comments and votes were made on the interactive mapping tool. The darker the colour, the greater number of comments and votes.

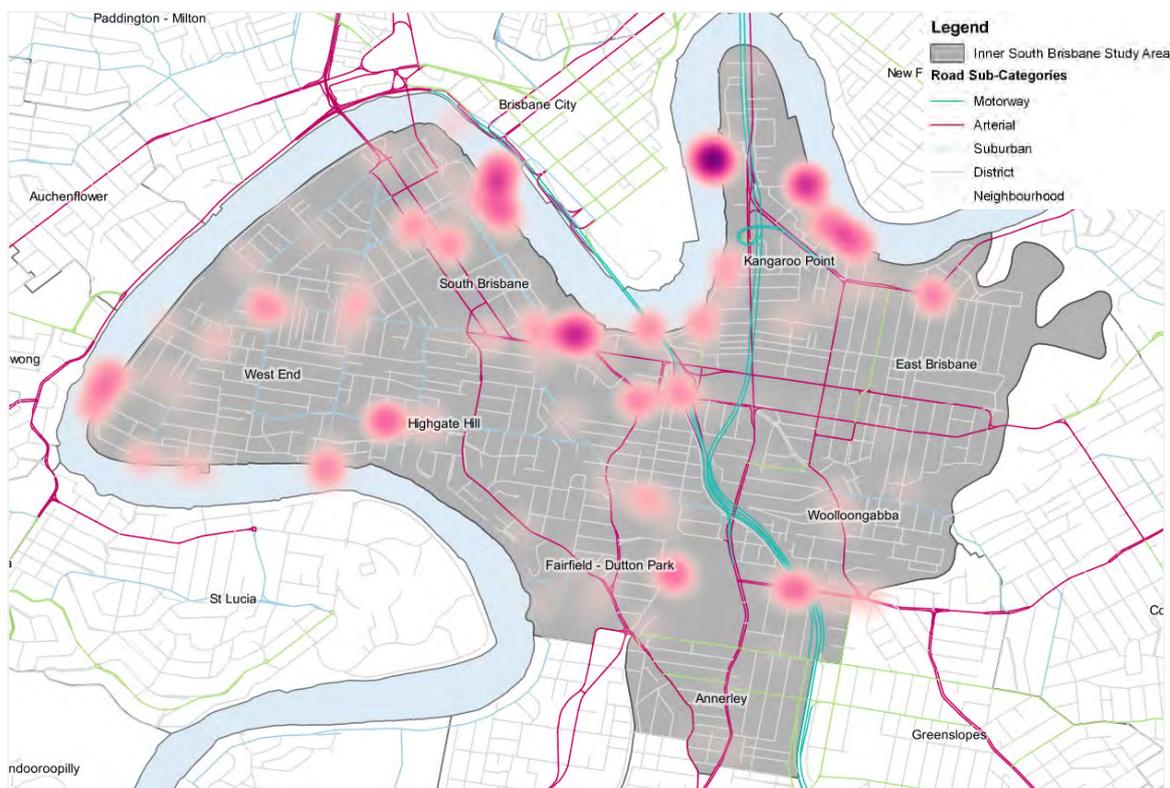


Figure 26 Interactive mapping tool connectivity based comments and votes, with colour density signifying the volume.

Connectivity related comments accounted for the second largest group on the interactive mapping tool demonstrating its importance to Brisbane's inner south communities. Perceived key connectivity issues and suggestions for the SBTMS include:

- Victoria Bridge, South Bank, due to the future restriction of private vehicle access and the resulting potential impacts on residents, businesses, customers and commercial vehicles
- Vulture Street, South Brisbane, as requiring improvements to be an efficient east to west link, particularly for cyclists
- Thornton Street, Kangaroo Point, as a suggested location for a cycle and pedestrian bridge to Brisbane City
- Riverside Promenade, Kangaroo Point, due to disconnections between Dockside and Mowbray Park requiring pedestrians and cyclists to return to local roads and interact with multiple modes.

East to west linkage

Feedback was widely received that active transport paths are situated along Brisbane River's edge, however there are minimal options for moving safely through the area on the most direct path. During individual consultations, stakeholders said:

- "Cyclists value directness greatly – whereas the provision that is made for them in this area is largely indirect, albeit scenic."
- "The east to west connectivity within the area is a big issue. Currently the network focuses on the radial links to the CBD and we need to incentivise the cross links."

This was echoed in a group consultation with suggestions to reallocate road space for a cycling corridor to alleviate the existing reliance on riverside cycling pathways.

Bus routes were also suggested to be too focused on the radial links to transport hubs at the Cultural Centre and the CBD instead of also providing cross-area connections. A stakeholder in a group consultation said:

- "I'm a bus driver and the east west connectivity is an issue. The 198 route runs only once an hour and it would be so useful to circuit Highgate Hill, the PA and other hard to reach areas."

Comments on the interactive mapping tool suggested Vulture Street as a potential corridor for an east to west bus route, connecting Woolloongabba to West End in one journey.

River crossings

Additional crossings/links across the Brisbane River have been central to conversations for many years. A stakeholder in Brisbane's inner south said "there's no main road that cuts from one side of the river to the other without going to the CBD – and that's a problem!"

Seeking to improve active and public transport routes across the area, the proposed links discussed during SBTMS consultations include:

- West End (Boundary Street) to St Lucia (The University of Queensland) to allow direct access from riverside active transport routes and encourage alternate transport use to access the university campus
- Kangaroo Point to Brisbane City (Edward Street) to provide direct access from a high-density residential area to the CBD
- West End to Toowong to further improve active transport routes throughout the city and allow for connections to and from the western suburbs.

The future Neville Bonner Bridge will also be located in the study area and provide pedestrian access between South Bank and the Queen's Wharf Brisbane development. Throughout SBTMS consultation there was not a strong view as to whether this bridge would provide any benefit to local access and mobility. Varied sentiment was heard during individual consultations including the following comments:

- "Queens Wharf walkway will mean more cars will be parking in South Bank given the cost of inner city parking. This will create a 24 hour pressure, not just during the day."

- “New pedestrian access from Queen’s Wharf will be heavily utilised by staff and students.”

Survey respondents were asked if they believed more river crossings throughout the study area would improve access to key destinations with 70 per cent answering ‘yes’. While focus is firmly on crossings from West End and Kangaroo Point, this response was felt equally from residents of all areas. The sentiment was supported via all SBTMS engagement activities and in many cases the concern surrounded multiple modes currently being funnelled to limited crossing options, adding pressure to the network and resulting in greater congestion through the area. A stakeholder during a group consultation stated:

- “There’s limited choice for travelling across the river – we need more crossings. The doubling of population and loss of the bridge needs to be addressed.”

This proposed restriction of general traffic across Victoria Bridge was raised as a perceived area of concern in individual and group consultation meetings and at a community listening booth including:

- “No one realises how many people travel between West End and the CBD each day and with Victoria Bridge closing it’s going to cause even more immense pressure on the infrastructure. There has to be additional vehicle bridges or widening of existing bridges, and all feeder roads too, which is hard.”
- “Taking vehicles off Victoria Bridge is a bold move so I’m concerned how that’s going to be handled. My biggest concern is the closure of Victoria Bridge for the North Quay intersection.”
- “The area immediately in front of South Bank is well looked after but the challenge point comes from Kangaroo Point and vehicles over the river.”

On the interactive mapping tool, multiple comments were made against the proposed closure to maintain access for residents, businesses, customers and commercial vehicles. This was echoed through an individual consultation where it was queried how the 12 million annual visitors to South Bank’s cultural precinct would access the area.

However, feedback was received from cyclists that were pleased with the potential improvement in access across Victoria Bridge that would accompany the proposed closure to general traffic, alleviating concerns of being funnelled onto the busy Goodwill Bridge.

Stakeholders and community members were supportive of additional bridges, particularly active and public transport bridges, with importance placed on area such as Kangaroo Point to the CBD, West End to St Lucia, and West End to Toowong connections.

Cycle and walking paths

Many community members and stakeholders that responded perceive bike paths across the study area as having been planned in isolation with poor connections from one bikeway to the next. 53 per cent of survey respondents said better connectivity to walk/cycle paths was required to encourage people to use active modes of transport. 93 per cent of cyclists who completed the survey said improved connections to surrounding suburbs was important in encouraging them to cycle more, and 89 per cent agree that more connected bike lanes/paths would lead to greater use.

On the interactive mapping tool a suggestion was presented for a bikeway connection from the Boggo Road precinct to the Princess Alexandra Hospital busway and bikeway.

Pedestrians also voiced concerns over pathways throughout the area with 64 per cent of survey respondents agreeing they would walk more if there were continuous pathways and pedestrian links to nearby destinations.

Through comments on the interactive mapping tool, discussions in group and individual consultations and feedback from community listening booths, a key area of concern is the river walk at Kangaroo Point. Currently there is a lack of connection between Dockside and Mowbray Park, meaning pedestrians and cyclists must return to local roads and interact with multiple modes.

Similarly, disconnected cycle paths along Melbourne Street, South Brisbane was identified as causing safety concerns and confusion for commuters.

Public transport routes

Given the study area's inner city location, it is generally well connected by public transport with residents having greater access to a range of modes and destinations compared to other parts of Brisbane. However, feedback was received through consultation on potential gaps in the system and opportunity areas.

83 per cent of survey respondents who use public transport in the study area thought better connected travel routes that take passengers where they want to go was important in encouraging more public transport usage. However 62 per cent of survey respondents stated they have to use multiple services to get to their destinations, potentially deterring use. The highest number of responses regarding multiple stops on the journey came from Dutton Park, Annerley and Woolloongabba community members and stakeholders (those who either live, work, study or visit these areas).

Only 52 per cent of East Brisbane community members surveyed thought it was easy to access key destinations in the area or surrounding suburbs by public transport. An individual consultation supported this as an area for improvement:

- "There is insufficient connectivity of public transport in East Brisbane and Kangaroo Point. There's no 15 minute services on Wynnum or Lytton Roads."

Convenience

A convenient transport system is one that provides ease and efficient movement throughout the area. Throughout SBTMS engagement activities, key themes related to convenience were uncovered including:

- Congestion
- Mode prioritisation
- Car parking
- Multi-modal integration
- Road hierarchy
- Trip duration.

Convenience was identified (57 per cent) by survey respondents as the most important criterion for future investment. Efficiency and reliability of the network and services (e.g. congestion, wait times and number of public transport services), however, was perceived to be the biggest transport or mobility issue in the area.

The map below displays locations across the study area where convenience related comments and votes were made on the interactive mapping tool. The darker the colour, the greater number of comments and votes.

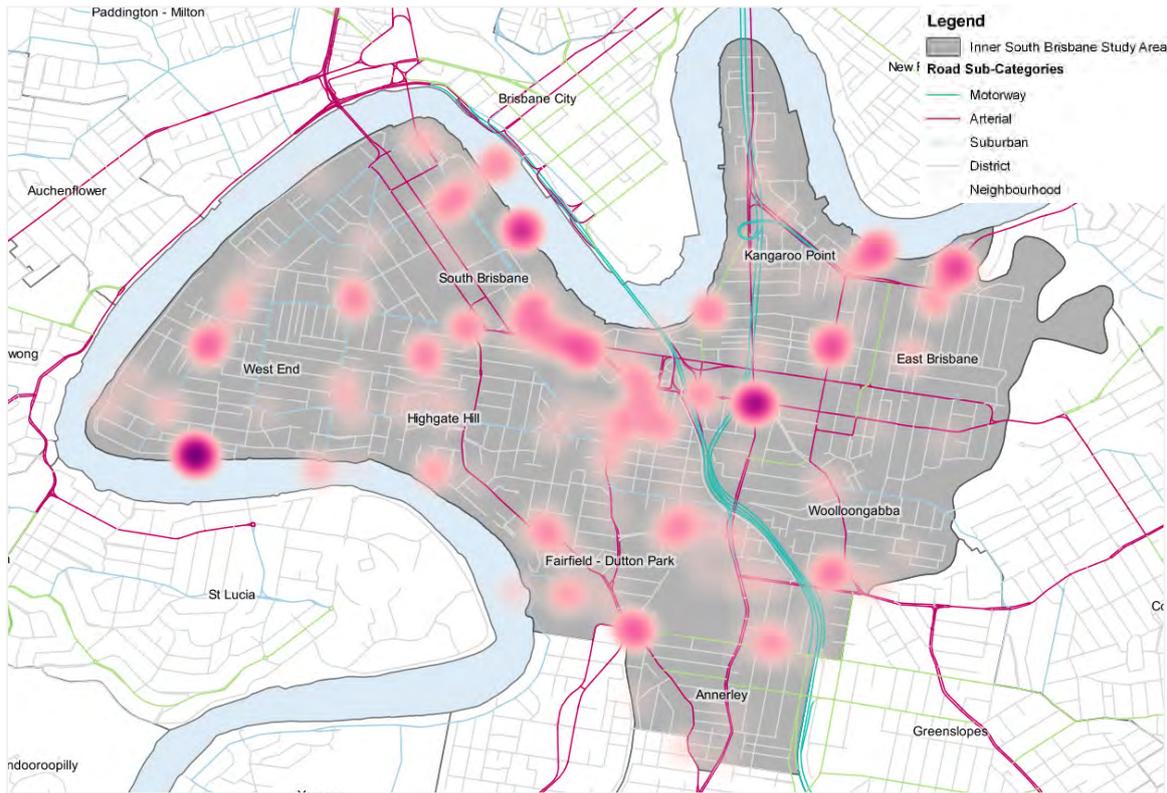


Figure 27 Interactive mapping tool convenience based comments and votes, with colour density signifying the volume.

These comments and votes revealed the perceived key areas of focus for convenience within the study area included:

- Montague Road, West End, as a key congestion hot spot during weekday peak hours and on Saturday mornings due to local markets
- South East Busway at South Brisbane station, as an area experiencing bottleneck issues causing significant delays
- Intersection of Ipswich Road and Stanley Street, Woolloongabba, as buses attempt to enter the Woolloongabba Busway, causing congestion and bottlenecks
- Grey Street, South Brisbane, as an area of opportunity to create a green pedestrian corridor prioritising foot traffic
- Carl Street and O’Keefe Street, Woolloongabba, as an area used by multiple transport modes causing right of way confusion
- Main Street, Kangaroo Point, as a key problem area for pedestrian and cyclist crossing
- Lytton Road, East Brisbane, at Mowbray Park, as a key problem area for pedestrian crossing
- Orleigh Street, West End, as an area used by multiple transport modes with disconnected timetables.

Congestion

As an inner city, high traffic area generating a diverse range of trip types, a number of challenges with congestion were raised spanning multiple modes. With private vehicles dominating the way people travel in the study area, the road network was most impacted by congestion, particularly around peak times.

71 per cent of survey respondents who drive in the study area said they regularly experience traffic congestion and delays. However, 54 per cent still believe driving provides direct and convenient access to local destinations and the city centre, and that it is more convenient to drive than catch public transport.

In the west of the study area, Montague Road is identified as a key road corridor and has seen significant growth in residential and mixed-use developments. Through various engagement activities, including the interactive mapping tool,

Montague Road was raised as a key congestion hot spot during weekday peak hours and on Saturday mornings due to local markets.

Similarly, the Mater Hill precinct was identified as an area experiencing congestion, particularly in the afternoons when school and hospital staff finish times occur simultaneously. It was reported that this caused some difficulty for hospitals as a result of vehicle movements being necessary for the precinct's 24/7 365 days a year operation.

Congestion is not isolated to the road network, with bus networks and some active transport corridors also affected, particularly during peak periods. Strong feedback was received through the interactive mapping tool regarding bottleneck issues occurring on the South East Busway at Cultural Centre station causing significant delays. A similar experience is reported at the intersection of Ipswich Road and Stanley Street in Woolloongabba as buses attempt to enter the busway.

Wynnum and Lytton Roads in East Brisbane and Stanley and Vulture Streets were also raised as significant congestion hot spots, which affects not only private vehicles but also the bus network. One stakeholder said during group consultation:

- “The buses always arrive at the same time because they get caught in congestion together. Bus users stay away from Stanley Street.”

The Goodwill Bridge was raised through individual consultations and the mapping tool as an area that experiences large volumes of cyclists and pedestrians during peak hours. This causes congestion and multi-modal interaction at the entry and exit points.

Mode prioritisation

A reoccurring theme throughout engagement activities was the overdependence on private vehicles, particularly at peak times, and the prioritisation of private vehicles over other modes moving in, around and through the study area. Community members and stakeholders shared a view that active and public transport modes should be prioritised over private vehicles. Stakeholder comments included:

- “Prioritisation of public transport corridors over private road allocation needs to be a part of the conversation.”
- “At large, continual support for and investment in single occupant vehicles is problematic. A study like this is an opportunity to shift the balance. While it's so affordable to park, people will continue to drive.”

Survey respondents supported an increased focus on these modes ranking bus lanes/public transport lanes as the most important criteria for future infrastructure investment, followed by additional cycle lanes and widened footpaths and shade/cover for pedestrians. This is compared to only 8 per cent of respondents ranking additional private vehicle lanes as the most important criterion and 6 per cent for increased car parking. This demonstrates that while private vehicles remain an important and highly utilised mode of transport, there is a shift of focus to alternative transport modes.

When discussing mode prioritisation on the interactive mapping tool and during face to face consultations, community members and stakeholders provided several perceived areas of concern and opportunity including:

- An opportunity to place focus on the pedestrian precinct outside of South Brisbane train station to prioritise foot traffic in this heavily utilised corridor. A suggestion included paving Grey Street to create a green corridor
- A problematic hot spot at the Carl Street and O'Keefe Street intersection in Woolloongabba with confusion of priority between cyclists on the bikeway and vehicles turning in and out of Carl Street
- An issue area on Park Avenue Kangaroo Point with cyclists using the main eastern bikeway having to stop and give way to vehicles. Suggestions included swapping the right of way for this intersection.

The synchronisation of traffic lights for pedestrians and cyclists, particularly in peak hour, was also raised during group consultation as an issue potentially causing safety and convenience concerns. One stakeholder commented:

- “Signal phasing at many intersections is unfair to pedestrians and cyclists and creates long wait times which can lead to impatience and risk taking/non-compliance with the road rules. This could be easily addressed.”

Identified areas where signals were perceived to be prioritised in favour of vehicles included:

- Main Street, Kangaroo Point
- Lytton Road, East Brisbane, at Mowbray Park

- Vulture Street, South Brisbane, at the Grey Street intersection.

In addition to bus lanes/public transport lanes being ranked as the most important criterion for future infrastructure investment, 71 per cent of public transport users also thought improved bus priority on roads was important in encouraging respondents to use this mode more. As discussed in a group consultation, many stakeholders want to have multiple transport options. Prioritising road space to alternative modes of transport can in some cases operate as a deterrent to use private vehicles when not required. While not an exhaustive list, locations suggested for dedicated bus lanes include:

- Montague Road, West End
- Wynnum Road, East Brisbane.

Car parking

While a prominent topic in the public sphere, only 6 per cent of survey respondents ranked ‘increased car parking’ as the most important criterion for future infrastructure investment. Many stakeholders throughout group consultations were surprised at this relatively low response due to the increasing competition for premium parking and the impacts of new development throughout the area. While many of these stakeholders said they did not prioritise parking, they saw it as a concern given the projected population growth and the limited provision of off-street car parking provided with many new residential developments.

49 per cent of survey respondents stated that they were frustrated with people using their street for car parking, and 68 per cent of respondents stated a review of on-street parking and loading bay arrangements was important to making driving safer and more reliable in Brisbane’s inner south. These on-street parking pressures were also suggested to obstruct sight lines and prevent cyclists from safely utilising bike lanes.

A stakeholder during individual consultation suggested that the removal of on-street parking reflected the best use of road space – transport over parking – and would provide an opportunity to trial low-cost cycle projects to encourage greater use of active travel. They suggested Grey Street would make a great cycle corridor, although would require significant changes, while Montague Road or Vulture Street would also be opportunity areas for trials.

Some community members suggested, via the interactive mapping tool, the introduction of parking time limits or no parking zones in certain areas to alleviate frustration and interference between modes. While not an exhaustive list, locations include:

- Annerley Road
- Park Avenue, East Brisbane
- Gloucester Street, Highgate Hill
- Park Road, Woolloongabba
- Drake Street, West End
- Fleurs Street, Woolloongabba
- Ferry Road, West End
- Qualtrough and Broadway Streets, Woolloongabba
- Corner of Dornoch Terrace and Granges Street, West End
- Carlton Street, Highgate Hill
- Carlow Street, West End.

Car parking at hospitals within the study area is perceived to be becoming an issue, particularly as existing parks are replaced with bike lanes. Similarly, with the study area’s cultural precinct bringing large numbers of customers annually that mainly travel by private vehicles, some stakeholders raised perceived issues with access. Specifically as the William Jolly Bridge and Grey Street were seen to create a bookend for the precinct.

Multi-mode integration

With 62 per cent of survey respondents requiring multiple public transport services to get to their destinations, it is important to provide integrated transport solutions that allow users to 'turn up and go'. Through group consultations, feedback was provided about the train, bus and ferry timetables operating in isolation with users regularly missing a connection by seconds and having to wait for the next service.

60 per cent of survey respondents who cycle through the study area thought better connections between bike paths and public transport were important for encouraging them to cycle more. 40 per cent of respondents also thought more bike storage at stops or stations were important to encourage more public transport usage. This is supported by the following statements made during an individual consultation:

- “Better end of trip and multi-mode facilities at major rail and bus stations will be key to encourage trip chaining.”
- “Convenience isn't just about one mode, it's about connections between services.”

Road hierarchy

Rat-running and the interaction between local and through traffic was consistently raised throughout community and stakeholder consultation.

15 per cent of survey respondents said local traffic mixing with traffic that passes through the area was perceived to be the biggest transport or mobility issue in the area, with the low percentage surprising some stakeholders based on daily experiences. 62 per cent of drivers believe better separation of local traffic from through traffic was important to making driving safer and more reliable in the study area.

Ipswich Road was raised several times by community members and stakeholders throughout consultation as an area experiencing continuous peak hours – the standard work peak times followed immediately by school peak. As a road attracting significant through traffic across all modes of transport, congestion is considered to be problematic. Similarly, Grey Street is perceived to be a problematic area with significant through traffic.

The perceived primary cause of local and through traffic mixing in the area was suggested as being caused by rat-running to avoid congestion or delays. This was raised as a common theme throughout the area with hot spots including:

- Park Road, Woolloongabba
- T J Doyle Memorial Park Drive, Dutton Park
- Ellis Street and Lower River Terrace, Kangaroo Point
- Hoogley Street, West End
- Stephens Road, South Brisbane
- Dibley Street, Woolloongabba.

When asked what change stakeholders would like to see in transport and mobility over the coming years, group consultation participants said:

- “There needs to be a balance between through traffic, destination traffic and residential traffic.”
- “Encourage traffic to be pushed through main roads and off local streets.”

Trip duration

60 per cent of survey respondents thought the provision of express services was important in encouraging further public transport usage. While other transport modes may be affected, the duration of trips on CityCats was particularly raised throughout consultation activities.

CityCat stops within the study area are located at Orleigh Park West End, South Bank and Mowbray Park. While SpeedyCat express services are being implemented currently, some comments expressed during individual consultations included:

- “The river is key and I think it’s being underutilised. Maybe the CityCats are wrong? If I wanted to get to Bulimba via CityCat it’s a massive journey. Maybe we need more terminals and express services between key spots.”
- “We enjoy a CityCat stop near the busway but it is not well utilised and trip duration is the reason for this. There is quite a bit of capacity to increase the number of people travelling via CityCat if the trip duration could be improved.”

Choice

Providing a transport system that allows customers to choose how they would like to move throughout the area is an important criterion to enhancing its liveability. The study area is well connected by public transport, serviced by all public transport services including rail, buses and ferries, and has greater access to a range of destinations than other parts of Brisbane. The study area includes major bus and rail transport networks, which are complemented with local bus services providing coverage between major stations to deliver accessibility to the majority of the study area.

Throughout SBTMS engagement activities, key themes related to choice were uncovered including:

- Ferry connections
- Public transport hours of operation and capacity
- CityCycle station.

17 per cent of survey respondents ranked ‘choice’ as the most important criteria for future investment.

The map below displays locations across the study area where choice related comments and votes were made on the interactive mapping tool. The darker the colour, the greater number of comments and votes.

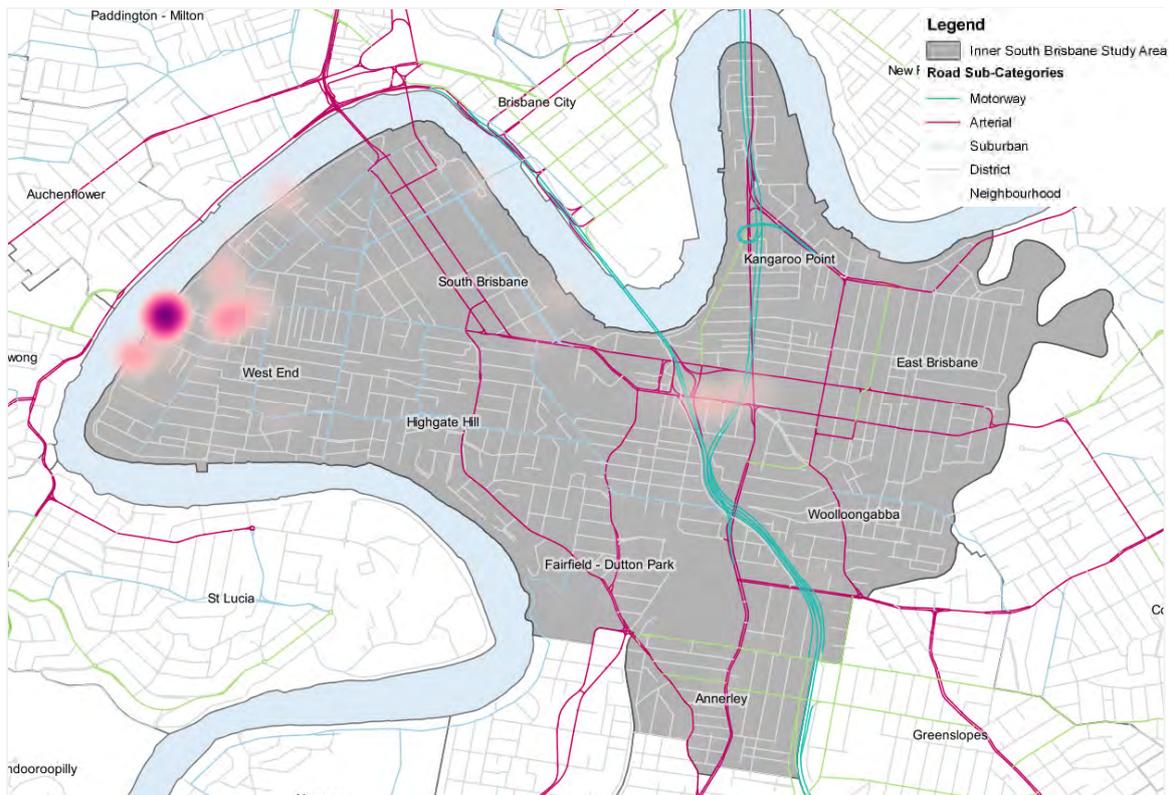


Figure 28 Interactive mapping tool choice based comments and votes, with colour density signifying the volume.

These comments and votes revealed the key areas of focus for choice within the study area to include:

- Victoria Street, West End, as a suggested location for the development and introduction of a new ferry terminal for the West End peninsula
- Buses with connections to/from The University of Queensland due to services regularly being full or overcrowded
- Gabba Stadium as a suggested location for the installation of a new CityCycle station.

Ferry connections

70 per cent of survey respondents believe more river crossings would improve their access to key destinations.

As one of the most focused topics on the interactive mapping tool, and throughout all engagement activities, there was a strong desire expressed for the development and introduction of a new ferry terminal for the West End peninsula with location suggestions including Ferry Road or Victoria Street. In many cases, the basis for the suggestion of a new terminal connecting West End to the broader community was because residents wanted to avoid highly congested roads, reduce the current pressure on the roads and cater to the growing density of residential developments along the river.

During group consultation discussions and on the interactive mapping tool there was strong support for the extension of the CityHopper's current route to Mowbray Park, Kangaroo Point.

Public transport hours of operation and capacity

Almost 70 per cent of survey respondents who use taxi or ride share services do so as a result of public transport services not operating when they need to travel. When asked how transport and mobility would need to change in the area to encourage drivers and taxi users to use active or public transport modes to visit key destinations, 62 per cent of respondents said more frequent public transport services/longer service hours. This was the highest response rate of all options presented.

Similarly, 80 per cent of public transport users who believed they were poorly catered for in the area said more frequent services was an important factor in encouraging them to use public transport more and 73 per cent agreeing that evening, late-night and weekend services were important factors.

49 per cent of public transport users said the services they use in the area were often overcrowded. Through the interactive mapping tool and in individual consultations there was attention placed on the capacity of some buses and routes, particularly those with connections to The University of Queensland with buses regularly full or overcrowded before arriving at Fairfield/Dutton Park and Buranda Station interchanges. The university's busway at St Lucia is one of the busiest outside of Brisbane's CBD but after peak time there were reports of issues with frequency and route timetables. Stakeholders would like to see routes extended to 11pm weekdays as large queues form each night between 8pm and 9pm as students seek to catch the last bus of the evening and it was suggested that people are often left behind. Community members and stakeholders also suggest increased weekend services to cater for exam periods, and a greater frequency of bus route 192, which runs between UQ Lakes and the CBD via Highgate Hill and West End.

As a result of capacity issues, TransLink introduced articulated buses to route 66 earlier in 2018 to enable 115 people to travel at any one time, increasing the capacity from 80 people. This is the busiest route from The University of Queensland and passes through three other university campuses and three hospital precincts in the study area. This decision to increase capacity was commended during individual consultation.

CityCycle station

CityCycle is Brisbane's cycle sharing service, which offers bike hire 24 hours 7 days a week with docking stations located in close proximity to each other to enable short and convenient transport. The CityCycle network is focused on inner city movements, with 36 stations in the SBTMS area, predominately located in South Brisbane, West End and Kangaroo Point.

A clear majority (59 per cent) of survey respondents were aware of the location of CityCycle stations in the area and how to hire them. Feedback received on the interactive mapping tool suggested the Gabba Stadium as an appropriate location for the installation of a new CityCycle station.

Amenity

The amenities provided in an area can impact a person's transport mode choice. To be attractive, pedestrian and cycle routes should provide adequate amenity, offering shade, seating, light and signage. In many areas outside of key destinations, these amenities vary. Many key routes are also heavily trafficked roads reducing their attractiveness for active transport due to safety and comfort implications.

The prominent themes related to amenity uncovered throughout consultation activities for the SBTMS include:

- Comfort
- Wayfinding and signage
- Pathway and road improvements.

The map below displays locations across the study area where amenity related comments and votes were made on the interactive mapping tool. The darker the colour, the greater number of comments and votes.

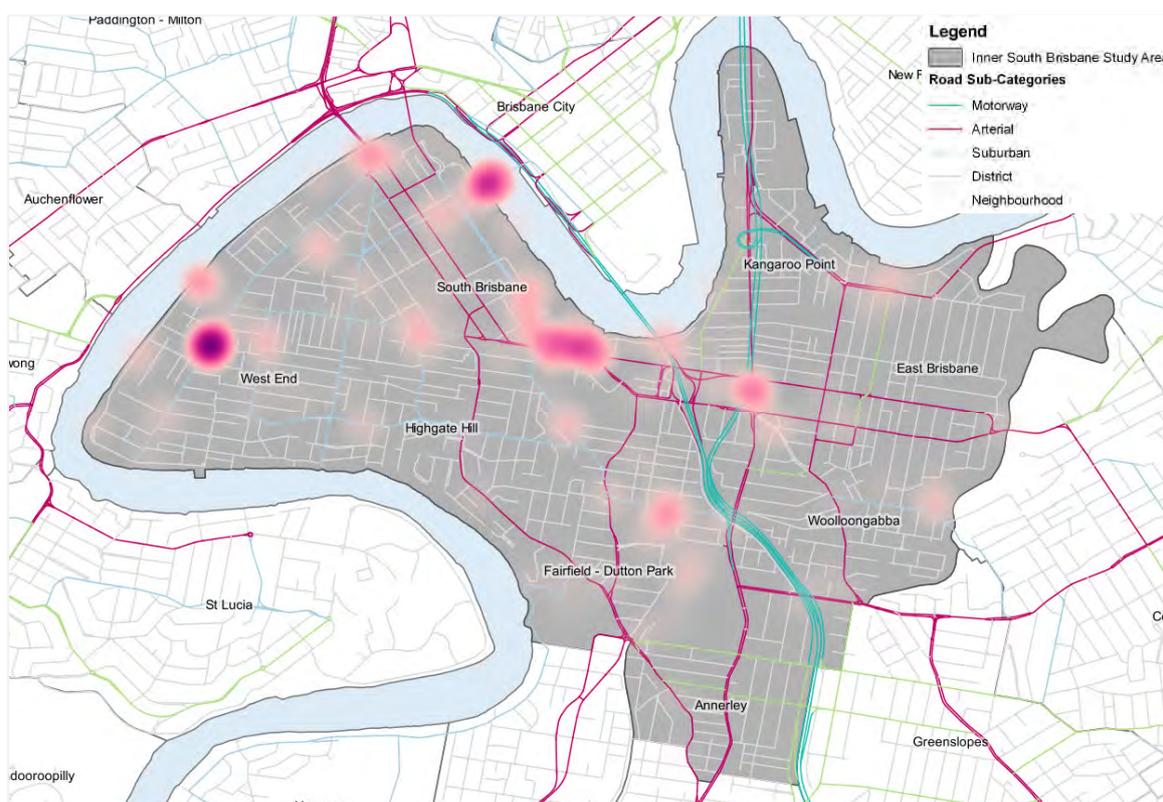


Figure 29 Interactive mapping tool amenity based comments and votes, with colour density signifying the volume.

These comments and votes revealed the key areas of focus for amenity within the study area to include:

- Wayfinding and directional signage on pedestrian and cycle paths throughout the study area
- Victoria Bridge, South Bank, as an opportunity area for the installation of shade and weather protection
- South Bank train station and Cultural Centre bus interchange, as key areas of opportunity for improved timetabling signage and arrival announcements
- Main Street, Woolloongabba, between Stanley and Vulture Streets, as a problematic area for pedestrians with improvements suggested to reduce the 'hostility' of the area.

Comfort

Walking and cycling are impacted by climate and weather. For pedestrians in particular, the public realm can play a key role in weather protection, providing shade and protection from the sun through awnings and street trees, as well as shelter from the rain.

Through all consultation activities it was apparent that amenity plays an important role in a person's perception of transport offerings in the area. High on importance were shade, lighting, seating and water bubblers.

76 per cent of survey respondents who believe pedestrians are poorly catered for in Brisbane's inner south suburbs indicated more shading and pedestrian facilities along pathways were important factors to encourage them to walk more through the area. Similarly, 78 per cent thought better lighting and visibility were important for pedestrians. 73 per cent of survey respondents who believe cyclists are poorly catered for in the area and 71 per cent of survey respondents who believe public transport users are poorly catered for in the area said better street lighting and shading were important encouragers to increase usage. Dutton Park station was specifically identified during individual consultation as having poor amenities, with lighting suggested to improve safety.

Due to Brisbane's climate, shade was a highly discussed topic with suggested areas for improvement including Victoria Bridge, South Bank train station, Lytton Road near Mowbray Park, and pathways leading to Park Road train station. Comments made throughout individual and group consultations support suggestions for increased weather protection throughout the study area. Examples include:

- "Shade is particularly important given the Brisbane climate."
- "Weather protection is an issue as there are no covered walkways and most walkways are uneven. Hot sun or rain is an issue for pedestrians."
- "Smaller investments are important e.g. shade, amenities, bike locks. We're surprised there weren't more comments about this."
- "Quality of bus shelters are important as is shading along pathways."

In addition to amenities provided along a person's journey, 51 per cent of cyclists who believed they were poorly catered for in Brisbane's inner south suburbs, said end of trip facilities including showers and lockers at their destination were important factors in encouraging them to cycle. Additionally, 61 per cent of respondents thought that more secure bike parking was an important encouraging factor. This was also raised throughout individual consultations with comments including:

- "Better end of trip and multi-mode facilities at major rail and bus stations will be key to encourage trip chaining."
- "The main motivator for staff using active modes of transport is health reasons. We have amenities for end of trip and while they're not fantastic, they are attractive for people. There is no end of trip amenity at new busway across the road (Boggo Road Busway) which I think is a missed opportunity."
- "We are really pushing active and public transport to discourage driving. We're looking to upgrade our end of trip facilities for those who choose to cycle/walk to campus."

Brisbane's inner south is changing rapidly, and the importance to 'get it right' was raised during a group consultation meeting with members suggesting "ensuring development enhances the public realm, including transport aspects – walkability, connectivity and amenities like shade and seating as you make your way through the area."

Wayfinding and signage

Wayfinding across the study area for cycling, walking and public transport is perceived as being sporadic causing confusion amongst visitors and particularly for those taking trips for the first time. This was a strong theme found across all engagement activities including individual consultations and the Stakeholder Reference Group.

More than 50 per cent of survey respondents stated that improved directional signage on pedestrian routes would encourage them to walk more throughout the study area. Cyclists echoed this sentiment with 52 per cent calling for improved directional signage on bike paths to encourage greater usage. Multiple conversations at the community listening booths also raised additional signage and enhanced wayfinding along cycle routes as areas for future focus.

There was positive feedback received on accessing and understanding public transport information with 87 per cent of public transport users knowing where to find information on their travel options, and 85 per cent of public transport users knowing how to plan a journey. However, community members using the interactive mapping tool specifically emphasised a desire for improved timetable signage at South Bank train station and enhanced information/announcements regarding bus arrivals at the Cultural Centre bus interchange.

Comments made throughout individual and group consultations support suggestions for improved directional signage throughout the study area. Examples include:

- “Wayfinding is also not great as pathways aren’t connected and there’s no signs in between to tell people where to go next.”
- “Wayfinding and accessibility has always been an issue especially coming over Melbourne Street. How do you get down Melbourne Street safely?”
- “Connections from public transport to destinations is an issue and there is a clear divide between where visitors are spat out of public transport and their destination. Wayfinding needs to be improved.”

43 per cent of survey respondents who drive also thought better directional signage was important to making driving safer and more reliable in the area

Pathway and road improvements

The focus on road and pathway maintenance was strong throughout the survey results across all modes. 70 per cent of drivers felt that some intersections and roads in Brisbane’s inner south are dangerous with 72 per cent saying improvements were important to making driving safer and more reliable. Additionally 68 per cent felt a review of on-street parking and loading bay arrangements was also important to enhancing safety.

80 per cent of survey respondents thought bike path and lane maintenance was important in encouraging them to cycle more. Additionally 72 per cent felt that wider bike paths were also important.

Main Street, Woolloongabba, between Stanley and Vulture Streets, was highlighted on the interactive mapping tool as problematic for pedestrians with improvements suggested to reduce the ‘hostility’ of the area.

Accessible pathways were emphasised throughout consultation, with further information in the following section.

Accessibility/mobility

TMR’s Transport Coordination Plan 2017 – 2027 defines accessibility as the ability to access and use transport services and infrastructure. This is reflected through the SBTMS consultation activities with feedback surrounding a person’s whole of journey and their capacity to connect from point to point irrelevant of transport mode or mobility requirements.

Throughout SBTMS engagement activities, key themes related to accessibility and mobility were uncovered including:

- Pathways
- Ramp access
- Accessibility to public transport.

11 per cent of survey respondents stated they, or a family member, had mobility needs (e.g. a disability or require wheelchair access). 61 per cent of this group said that the transport system in Brisbane’s inner south suburbs poorly catered for people with these requirements. Only 3 per cent stated they were catered to ‘very well’ in the area.

The map below displays locations across the study area where accessibility/mobility related comments and votes were made on the interactive mapping tool. The darker the colour, the greater number of comments and votes.

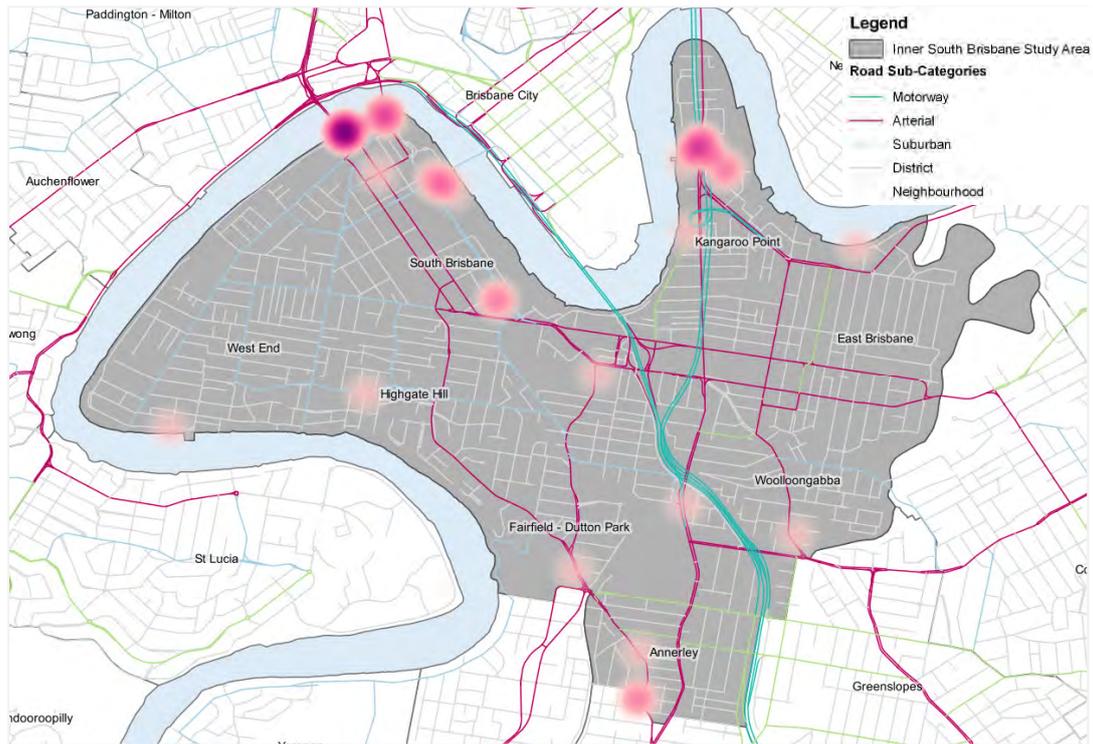


Figure 30 Interactive mapping tool accessibility/mobility based comments and votes, with colour density signifying the volume.

These comments and votes revealed the key areas of focus for accessibility/mobility within the study area to include:

- Rail overpass on Annerley Road, Annerley, due to the narrow path shared between multiple modes and being unsuitable for cyclists and those with prams, wheelchairs and mobility scooters
- Various access points surrounding Kangaroo Point and the Story Bridge due to having to navigate stairs causing difficulty or inability for those using wheelchairs, mobility scooters, prams or bicycles
- Go Between Bridge and William Jolly Bridge as suggested locations for additional ramps
- South Bank train station causing difficulty for those using wheelchairs, prams or bicycles due to a height difference between the platform and the train.

Pathways

68 per cent of survey respondents thought improved accessible pathways (suitable for people with mobility issues) were important for pedestrians. Community members on the interactive mapping tool provided suggestions for locations of new pathways throughout the study area including a wheelchair accessible path to Orleigh Park, bus stops and the ferry terminal in West End and along both sides of Dornoch Terrace, Highgate Hill.

Throughout consultation there was regular feedback on narrow footpaths being shared between multiple modes including pedestrians, cyclists and those with prams, wheelchairs and mobility scooters, causing access issues and safety concerns. This was particularly apparent at the rail overpass on Annerley Road in Annerley and at the intersection of Stanley Street and Annerley Road. 77 per cent of survey respondents also stated that wider bike paths were important to encouraging them to cycle more, while 73 per cent stated that better separation from other road users such as bike riders and cars was important to encouraging them to walk more throughout the area. Other obstacles, including seats on Annerley Road at Palmerston Street, were said to block the pedestrian pathway causing issues particularly for those with mobility challenges.

Ramp access

There was particular emphasis made on the amount of 'stair-only' access points surrounding Kangaroo Point and the Story Bridge causing difficulty for those using wheelchairs, mobility scooters, prams or bicycles. To eliminate the need to

navigate stairs, comments on the interactive map suggested stairwell replacement with ramps suitable for cyclists, pedestrians and people with mobility requirements, or the installation of a lift to transport people between the top and bottom of the cliffs. Other identified areas with stair-only options includes access between St James Street and Dornoch Terrace, Highgate Hill.

Similarly, comments made on the interactive mapping tool reflected a desire for additional ramps to bridges with bicycle and pedestrian paths, including the Go Between Bridge and William Jolly Bridge.

During an individual consultation, an issue was raised to the perceived insufficiency of kerb ramps throughout the area to connect one side of the road with the other and at taxi ranks. 67 per cent of survey respondents also stated that improved kerb ramps and widened footpaths were important to encouraging them to walk more throughout the area.

Accessibility to public transport

64 per cent of survey respondents stated that improved accessibility to bus stops/train stations/ferry terminals were important to encouraging them to use public transport more throughout the area. However, 19 per cent of public transport users do not believe bus stops or train stations are convenient to access and 46 per cent of survey respondents who have mobility needs, or a family member with mobility needs, did not feel they were able to access public transport with ease.

A key perceived accessibility issue raised on the interactive mapping tool related to the distance between the platform and the train at South Bank station causing difficulty for those using wheelchairs, prams or bicycles. The Cultural Centre bus station was also identified as a problematic public transport area for people with mobility challenges due to being overcrowded, buses using random bays and buses departing too quickly. Dutton Park station was also identified as having access issues for pedestrians due to the conflict with cyclists and traffic. It was suggested new access points be implemented with Cross River Rail's development.

53 per cent of survey respondents also suggested that more stops/stations closer to home/workplace/school was important to encouraging them to use public transport.

Affordability

Travel demand refers to the amount and type of mobility that individuals choose determined by a variety of factors including their ability and willingness to pay. Assuming rational economic decisions are made, people use the mode of travel they can afford.

Transport is price sensitive and subsequently, socio-economic measures, such as income, are likely to have an effect on travel behaviour. Generally, those with lower incomes (including students) will select active and public transport modes more than those with higher incomes, particularly in areas with high parking fees (such as the Brisbane Central Traffic Area). While there are no areas of significant socio-economic disadvantage identified within the study area, the transport network is required to cater for all levels of socio-economic advantage to ensure that it is inclusive and accessible.

While affordability was not a major topic raised throughout community and stakeholder consultation, there are a number of noteworthy influences including:

- Tolls
- Public transport costs.

The map below displays locations across the study area where affordability related comments and votes were made on the interactive mapping tool. The darker the colour, the greater number of comments and votes.

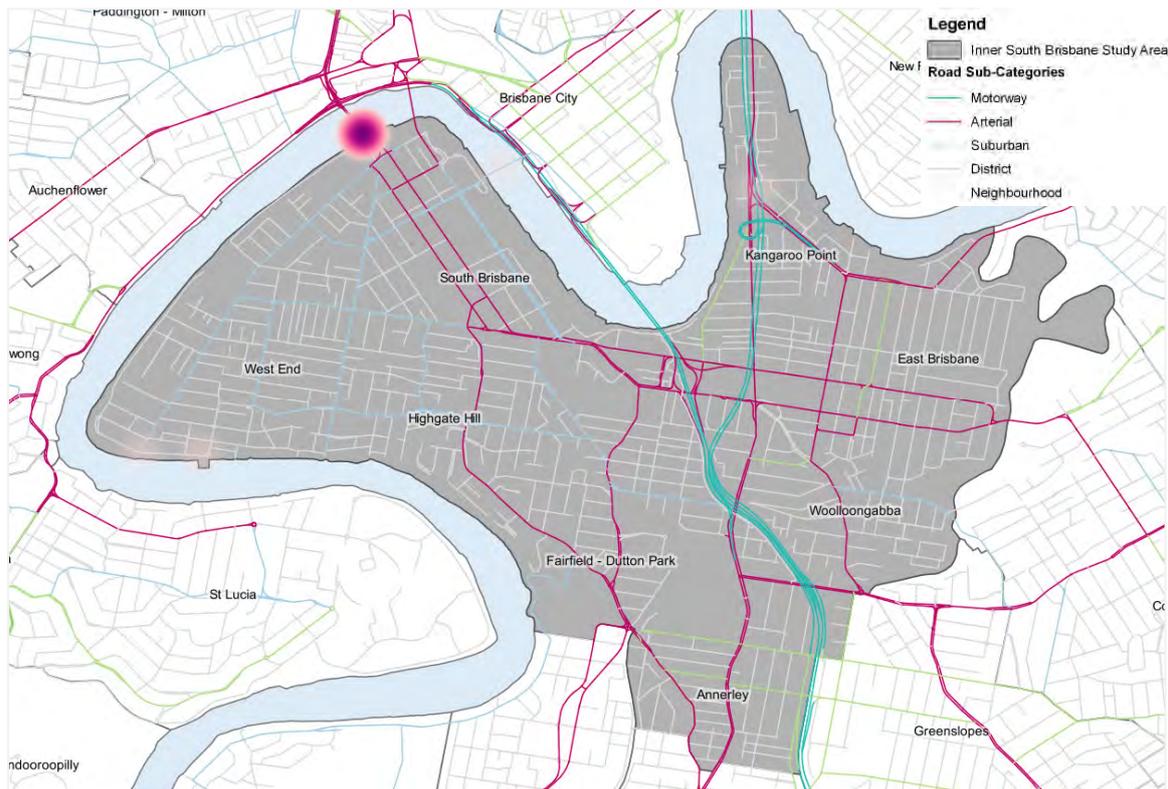


Figure 31 Interactive mapping tool affordability based comments and votes, with colour density signifying the volume.

These comments and votes revealed the key areas of focus for affordability within the study area to include:

- Go Between Bridge toll charge being perceived as expensive and the cause of additional congestion at free bridges
- Ipswich Road, Woolloongabba, experiencing additional congestion caused by drivers avoiding the Clem Jones Tunnel toll
- The cost of public transport services throughout the study area with suggestions of fares to be charged relative to the distance travelled.

Tolls

The Go Between Bridge is a key river crossing in the study area, connecting vehicles, cyclists and pedestrians from South Brisbane to Milton and Brisbane City. As a toll bridge in the study area, charging \$3.19 for use by a standard car, affordability was raised as a perceived issue throughout community consultation.

On the interactive mapping tool, a comment stating “the Go Between Bridge is a very efficient way to get to work and the north side of the river but it is expensive to use it” was posted and received 11 ‘agree’ votes. Members of the Stakeholder Reference Group stated that drivers avoid the toll causing additional congestion on surrounding free bridges. A suggestion was made to trial a ‘toll free day’ to test and understand the impacts the toll has on the current network.

The toll was also raised in a Community Consultation Group meeting and at a community listening booth as a result of the proposed closure of the current free river crossing – Victoria Bridge – through the Brisbane Metro project. The removal of this free access point in and out of the peninsula concerned residents, suggesting that people would be forced into paying the Go Between Bridge toll. While residents understand the need for residential and infrastructure development, there were suggestions for compensation, through the removal of the toll, as necessary to replace the free infrastructure that Victoria Bridge currently provides.

Similarly, the Clem Jones Tunnel (CLEM7) provides a critical under-river crossing that links Brisbane’s northern and southern suburbs with connections in Woolloongabba from Ipswich Road and the Pacific Motorway. As an arterial road in the area, Ipswich Road operates at capacity both the morning and evening peaks. Feedback obtained through the

interactive mapping tool implies additional congestion is caused by drivers avoiding the CLEM7 toll, with a suggestion made to reduce the toll fare temporarily to test and understand its impacts on the current network.

Public transport costs

The cost of public transport – including train, bus and ferry – can influence the public's willingness to utilise it. Several comments were added to the interactive mapping tool about the cost of existing bus and ferry services. This included suggestions of a free ferry service between West End and The University of Queensland/St Lucia as a low-cost, effective alternative to a new pedestrian and public transport bridge.

A comment also raised the expense for travelling short distances on bus. Suggestions to alleviate this expense included a fare charged relative to the distance travelled, instead of a full zone, and family ticket options.

Appendices

Appendix 1: Online survey

Questionnaire

Introduction

The Department of Transport and Main Roads is undertaking a transport and mobility study in Brisbane's inner south suburbs (including West End, South Brisbane, Highgate Hill, Dutton Park, Annerley, Woolloongabba, East Brisbane, and Kangaroo Point).

We want to hear about your travel experiences in the study area to help us better understand the transport challenges you're facing and where there's opportunities for improvement.

All information you provide is confidential and will be used only for the purposes of this research.

We anticipate this survey will take approximately 10 minutes to complete. The survey will be open until 31 October 2018.

Please answer the questions as best you can; there are no right or wrong answers. It is your views and experiences that are important to help us better understand how the transport network is working for you in the area.

If you have any enquiries regarding this survey, please email southbrisbanestudy@tmr.qld.gov.au.

This survey is conducted by KPMG on behalf of the Department of Transport and Main Roads. All information and data collated shall only be used in accordance with the Company's policies, the KPMG survey privacy policy, and applicable laws.

By clicking on the "Next" button below you acknowledge that you have read and understood all of the information detailed in this notification, and agreed to undertake the survey.

<Next button>

The Department of Transport and Main Roads is collecting the information on this mapping tool for the purposes of the South Brisbane Transport and Mobility Study. The Department of Transport and Main Roads will give some or all of this information to its consultants, KPMG, to inform the study. Your personal details will not be disclosed to any other third party without your consent unless required or authorised to do so by law.

For further information, please visit the [privacy statement](#).

Overall

- (1) Do you live, work, or regularly visit any of the following Brisbane inner south suburbs (select all that apply)?

| | Highgate Hill | South Brisbane | Annerley | Dutton Park | East Brisbane | Woolloongabba | Kangaroo Point | West End | Not applicable |
|--------------------------------------|---------------|----------------|----------|-------------|---------------|---------------|----------------|----------|----------------|
| I live in... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 99 |
| I study in... | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 99 |
| I work in... | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 99 |
| I regularly visit or pass through... | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 99 |

IF Q1 = 99 [not applicable] for all answers, terminate from survey.

- (2) Brisbane's inner south population is expected to double to around 100,000 people by 2036.

Do you think the inner south's transport system can support this future growth?

| | |
|---|-------------------|
| 1 | Yes |
| 2 | No |
| 3 | Unsure/Don't know |

(3) **What do you think is the biggest transport or mobility issue in the area?**

| | |
|---|---|
| 1 | Access to public transport services (bus/train/ferry) |
| 2 | Local traffic mixing with traffic that passes through the area |
| 3 | Connections to key destinations (e.g. by cycle and pedestrian links, local roads, public transport routes) |
| 4 | Safety and personal security on the network |
| 5 | Efficiency and reliability of the network and services (e.g. congestion, wait times, and number of public transport services) |
| 6 | Connections across the Brisbane River |
| 7 | Other (please specify) |

(4) **Do you have any suggestions on how transport and mobility in the area would need to change to support this future growth?**

| | |
|---|-----|
| 1 | Yes |
| 2 | No |

IF Q4 = 1 [Yes]

(4A) **Can you please tell us your suggestions on how transport and mobility need to change in the area?**

- Open answer

(5) **How well do you believe future transport projects, such as Cross River Rail and/or Brisbane Metro, will assist local access and transport or mobility in the area?**

| | |
|---|--------------|
| 1 | Very well |
| 2 | Adequately |
| 3 | Poorly |
| 4 | I don't know |

IF Q5 = 3 [Poorly]

(5A) **Can you tell us why you do not believe these projects will assist the area?**

- Open answer

IF Q5 = 1 or 2 [Very well/Adequately]

(5B) Can you tell us why you believe these projects will assist the area?

- Open answer

(6) A number of new bridge crossings over the Brisbane River for bike riding, pedestrians, and public transport have been proposed in the study area. These may include West End to St Lucia and Kangaroo Point to Brisbane’s CBD.

Do you believe more river crossings will improve your access to key destinations?

| | |
|---|-------------------|
| 1 | Yes |
| 2 | No |
| 3 | Unsure/Don't know |

IF Q6 = 1

(6A) Where would you like to see bridge connections in the study area for cycling, pedestrian, or public transport links?

- Open answer

(7) Please rank the below list from 1 to 4, with 1 being the most important criteria to you for future investment and 4 being the least important criteria to you for future investment.

| | |
|--|---|
| | Choice – including ease of travel irrelevant of mode, travel options, available travel information, and clear wayfinding |
| | Convenience – including direct active and public transport routes, easy river connections, and limited infrastructure barriers |
| | Safety – including personal security and transport safety |
| | Amenity – including shade and cover, active street frontages, and pleasant environments |

(8) Please rank the below list from 1 to 6, with 1 being the most important criteria to you for future infrastructure investment and 6 being the least important criteria to you for future infrastructure investment.

| | |
|--|-----------------------------------|
| | Additional private vehicle lanes |
| | Bus lanes/public transport lanes |
| | Additional cycle lanes |
| | Widened footpaths and shade/cover |
| | Increased car parking |

About your travel

The next set of questions are about how you travel in and around Brisbane's inner south suburbs.

IF Q1 selects 1 [People who live in the area]

- (9) (A) As a resident in the area, please select all the types of transport you typically use for the trip purposes below (select all that apply): [allow multiple selection]

If you use multiple transport modes, please select all that apply [that is, if I walk to the bus stop and catch a bus, please select walking and bus in your answers].

| Trip purposes | Walk | Bicycle | Bus | Ferry/CityCat | Train | Private car (as driver) | Private car (as passenger) | Motorcycle | Taxi | Rideshare | Other (please specify) | Not applicable |
|------------------------------|------|---------|-----|---------------|-------|-------------------------|----------------------------|------------|------|-----------|------------------------|----------------|
| Commuting to work | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| School/education | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| Shopping | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| Personal business or medical | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| Visiting family/friends | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| Recreation | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| Other (please specify) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |

IF Q1 = 3 [People who only work in the area but do not live in the area]

- (9B) Which of the following types of transport do you typically use to get to work in <insert suburb> [select all that apply]?

If you use multiple transport modes, please select all that apply [that is, if I walk to the bus stop and catch a bus, please select walking and bus in your answers].

| | |
|---|---------------|
| 1 | Walk |
| 2 | Bicycle |
| 3 | Private car |
| 4 | Motorcycle |
| 5 | Taxi |
| 6 | Rideshare |
| 7 | Bus |
| 8 | Train |
| 9 | Ferry/CityCat |

IF Q1 = 2 [People who only study in the area but do not live in the area]

(9C) Which of the following types of transport do you typically use to get to where you study in <insert suburb> [select all that apply]?

If you use multiple transport modes, please select all that apply [that is, if I walk to the bus stop and catch a bus, please select walking and bus in your answers].

| | |
|---|---------------|
| 1 | Walk |
| 2 | Bicycle |
| 3 | Private car |
| 4 | Motorcycle |
| 5 | Taxi |
| 6 | Rideshare |
| 7 | Bus |
| 8 | Train |
| 9 | Ferry/CityCat |

IF Q1 = 4 [People who frequently visit the area for recreational purposes]

(9D) As a frequent visitor to the area, please select all the types of transport you typically use for each of these trip purposes below (select all that apply): [allow multiple selection]

If you use multiple transport modes, please select all that apply [that is, if I walk to the bus stop and catch a bus, please select walking and bus in your answers].

| | Walk | Bicycle | Bus | Ferry/CityCat | Train | Private car (as driver) | Private car (as passenger) | Motorcycle | Taxi | Rideshare | Not applicable | Other (please specify) |
|------------------------------|------|---------|-----|---------------|-------|-------------------------|----------------------------|------------|------|-----------|----------------|------------------------|
| Shopping/markets | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| Personal business or medical | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| Visiting family/friends | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| Night out/restaurants/cafes | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| Other (please specify) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |

(9E) How do you travel to/from the following key destinations within/near Brisbane’s inner south suburbs (select all that apply)?

| | Walk | Bicycle | Bus | Ferry/CityCat | Train | Private car (as driver) | Private car (as passenger) | Motorcycle | Taxi | Rideshare | Not applicable | Other (please specify) |
|---|------|---------|-----|---------------|-------|-------------------------|----------------------------|------------|------|-----------|----------------|------------------------|
| Brisbane CBD | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| South Bank | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| Gallery of Modern Art | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| Gabba Stadium | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| Mater Hospital | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| Princess Alexandra Hospital | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| Queensland University of Technology – Gardens Point | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| The University of Queensland – St Lucia | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| Brisbane Convention and Exhibition Centre | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| Other (please specify) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |

IF Q9E = 6, 7, 8, 9, or 10 [People who use modes other than active or public transport to visit key destinations]

(9F) How would transport and mobility need to change in the area to encourage you to use active modes (e.g. walking or cycling) or public transport to visit these key destinations? [select all that apply]

| | |
|---|---|
| 1 | More frequent public transport services/longer service hours |
| 2 | Public transport stops/stations closer to my home and destination |
| 3 | Improved safety |
| 4 | Better connectivity to walk/cycle paths |
| 5 | Improved accessibility (i.e. disability access) |
| 6 | Other (please specify) |
| 7 | I won't use a different mode of transport |

ASK ALL

(10) How often do you use the following types of transport within Brisbane's inner south suburbs?

| | Daily | At least once a week | At least once a month | Infrequent/ rarely | Never | Can't say/unsure |
|---------------|-------|----------------------|-----------------------|-----------------------|-------|------------------|
| Walk | 1 | 2 | 3 | 4 | 5 | 6 |
| Bicycle | 1 | 2 | 3 | 4 | 5 | 6 |
| Private car | 1 | 2 | 3 | 4 | 5 | 6 |
| Motorcycle | 1 | 2 | 3 | 4 | 5 | 6 |
| Taxi | 1 | 2 | 3 | 4 | 5 | 6 |
| Rideshare | 1 | 2 | 3 | 4 | 5 | 6 |
| Bus | 1 | 2 | 3 | 4 | 5 | 6 |
| Train | 1 | 2 | 3 | 4 | 5 | 6 |
| Ferry/CityCat | 1 | 2 | 3 | 4 | 5 | 6 |

Bike riding in the study area

IF Q9A – Q9E = 2 [Those who selected bicycle as a transport mode only]

You stated you bike ride in the study area.

Please tell us about your experiences when bike riding in and around Brisbane's inner south suburbs.

(11A) How well are bike riders catered for in Brisbane's inner south suburbs?

| | |
|---|--------------|
| 1 | Very well |
| 2 | Adequately |
| 3 | Poorly |
| 4 | I don't know |

IF Q11A = 1 OR 2 [Those who selected 'Very well' or 'Adequately']

(11B) You answered 'very well' or 'adequately', can you please tell us why?

- Open answer

IF Q11A = 3 [Those who selected 'Poorly']

(11BB) You answered 'poorly', can you please tell us why?

- Open answer

(11C) To what extent do you agree or disagree with the following statements in relation to your bike riding experience in Brisbane's inner south suburbs?

| | Strongly agree | Agree | Neutral | Disagree | Strongly disagree |
|--|----------------|-------|---------|----------|-------------------|
| I feel safe when riding my bike in the area | 1 | 2 | 3 | 4 | 5 |
| Accessing key destinations is easy for me on my bike | 1 | 2 | 3 | 4 | 5 |
| I am aware of where CityCycle stations are in the area and how to hire them | 1 | 2 | 3 | 4 | 5 |
| I would like to ride more but I am unsure where the bike lanes/paths are in the area | 1 | 2 | 3 | 4 | 5 |
| More connected bike lanes/paths would encourage me to ride more | 1 | 2 | 3 | 4 | 5 |
| Riding my bike in the area is more convenient than driving | 1 | 2 | 3 | 4 | 5 |
| I would ride more often if I felt safer | 1 | 2 | 3 | 4 | 5 |
| I would ride more often if it was convenient for me | 1 | 2 | 3 | 4 | 5 |

(11D) How important do you think the following would be in encouraging you to bike ride more in Brisbane's inner south suburbs?

| | Extremely important | Very important | Neutral | Not very important | Not at all important | Not sure |
|--|---------------------|----------------|---------|--------------------|----------------------|----------|
| More dedicated off-road paths and cycleways | 1 | 2 | 3 | 4 | 5 | 6 |
| More on-road bicycle lanes | 1 | 2 | 3 | 4 | 5 | 6 |
| Maintenance of bike paths and bike lanes | 1 | 2 | 3 | 4 | 5 | 6 |
| Improved connections to surrounding suburbs | 1 | 2 | 3 | 4 | 5 | 6 |
| Better connections between bike paths and public transport | 1 | 2 | 3 | 4 | 5 | 6 |
| Wider bike paths | 1 | 2 | 3 | 4 | 5 | 6 |
| Improved directional signage on bike paths | 1 | 2 | 3 | 4 | 5 | 6 |
| More secure bike parking | 1 | 2 | 3 | 4 | 5 | 6 |
| Showers and lockers at my destination | 1 | 2 | 3 | 4 | 5 | 6 |

| | | | | | | |
|--|---|---|---|---|---|---|
| Lower local road speed limits | 1 | 2 | 3 | 4 | 5 | 6 |
| Improved motor vehicle driver behaviour around bike riders | 1 | 2 | 3 | 4 | 5 | 6 |
| Better street lighting and shading | 1 | 2 | 3 | 4 | 5 | 6 |
| Better separation from vehicle traffic (e.g. priority on roads and at intersections) | 1 | 2 | 3 | 4 | 5 | 6 |

(11E) **Do you have any suggestions for how bike riding in Brisbane’s inner south suburbs could be improved?**

- Open answer

Walking in the study area

IF Q9A – Q9E = 1 [Those who selected walking as a transport mode only]

You mentioned you often walk in and around Brisbane’s inner south suburbs.

Please tell us about your experiences as a pedestrian within Brisbane’s inner south suburbs.

(12A) **How well are pedestrians catered for in Brisbane’s inner south suburbs?**

| | |
|---|--------------|
| 1 | Very well |
| 2 | Adequately |
| 3 | Poorly |
| 4 | I don’t know |

IF Q12A = 1 OR 2 [Those who selected ‘Very well’ or ‘Adequately’]

(12B) **You answered ‘very well’ or ‘adequately’, can you please tell us why?**

- Open answer

IF Q12A = 3 [Those who selected ‘Poorly’]

(12BB) **You answered ‘poorly’, can you please tell us why?**

- Open answer

(12C) **To what extent do you agree or disagree with the following statements in relation to your pedestrian experiences in Brisbane’s inner south suburbs?**

| | Strongly agree | Agree | Neutral | Disagree | Strongly disagree |
|--|----------------|-------|---------|----------|-------------------|
| I feel safe when I walk to local destinations. | 1 | 2 | 3 | 4 | 5 |
| Accessing surrounding suburbs and destinations is easier for me by walking than other transport modes. | 1 | 2 | 3 | 4 | 5 |
| I walk because it is a convenient option for me. | 1 | 2 | 3 | 4 | 5 |
| I would walk more if there were continuous pathways and pedestrian links to nearby destinations. | 1 | 2 | 3 | 4 | 5 |
| I feel safe when crossing roads at traffic intersections in the area. | 1 | 2 | 3 | 4 | 5 |

(12D) **How important do you think the following would be in encouraging you to walk more in Brisbane’s inner south suburbs?**

| | Extremely important | Very important | Neutral | Not very important | Not at all important | Not sure |
|--|---------------------|----------------|---------|--------------------|----------------------|----------|
| Upgrades to pedestrian connections and links between key destinations | 1 | 2 | 3 | 4 | 5 | 6 |
| More shading and pedestrian facilities along pathways (e.g. places to stop and rest) | 1 | 2 | 3 | 4 | 5 | 6 |
| Better lighting and visibility | 1 | 2 | 3 | 4 | 5 | 6 |
| Improved signage/wayfinding/information on pedestrian routes | 1 | 2 | 3 | 4 | 5 | 6 |
| Safer pedestrian crossings and paths | 1 | 2 | 3 | 4 | 5 | 6 |
| Lower traffic volumes or speed | 1 | 2 | 3 | 4 | 5 | 6 |
| Better separation from other road users such as bike riders and cars | 1 | 2 | 3 | 4 | 5 | 6 |
| Improved kerb ramps and widened footpaths | 1 | 2 | 3 | 4 | 5 | 6 |
| More pedestrian priority (e.g. less waiting at pedestrian crossings) | 1 | 2 | 3 | 4 | 5 | 6 |

| | | | | | | |
|---|---|---|---|---|---|---|
| Improved motor vehicle driver behaviour around pedestrians | 1 | 2 | 3 | 4 | 5 | 6 |
| Improved access to public transport (stops/stations) | 1 | 2 | 3 | 4 | 5 | 6 |
| Improved accessible pathways (suitable for people with mobility issues) | 1 | 2 | 3 | 4 | 5 | 6 |

(12E) Do you have any suggestions for the environment (footpaths and crossings) for pedestrians in Brisbane's inner south could be improved?

- Open answer

Public transport in the study area

IF Q9A = 3-5, Q9B or Q9C = 7-9, Q9D = 3-5 [Those who selected public transport as a transport mode only]

You stated you use public transport to travel to and within Brisbane's inner south suburbs.

Please tell us about your experiences when using public transport in and around Brisbane's inner south suburbs.

(13A) In your opinion, how well does public transport cater for your movement in Brisbane's inner south suburbs?

| | |
|---|--------------|
| 1 | Very well |
| 2 | Adequately |
| 3 | Poorly |
| 4 | I don't know |

IF Q13A = 1 OR 2 [Those who selected 'Very well' or 'Adequately']

(13B) You answered 'very well' or 'adequately', can you please tell us why?

- Open answer

IF Q13A = 3 [Those who selected 'Poorly']

(13BB) You answered 'poorly', can you please tell us why?

- Open answer

(13C) To what extent do you agree or disagree with the following statements in relation to your public transport experience in Brisbane's inner south suburbs?

| | Strongly agree | Agree | Neutral | Disagree | Strongly disagree |
|--|----------------|-------|---------|----------|-------------------|
| It is easy for me to access key destinations in the area or surrounding suburbs by public transport. | 1 | 2 | 3 | 4 | 5 |
| I have to use multiple services to get to where I need to go. | 1 | 2 | 3 | 4 | 5 |
| The information about using public transport is easy to understand. | 1 | 2 | 3 | 4 | 5 |
| I know how to plan my public transport journey. | 1 | 2 | 3 | 4 | 5 |
| I know where to find information on my travel options. | 1 | 2 | 3 | 4 | 5 |
| I feel safe when I travel on public transport. | 1 | 2 | 3 | 4 | 5 |
| The services I use in the area are often overcrowded. | 1 | 2 | 3 | 4 | 5 |
| I can count on public transport services to get me where I am going on time. | 1 | 2 | 3 | 4 | 5 |
| I regularly experience delays on my services. | 1 | 2 | 3 | 4 | 5 |
| Bus stops or train stations are convenient to access from my destination (e.g. work/home) | 1 | 2 | 3 | 4 | 5 |
| Waiting at my stop or station is comfortable (seating, crowdedness, shading) | 1 | 2 | 3 | 4 | 5 |

(13D) **How important do you think the following would be in encouraging you to use public transport more in Brisbane's inner south suburbs?**

| | Extremely important | Very important | Neutral | Not very important | Not at all important | Not sure/not applicable |
|--|---------------------|----------------|---------|--------------------|----------------------|-------------------------|
| More frequent services | 1 | 2 | 3 | 4 | 5 | 6 |
| Evening/late-night/weekend services | 1 | 2 | 3 | 4 | 5 | 6 |
| Improved bus priority on roads (e.g. bus lanes, busways) | 1 | 2 | 3 | 4 | 5 | 6 |
| Express services | 1 | 2 | 3 | 4 | 5 | 6 |

| | | | | | | |
|--|---|---|---|---|---|---|
| Increased awareness/advertising of how to plan my travel journeys | 1 | 2 | 3 | 4 | 5 | 6 |
| Improved signage/wayfinding at stops or stations | 1 | 2 | 3 | 4 | 5 | 6 |
| Improved information on public transport routes | 1 | 2 | 3 | 4 | 5 | 6 |
| More comfortable stops/stations (seating, shading, stop coverage) | 1 | 2 | 3 | 4 | 5 | 6 |
| Better connected travel routes to where I want to go | 1 | 2 | 3 | 4 | 5 | 6 |
| More stops/stations closer to my home/workplace/school | 1 | 2 | 3 | 4 | 5 | 6 |
| More bike storage at stops or stations | 1 | 2 | 3 | 4 | 5 | 6 |
| Better street lighting and shading | 1 | 2 | 3 | 4 | 5 | 6 |
| Availability of safe stations/stops to wait | 1 | 2 | 3 | 4 | 5 | 6 |
| Feeling safer on public transport services | 1 | 2 | 3 | 4 | 5 | 6 |
| Better connections to walk/bike paths and associated facilities | 1 | 2 | 3 | 4 | 5 | 6 |
| Improved accessibility to bus stops/train stations/ferry terminals | 1 | 2 | 3 | 4 | 5 | 6 |

(13E) **Do you have any suggestions for how public transport in Brisbane’s inner south suburbs could be improved?**

- Open answer

Driving in the study area

IF Q9A = 6 – 8, Q9B or Q9C = 3-4, Q9D = 6-8 [Those who selected private car as a transport mode only]

You mentioned you drive in and around Brisbane’s inner south suburbs.

Please tell us about your experiences when driving in and around Brisbane’s inner south suburbs.

ASK Q14A ONLY IF Q1 = 1 [Those who selected they live in the area]

(14A) **You stated that you drive by private car/motor vehicle and park within Brisbane’s inner suburbs, please indicate how true each of these statements are to your experience:**

| | Strongly agree | Agree | Neutral | Disagree | Strongly disagree | Not applicable |
|--|----------------|-------|---------|----------|-------------------|----------------|
| I find it difficult to find parking near my residence. | 1 | 2 | 3 | 4 | 5 | 6 |
| I find it difficult to find a car park when I get to other destinations in Brisbane's inner south. | 1 | 2 | 3 | 4 | 5 | 6 |
| I often have to walk a long distance between my vehicle and my destination. | 1 | 2 | 3 | 4 | 5 | 6 |
| My residence doesn't include off-street parking (e.g. garage or carport). | 1 | 2 | 3 | 4 | 5 | 6 |
| I am frustrated with people using my street for car parking. | 1 | 2 | 3 | 4 | 5 | 6 |

IF Q9A = 6 – 8, Q9B or Q9C = 3-4, Q9D = 6-8 [Those who selected private car as a transport mode only]

(14B) To what extent do you agree or disagree with the following statements in relation to driving in and around Brisbane's inner south suburbs?

| | Strongly agree | Agree | Neutral | Disagree | Strongly disagree |
|---|----------------|-------|---------|----------|-------------------|
| It is quicker for me to travel by car to local destinations. | 1 | 2 | 3 | 4 | 5 |
| It is difficult for me to find a car park in the area. | 1 | 2 | 3 | 4 | 5 |
| Driving provides me with direct and convenient access to local destinations and the city centre. | 1 | 2 | 3 | 4 | 5 |
| Some intersections and roads in Brisbane's inner south are dangerous. | 1 | 2 | 3 | 4 | 5 |
| It is more convenient for me to drive than catch public transport. | 1 | 2 | 3 | 4 | 5 |
| I regularly experience traffic congestion and delays in the area. | 1 | 2 | 3 | 4 | 5 |
| When driving on local streets I have noticed more heavy trucks and commercial vehicles in the area. | 1 | 2 | 3 | 4 | 5 |

(14C) How important do you think the following is in making driving safer and more reliable in Brisbane's inner south suburbs?

| | Extremely important | Very important | Neutral | Not very important | Not at all important | Not sure |
|--|---------------------|----------------|---------|--------------------|----------------------|----------|
| Improvements to local roads and intersections | 1 | 2 | 3 | 4 | 5 | 6 |
| Better separation of general traffic from buses | 1 | 2 | 3 | 4 | 5 | 6 |
| Better directional signage | 1 | 2 | 3 | 4 | 5 | 6 |
| Review of speed limits | 1 | 2 | 3 | 4 | 5 | 6 |
| Education to promote better driver behaviour | 1 | 2 | 3 | 4 | 5 | 6 |
| Better separation of local traffic from through traffic | 1 | 2 | 3 | 4 | 5 | 6 |
| Restriction of heavy vehicle access | 1 | 2 | 3 | 4 | 5 | 6 |
| Review of on-street parking and loading bay arrangements | 1 | 2 | 3 | 4 | 5 | 6 |

(14D) **Do you have any suggestions for improving driving conditions in and around Brisbane’s inner south?**

- Open answer

Taxi or rideshare in the study area

IF Q9A = 9-10, Q9B and Q9C = 5-6 AND Q9D = 9-10

You stated you often use a taxi or rideshare as a travel mode.

Please tell us about your experiences when using these services to access destinations in and around Brisbane’s inner south suburbs.

(15A) **To what extent do you agree or disagree with the following statements in relation to taxi or rideshare services within and through Brisbane’s inner south suburbs?**

| | Strongly agree | Agree | Neutral | Disagree | Strongly disagree |
|--|----------------|-------|---------|----------|-------------------|
| It is easier for me to use a taxi or rideshare service than use public transport or private car. | 1 | 2 | 3 | 4 | 5 |
| I consider taxi or rideshare services an alternative to public transport. | 1 | 2 | 3 | 4 | 5 |

| | | | | | |
|--|---|---|---|---|---|
| Taxis and rideshare services allow me to get directly to destinations I can't get to on public transport. | 1 | 2 | 3 | 4 | 5 |
| I consider taxi or rideshare services to be safer than using public transport. | 1 | 2 | 3 | 4 | 5 |
| I use a taxi or rideshare service because public transport services do not run when I need to travel. | 1 | 2 | 3 | 4 | 5 |
| I use a taxi or rideshare service because it is difficult for me to access public transport stops or stations. | 1 | 2 | 3 | 4 | 5 |

(15B) **Do you have any suggestions on how taxi or rideshare services in Brisbane's inner south could be improved?**

- Open answer

Accessibility in the study area

(16A) **Do you or a family member have mobility needs (e.g. a disability or require wheelchair access)?**

| | |
|---|-----|
| 1 | Yes |
| 2 | No |

IF 16A = 2, END SURVEY

(16B) **In your opinion, how well does the transport systems in Brisbane's inner south suburbs cater for people with mobility needs?**

| | |
|---|--------------|
| 1 | Very well |
| 2 | Adequately |
| 3 | Poorly |
| 4 | I don't know |

IF Q16B = 1 OR 2 [Those who selected 'Very well' or 'Adequately']

(16C) **You answered 'very well' or 'adequately', can you please tell us why?**

- Open answer

IF Q16B = 3 [Those who selected 'Poorly']

(16CC) You stated 'poorly', can you please tell us why?

- Open answer

(16D) To what extent do you agree or disagree with the following statements in relation to access and mobility issues within Brisbane's inner south suburbs?

| | Strongly agree | Agree | Neutral | Disagree | Strongly disagree | Not applicabl |
|--|----------------|-------|---------|----------|-------------------|---------------|
| | 1 | 2 | 3 | 4 | 5 | 6 |
| I/my family member with mobility needs is able to access public transport with ease. | | | | | | |
| I/my family member with mobility needs feel safe when I/they catch public transport. | | | | | | |
| It is easy for me/my family member with mobility needs to access public transport information. | | | | | | |
| I/my family member with mobility needs feel supported when I/they use public transport. | | | | | | |
| When I/my family member with mobility needs use pedestrian facilities (e.g. crossings and paths) they are safe and reliable. | | | | | | |

(16E) Do you have any suggestions for improving accessibility in Brisbane's inner south suburbs?

- Open answer

Thank you for your feedback

Thank you for completing this survey. We greatly appreciate your contribution to this important research study.

If you have more to say about specific issues within the study area, please use the online interactive map tool available at: www.collaborativemap.com/southbrisbane

If you would like to hear more about the study, fill in your details below.

The Department of Transport and Main Roads is collecting the information on this mapping tool for the purposes of the South Brisbane Transport and Mobility Study. The Department of Transport and Main Roads will give some or all of this information to its consultants, KPMG, to inform the study. Your personal details will not be disclosed to any other third party without your consent unless required or authorised to do so by law.

Insert email address

Allow for opt-out to email subscription.

Key online survey results

The below graph shows the suburb of study for the 620 online survey respondents, with the 'not applicable' portion representing respondents who do not study or study outside of the SBTMS area. This graph shows that most students in the area study in South Brisbane, aligning with the multiple educational facilities in the area.

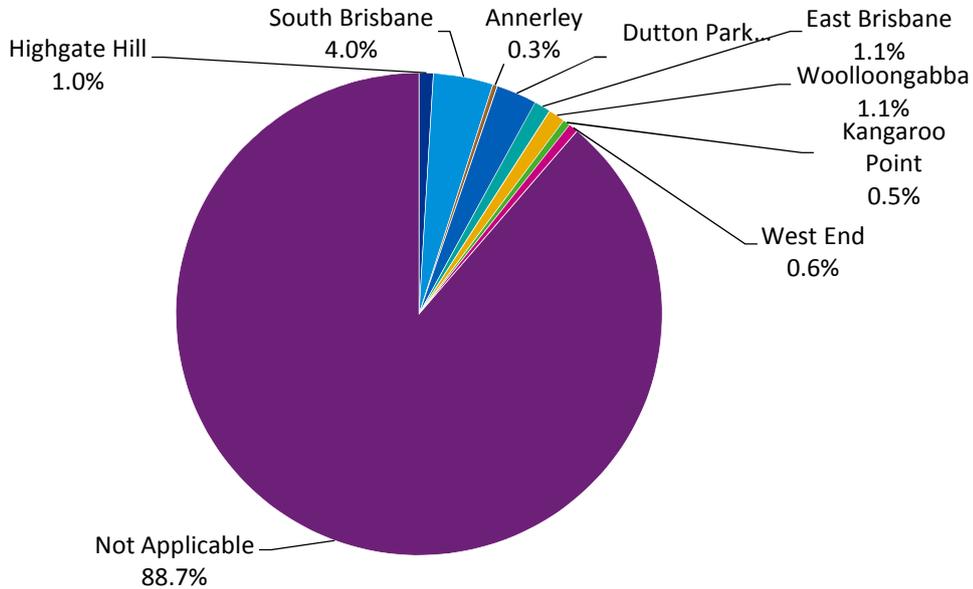


Figure 32 Survey respondents' suburb of study.

The below graph shows the mode of transport typically used to commute to work by residents who completed the survey, with the 'not applicable' portion representing respondents who do not work. This graph shows that most residents commute to work via walking, bus or cycling.

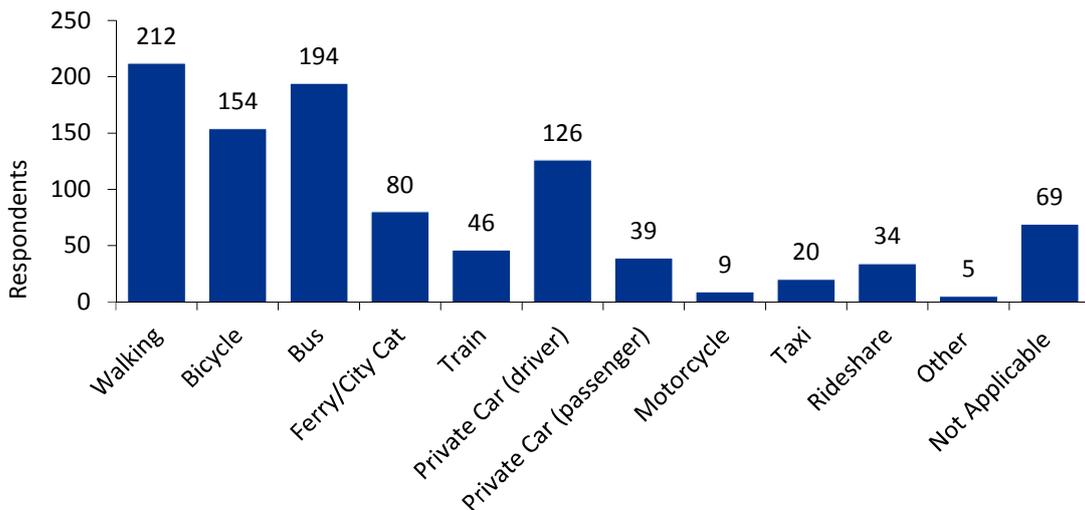


Figure 33 Transport typically used by residents commuting to work.

The below graph shows the mode of transport typically used to commute to school/education by residents who completed the survey, with the 'not applicable' portion representing respondents who do not study. This graph shows that most residents walk or get the bus to school.

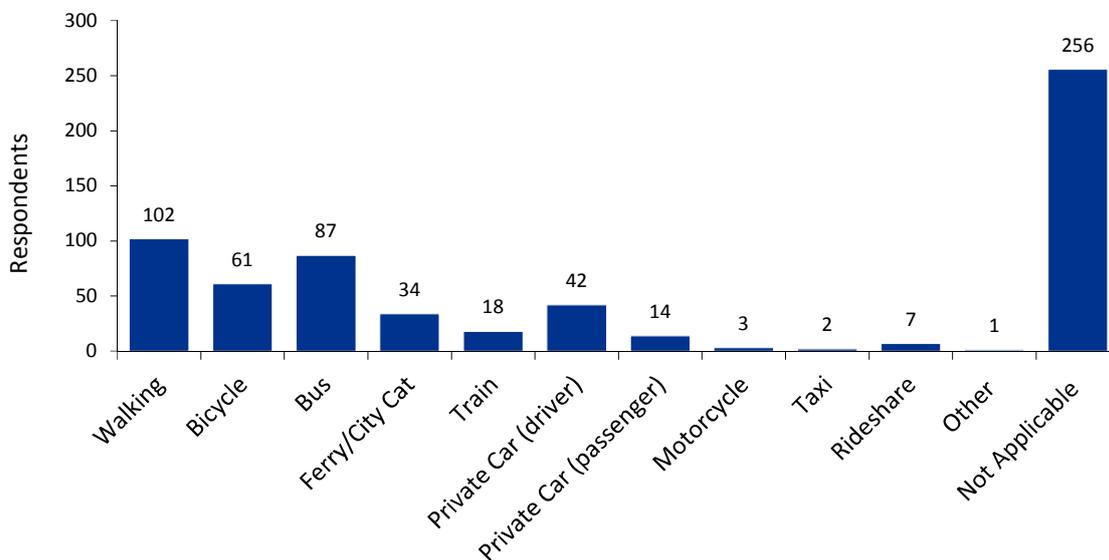


Figure 34 Transport typically used by residents commuting to school/education.

Figure: The below graph shows the mode of transport typically used by residents, who completed the survey, to go shopping, with the 'not applicable' portion representing respondents who do not shop. This graph shows that most residents commute to the shops by via walking or private car.

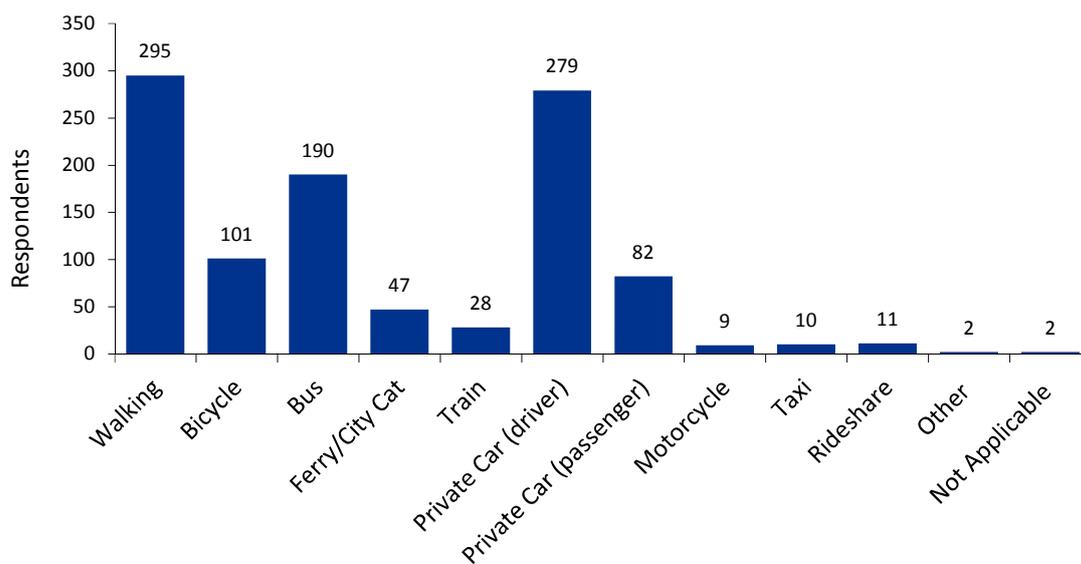


Figure 35 Transport typically used by residents to go shopping.

The below graph shows the mode of transport typically used by residents, who completed the survey, for personal business or medical reasons, with the 'not applicable' portion representing respondents who do not undertake personal business or medical travel. This graph shows that most residents travel via driving, walking or the bus for personal business or medical reasons.

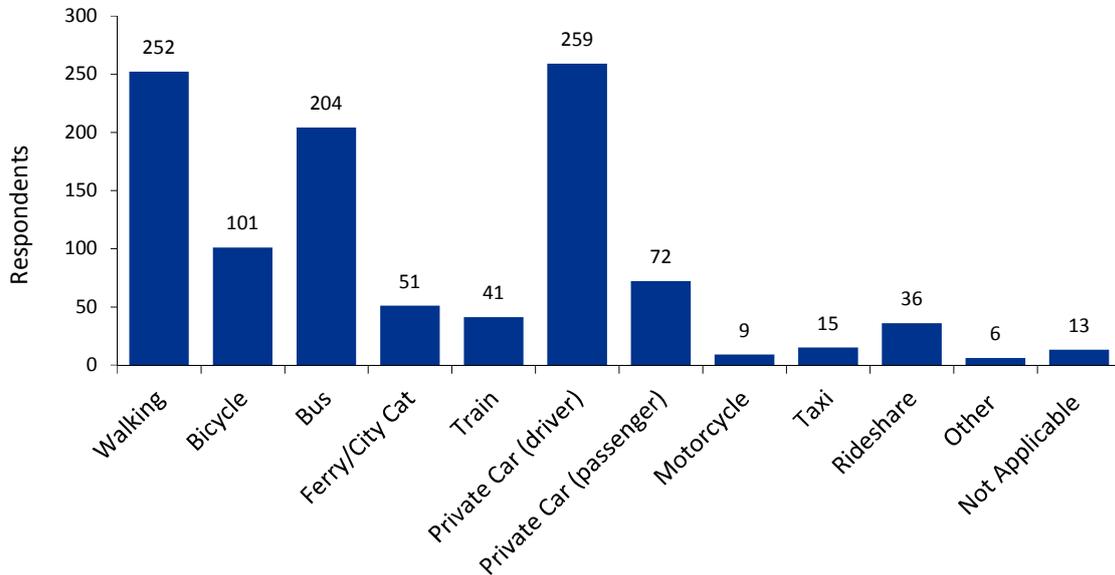


Figure 36 Transport typically used by residents for personal business or medical reasons.

The below graph shows the mode of transport typically used by residents, who completed the survey, when visiting family or friends, with the 'not applicable' portion representing respondents who do not visit family or friends. This graph shows that most residents travel via driving, walking or the bus when travelling to visit family or friends.

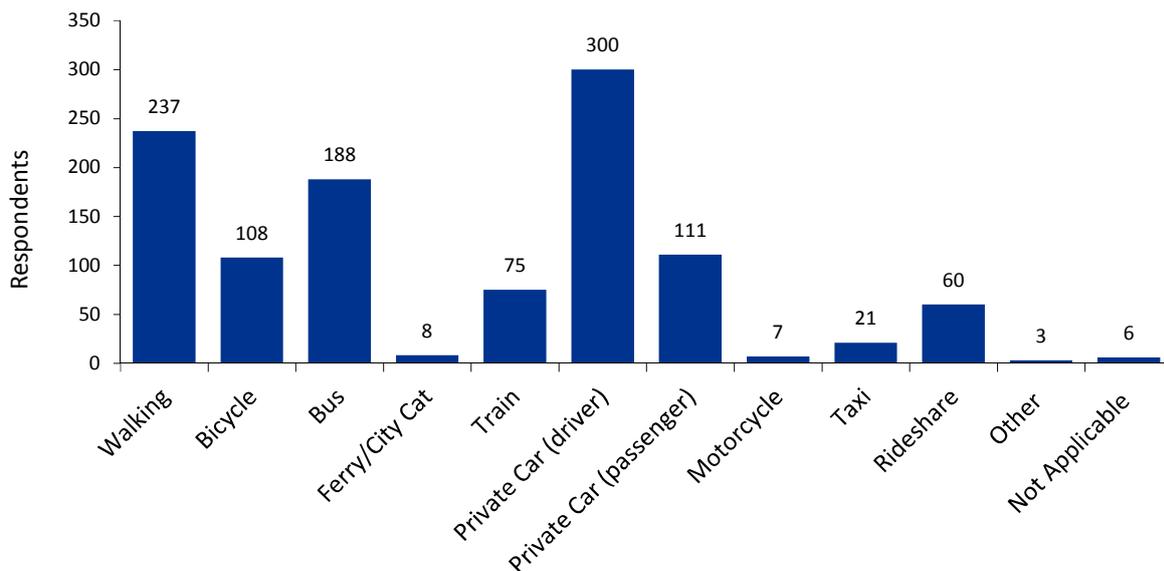


Figure 37 Transport typically used by residents when visiting family or friends.

The below graph shows the mode of transport typically used by residents, who completed the survey, for recreational purposes, with the 'not applicable' portion representing respondents who do not travel recreationally. This graph shows that most residents travel via walking, bus or driving for recreational purposes.

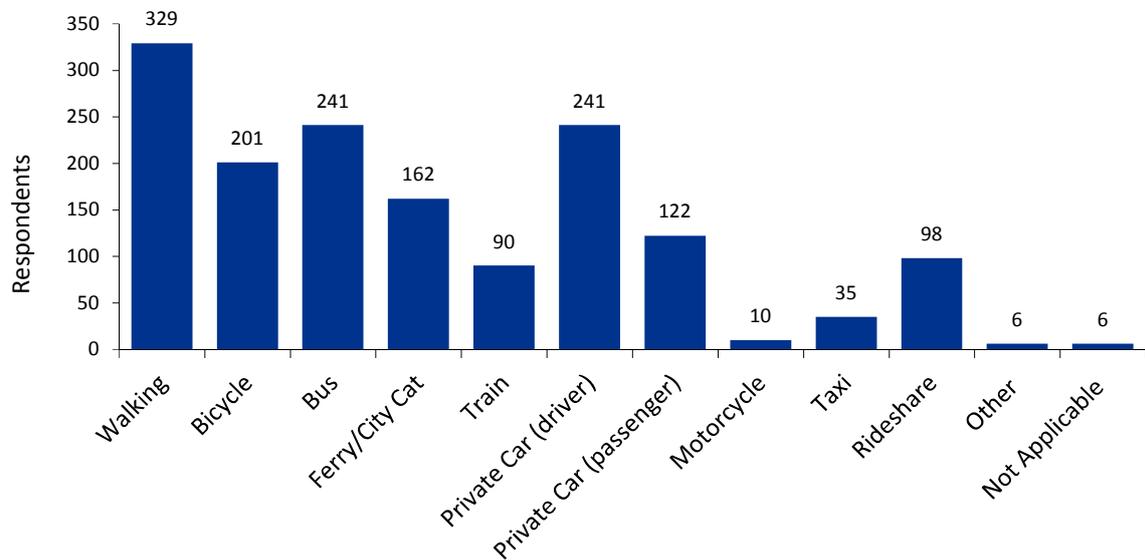


Figure 38 Transport typically used by residents for recreational purposes.

The below graph shows the mode of transport typically used by residents, who completed the survey, for other purposes, with the 'not applicable' portion representing respondents who do not travel for other purposes.

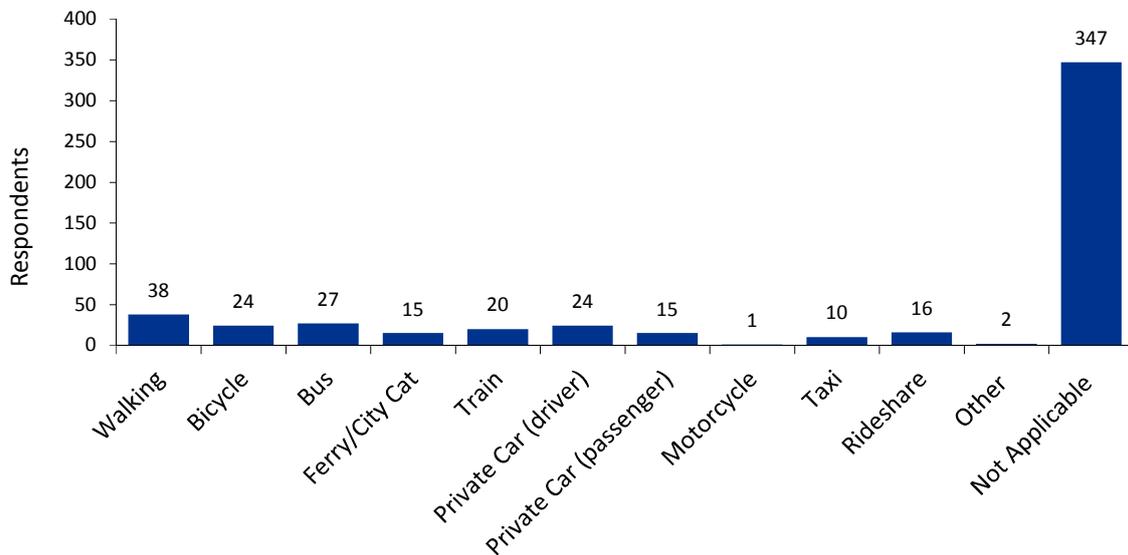


Figure 39 Transport typically used by residents for other purposes.

The below graph shows the mode of transport typically used by workers in the area, who completed the survey, to commute to their place of work. This graph shows that most workers in the area travel via train, walking or private vehicle to work.

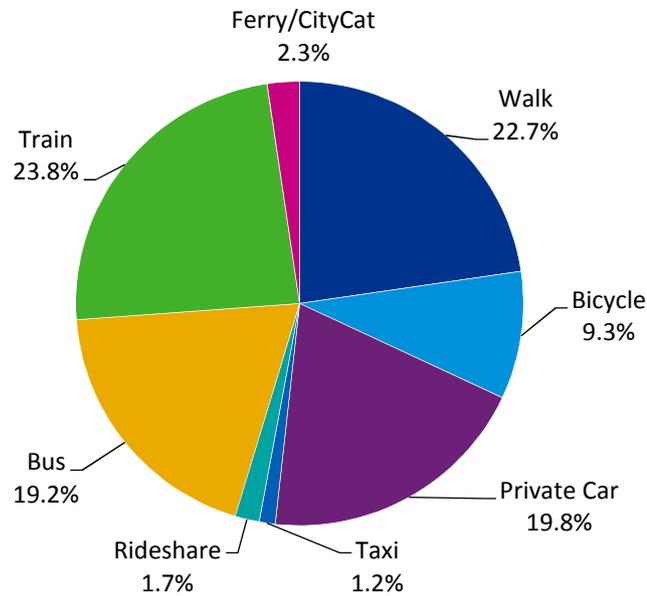


Figure 40 Transport typically used by workers in the area to travel to their place of work.

The below graph shows the mode of transport typically used by students in the area, who completed the survey, to travel to their place of study. This graph shows that most students in the area travel via walking, cycle or taxi to their place of study.

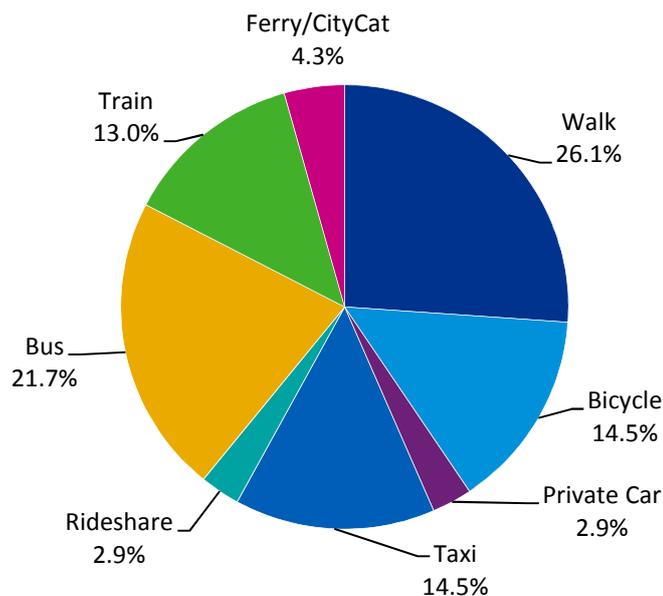


Figure 41 Transport typically used by students in the area to travel to their place of study.

The below table shows the usage frequency of survey respondents for each mode of transport. The bolded figure represents the majority frequency of each mode.

| | Daily | At least once a week | At least once a month | Infrequent / rarely | Never | Can't say / Unsure |
|---------------|------------|----------------------|-----------------------|---------------------|------------|--------------------|
| Walk | 65% | 20% | 6% | 5% | 2% | 1% |
| Bicycle | 19% | 17% | 8% | 14% | 40% | 2% |
| Private car | 24% | 40% | 12% | 14% | 8% | 1% |
| Motorcycle | 1% | 1% | 1% | 2% | 91% | 4% |
| Taxi | 0% | 4% | 12% | 39% | 42% | 3% |
| Rideshare | 0% | 9% | 21% | 26% | 40% | 3% |
| Bus | 26% | 31% | 21% | 15% | 7% | 1% |
| Train | 8% | 13% | 20% | 38% | 19% | 2% |
| Ferry/CityCat | 5% | 10% | 24% | 45% | 14% | 2% |

Figure 42 Usage frequency by transport mode.

Cyclists who believe they are poorly catered for were asked how important they thought particular factors would be in encouraging them to ride more in Brisbane's inner south suburbs. The below table shows the importance level of each factor, with the majority answer bolded.

| | Extremely important | Very important | Neutral | Not very important | Not at all important | Not sure |
|--|---------------------|----------------|------------|--------------------|----------------------|----------|
| More dedicated off-road paths and cycleways | 67% | 26% | 5% | 1% | 0% | 1% |
| More on-road bicycle lanes | 40% | 37% | 14% | 7% | 2% | 0% |
| Maintenance of bike paths and bike lanes | 34% | 46% | 16% | 2% | 1% | 0% |
| Improved connections to surrounding suburbs | 55% | 38% | 6% | 0% | 0% | 0% |
| Better connections between bike paths and public transport | 30% | 30% | 27% | 9% | 2% | 2% |
| Wider bike paths | 41% | 36% | 16% | 6% | 0% | 0% |
| Improved directional signage on bike paths | 25% | 27% | 36% | 10% | 1% | 0% |
| More secure bike parking | 25% | 36% | 25% | 11% | 2% | 0% |
| Showers and lockers at my destination | 23% | 28% | 33% | 11% | 4% | 0% |
| Lower local road speed limits | 47% | 24% | 14% | 10% | 3% | 1% |
| Improved motor vehicle driver behaviour around bike riders | 71% | 18% | 6% | 1% | 1% | 2% |
| Better street lighting and shading | 35% | 37% | 19% | 5% | 1% | 2% |
| Better separation from vehicle traffic (e.g. priority on roads and at intersections) | 70% | 20% | 4% | 1% | 0% | 3% |

Figure 43 Importance of factors to encourage cyclists who believe they are poorly catered for to bike ride more in Brisbane's inner south suburbs.

Pedestrians who believe they are poorly catered for were asked how important they thought particular factors would be in encouraging them to walk more in Brisbane’s inner south suburbs. The below table shows the importance level of each factor, with the majority answer bolded.

| | Extremely important | Very important | Neutral | Not very important | Not at all important | Not sure |
|--|---------------------|----------------|------------|--------------------|----------------------|----------|
| Upgrades to pedestrian connections and links between key destinations | 34% | 42% | 16% | 5% | 2% | 1% |
| More shading and pedestrian facilities along pathways (e.g. places to stop and rest) | 39% | 37% | 16% | 5% | 2% | 0% |
| Better lighting and visibility | 37% | 40% | 19% | 3% | 1% | 1% |
| Improved signage/wayfinding/information on pedestrian routes | 20% | 31% | 33% | 13% | 2% | 1% |
| Safer pedestrian crossings and paths | 49% | 32% | 14% | 4% | 1% | 0% |
| Lower traffic volumes or speed | 37% | 23% | 25% | 9% | 4% | 1% |
| Better separation from other road users such as bike riders and cars | 39% | 34% | 18% | 6% | 2% | 1% |
| Improved kerb ramps and widened footpaths | 34% | 33% | 22% | 8% | 2% | 1% |
| More pedestrian priority (e.g. less waiting at pedestrian crossings) | 40% | 27% | 23% | 7% | 3% | 1% |
| Improved motor vehicle driver behaviour around pedestrians | 39% | 30% | 23% | 4% | 3% | 1% |
| Improved access to public transport (stops/stations) | 40% | 35% | 17% | 4% | 2% | 1% |
| Improved accessible pathways (suitable for people with mobility issues) | 37% | 31% | 22% | 4% | 3% | 4% |

Figure 44 Importance of factors to encourage pedestrians who believe they are poorly catered for to walk more in Brisbane’s inner south suburbs.

Public transport users who believe they are poorly catered for were asked how important they thought particular factors would be in encouraging them to use more public transport in Brisbane’s inner south suburbs. The below table shows the importance level of each factor, with the majority answer bolded.

| | Extremely important | Very important | Neutral | Not very important | Not at all important | Not sure |
|--|---------------------|----------------|------------|--------------------|----------------------|----------|
| More frequent services | 42% | 37% | 16% | 4% | 1% | 0% |
| Evening/late-night/weekend services | 39% | 34% | 18% | 6% | 1% | 1% |
| Improved bus priority on roads (e.g. bus lanes, busways) | 37% | 33% | 20% | 6% | 1% | 1% |
| Express services | 30% | 30% | 25% | 11% | 2% | 1% |
| Increased awareness/advertising of how to plan my travel journeys | 8% | 23% | 40% | 21% | 8% | 1% |
| Improved signage/wayfinding at stops or stations | 11% | 33% | 34% | 17% | 5% | 0% |
| Improved information on public transport routes | 15% | 33% | 33% | 14% | 3% | 1% |
| More comfortable stops/stations (seating, shading, stop coverage) | 21% | 33% | 33% | 12% | 1% | 0% |
| Better connected travel routes to where I want to go | 44% | 39% | 13% | 3% | 0% | 1% |
| More stops/stations closer to my home/workplace/school | 28% | 25% | 34% | 10% | 1% | 1% |
| More bike storage at stops or stations | 15% | 25% | 32% | 12% | 13% | 4% |
| Better street lighting and shading | 30% | 41% | 20% | 6% | 1% | 1% |
| Availability of safe stations/stops to wait | 27% | 40% | 23% | 7% | 1% | 2% |
| Feeling safer on public transport services | 19% | 30% | 39% | 10% | 2% | 0% |
| Better connections to walk/bike paths and associated facilities | 26% | 37% | 25% | 7% | 3% | 2% |
| Improved accessibility to bus stops/train stations/ferry terminals | 30% | 34% | 28% | 5% | 2% | 2% |

Figure 45 Importance of factors to encourage public transport users who believe they are poorly catered for to use public transport more often in Brisbane’s inner south suburbs.

Drivers were asked how important they thought particular factors would be in to making driving safer and more reliable in Brisbane’s inner south suburbs. The below table shows the importance level of each factor, with the majority answer bolded.

| | Extremely important | Very important | Neutral | Not very important | Not at all important | Not sure |
|--|---------------------|----------------|------------|--------------------|----------------------|----------|
| Improvements to local roads and intersections | 31% | 41% | 18% | 7% | 1% | 2% |
| Better separation of general traffic from buses | 24% | 33% | 26% | 12% | 2% | 3% |
| Better directional signage | 15% | 28% | 37% | 16% | 3% | 2% |
| Review of speed limits | 24% | 20% | 30% | 16% | 7% | 2% |
| Education to promote better driver behaviour | 31% | 28% | 25% | 8% | 5% | 2% |
| Better separation of local traffic from through traffic | 30% | 32% | 25% | 8% | 2% | 3% |
| Restriction of heavy vehicle access | 40% | 32% | 22% | 4% | 1% | 1% |
| Review of on-street parking and loading bay arrangements | 34% | 33% | 21% | 6% | 2% | 3% |

Figure 46 Importance of factors for respondents who selected private car as a transport mode only to make driving safer and more reliable in Brisbane's inner south suburbs.

The below table shows the typical mode of travel to/from key destinations within/near Brisbane's inner south suburbs by survey respondents who regularly visit the area for recreational purposes. The majority mode for each destination is bolded.

| | Walk | Bicycle | Bus | Ferry/CityCat | Train | Private car (as driver) | Private car (as passenger) | Motorcycle | Taxi | Rideshare | Not applicable | Other |
|---|------------|---------|------------|---------------|-------|-------------------------|----------------------------|------------|------|-----------|----------------|------------|
| Brisbane CBD | 22% | 11% | 27% | 9% | 9% | 8% | 5% | 0% | 3% | 6% | 0% | 0% |
| South Bank | 25% | 12% | 22% | 8% | 9% | 10% | 6% | 0% | 2% | 5% | 0% | 0% |
| Gallery of Modern Art | 28% | 12% | 24% | 6% | 7% | 8% | 4% | 0% | 2% | 3% | 0% | 5% |
| Gabba Stadium | 22% | 6% | 22% | 1% | 3% | 7% | 5% | 0% | 2% | 5% | 28% | 0% |
| Mater Hospital | 20% | 9% | 21% | 1% | 3% | 18% | 9% | 0% | 2% | 3% | 0% | 15% |
| Princess Alexandra Hospital | 12% | 5% | 17% | 1% | 2% | 20% | 8% | 1% | 1% | 2% | 0% | 30% |
| Queensland University of Technology – Gardens Point | 23% | 14% | 16% | 10% | 4% | 6% | 3% | 0% | 1% | 2% | 0% | 21% |
| The University of Queensland – St Lucia | 17% | 14% | 22% | 13% | 4% | 13% | 5% | 0% | 1% | 1% | 0% | 11% |
| Brisbane Convention and Exhibition Centre | 27% | 10% | 23% | 4% | 8% | 10% | 6% | 0% | 3% | 3% | 0% | 6% |
| Other | 7% | 4% | 5% | 2% | 2% | 2% | 2% | 0% | 1% | 1% | 0% | 74% |

Figure 47 How survey respondents who frequently visit the area for recreational purposes travel to/from key destinations within/near Brisbane’s inner south suburbs.

The below graph shows survey respondents’ view on what would need to change in the area to encourage them to use active modes or public transport to visit key destinations

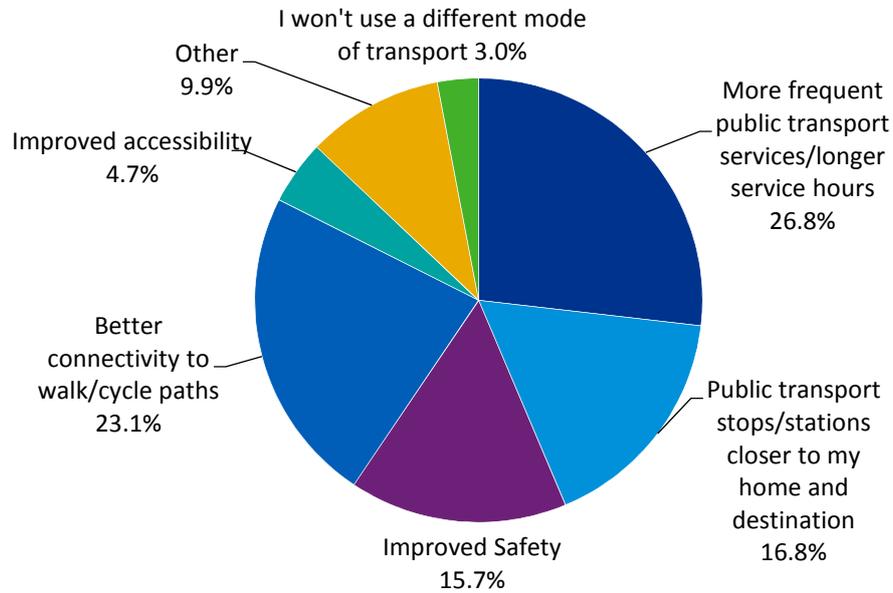


Figure 48 How transport and mobility would need to change in the area to encourage people who typically travel by car, motorbike or taxi/rideshare to use active modes (e.g. walking or cycling) or public transport to visit key destinations.

Appendix 2: Promotional material



Figure 49 Front and back of a postcard for distribution through community listening booths.



Figure 50 Front and back of an A4 flyer for distribution through mailbox drop in the study area.

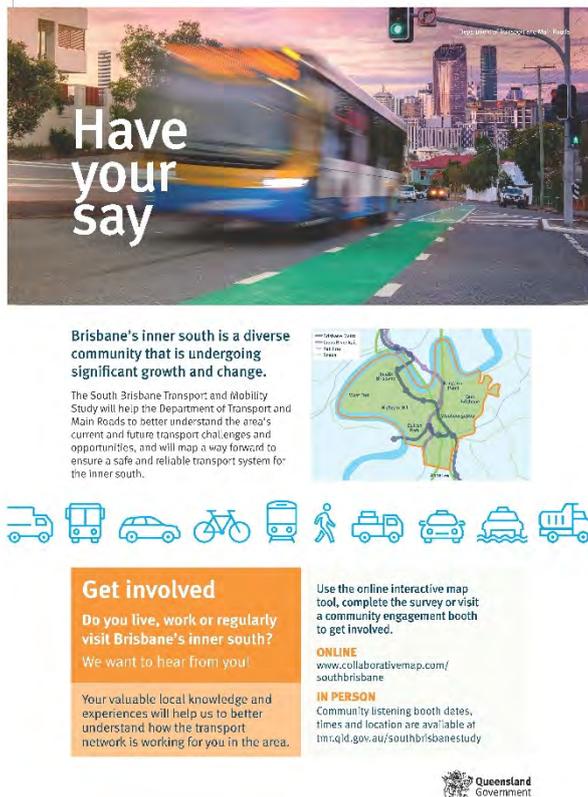


Figure 51 Promotional poster for use in the study area.

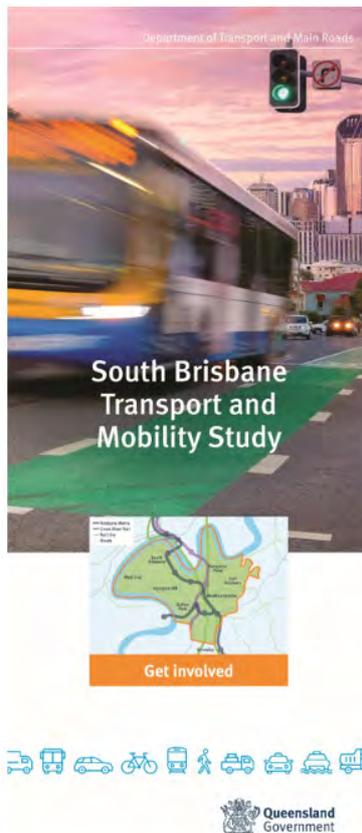


Figure 52 Pull-up banner for use at the community listening booths and group meetings.

Appendix 3: CollabMap interactive mapping tool

Public comments and votes

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|------|--|--|-------------|----------------|
| Bus | 15 Vulture St, West End QLD 4101, Australia | Vulture Street needs a bus route going from West End through to the Gabba, instead of the current connection required at South Brisbane. | 13 | 0 |
| Bus | 127 Dornoch Terrace, Highgate Hill QLD 4101, Australia | 192 needs to run more frequently, later and at weekends. Lots of students live in west end! | 10 | 0 |
| Bus | 140 State Route 23, East Brisbane QLD 4169, Australia | The extra lanes should have been for public transport. The consultation on this issue was a sham. | 9 | 0 |
| Bus | 29 Rogers St, Brisbane City QLD 4101, Australia | we need more Glider stops on Montague Road | 7 | 9 |
| Bus | 76 Orleigh St, West End QLD 4101, Australia | There was major community resistance to UQ's proposal for a bridge for buses here. Would wreck the park | 7 | 1 |
| Bus | 9 Orleigh St, Brisbane City QLD 4101, Australia | No apparent coordination between buses and ferries - makes for frustrated passengers | 6 | 0 |
| Bus | Gillingham St, Woolloongabba QLD 4102, Australia | Buses to the city from Buranda are great. If wanting to go to West End, Sth Bris, or East Bris, at least 2 buses. | 5 | 0 |
| Bus | 184 Montague Rd, South Brisbane QLD 4101, Australia | Glider route change; Continue along Montague to GOMA & Cultural Centre bus station. Ban parking in Montague. | 5 | 2 |
| Bus | 21 Orleigh St, West End QLD 4101, Australia | 199 and Glider buses park directly in front of the stop and are then passed by active buses which do not stop for waiting passengers. | 5 | 0 |
| Bus | 34A Hampstead Rd, Highgate Hill QLD 4101, Australia | Provide a safe, regular bus service. | 5 | 0 |
| Bus | West End QLD 4101, Australia | Need longer busses for the 60! and a bigger bus shelter for summer | 4 | 0 |
| Bus | 115 Dornoch Terrace, Highgate Hill QLD 4101, Australia | Increase frequency of 192 bus in peak hour. | 4 | 0 |
| Bus | Merivale St | Regular congestion in busway tunnel at peak times, sometimes backed up nearly to South Bank. | 4 | 0 |
| Bus | 16 Orleigh St, West End QLD 4101, Australia | frequent confusion about which buses are out of service and which buses are taking passengers | 4 | 0 |
| Bus | Victoria Bridge, Victoria Bridge, South Brisbane QLD 4101, Australia | The cost of catching a bus short distances is very expensive. Why not pay for distance travelled? Why pay the entire zone? | 4 | 0 |
| Bus | Victoria Bridge, South Brisbane QLD 4101, Australia | We need motorbike & car access to Vic Bridge. | 4 | 2 |
| Bus | 12 Water St, South Brisbane QLD 4101, Australia | Mater Hill is a small platform and buses will queue back to South Bank during peak hour adding 10-15mins to journeys. | 3 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|------|--|---|-------------|----------------|
| Bus | 65 Heidelberg St, East Brisbane QLD 4169, Australia | After 710am buses are regularly very late. Suggest adjusting the bus time table to accommodate busy traffic times that delay the buses | 3 | 0 |
| Bus | 4 Dudley St, West End QLD 4101, Australia | More public transport in the area would be great, a lot of school kids here going to State High and buses are infrequent. | 3 | 1 |
| Bus | 190A Vulture St, South Brisbane QLD 4101, Australia | Connections between train and busway here are not as clear as they could be. | 3 | 0 |
| Bus | Gladstone Rd at Dornoch Terrace, stop 11, Highgate Hill QLD 4101, Australia | Bus stop in the sun in the mornings - can we figure out more shade? | 3 | 0 |
| Bus | 358 Montague Rd, West End QLD 4101, Australia | Bus lane needed on the CityGlider route so the Glider doesn't become bogged on Montague Rd | 3 | 0 |
| Bus | 390 Annerley Rd, Annerley QLD 4103, Australia | Increased bus frequency along this route is needed. | 3 | 0 |
| Bus | Cultural Centre, platform 2, South Brisbane QLD 4101, Australia | Having someone announce buses at peak times is very helpful, thanks. Please continue to do this. | 3 | 1 |
| Bus | 796 Main Street, cnr Princess St, Kangaroo Point QLD 4169, Australia | Need more frequent buses to city and north side via story bridge | 3 | 0 |
| Bus | 3 Lytton Rd, East Brisbane QLD 4169, Australia | Buses stuck in traffic | 2 | 0 |
| Bus | 67 Ipswich Rd, Woolloongabba QLD 4102, Australia | There used to be buses along Ipswich rd. to get to the Valley. Instead of 10mins, takes 45min at least, must travel through the city 1st. | 2 | 1 |
| Bus | 73A Mowbray Terrace, East Brisbane QLD 4169, Australia | Love the bus service through this part of East Brisbane. Frequent and good routes. | 2 | 0 |
| Bus | 220 Boundary St, West End QLD 4101, Australia | Boundary Street is an ideal area for improved public transport, or Brisbane's first light rail line, | 2 | 0 |
| Bus | 354 Montague Rd, West End QLD 4101, Australia | Montague Road should remain the main feeder for commercial businesses. However, priority for buses should be implemented. | 2 | 0 |
| Bus | 93 Merton Rd, Woolloongabba QLD 4102, Australia | Limited transport to west end directly from this area. it requires a bus to cultural centre and another bus towards boundary/Montague | 2 | 1 |
| Bus | 602 State Route 15, Kangaroo Point QLD 4169, Australia | Kangaroo Point residents need a FREE shuttle bus between Kangaroo Point and Woolloongabba to make use of the new Brisbane Metro. | 2 | 1 |
| Bus | Dockside Ferry Terminal, Ferry St and Dockside Ferry, Kangaroo Point QLD 4169, Australia | A walk, cycle and bus bridge to Merthyr Rd NF, stage 2 of RACQ's Wilsons triple jump would link me car-free to a grocery shop. | 2 | 0 |
| Bus | Browning St at Russell Street, stop | Lots of bus stops on Browning St | 2 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|------|--|--|-------------|----------------|
| | 6, South Brisbane QLD 4101, Australia | | | |
| Bus | Dornoch Tce at Doris Street, stop 17, West End QLD 4101, Australia | 192 should run every day in a continuous loop from West End Ferry to UQ Lakes rather than repeat 196, 199 and Glider routes. | 2 | 0 |
| Bus | 80 Gladstone Rd, Highgate Hill QLD 4101, Australia | 196 needs greater frequency and express service in peak hours stopping at every third or fourth stop only. | 2 | 0 |
| Bus | 743 State Route 41, Woolloongabba QLD 4102, Australia | Underground walkway from busway to Gabba stadium to keep pedestrians off roads. | 2 | 0 |
| Bus | Cultural Centre station, South Brisbane QLD 4101, Australia | The Cultural Centre bus station is very crowded and confusing, particularly for someone whose mobility is challenged. | 2 | 0 |
| Bus | 807 Stanley St, Woolloongabba QLD 4102, Australia | Buses get stuck in traffic | 1 | 0 |
| Bus | 66 Latrobe St, East Brisbane QLD 4169, Australia | Add a route for Maroon Glider from Morningside down Latrobe and to the gabba bus and onwards. Too many single occupant cars. | 1 | 0 |
| Bus | 74 State Route 10, South Brisbane QLD 4101, Australia | Services are infrequent and often fail to turn up; frequent services along here to West End, East Brisbane and/or Annerley would be handy. | 1 | 0 |
| Bus | West End QLD 4101, Australia | Buses keep wasting time waiting here when they can be taking passengers! | 1 | 1 |
| Bus | 406 Ipswich Rd, Annerley QLD 4103, Australia | The congestion on this section of Ipswich Rd to W/gabba (either direction), especially in our long peak times, always delays bus travel. | 1 | 0 |
| Bus | 9 Dudley St, Highgate Hill QLD 4101, Australia | Buses that connect well with ferry timetables would promote this route over Coro Drive. | 1 | 0 |
| Bus | 365 Main St, Kangaroo Point QLD 4169, Australia | A walk, cycle and bus bridge to Botanic Gardens, stage 1 of Wilsons triple jump, see RACQ Bridges project. | 1 | 0 |
| Bus | South Bank busway, platform 1, South Brisbane QLD 4101, Australia | Access to Platform 1 and Platform 2 needs improved wayfinding and better ground plane connection. | 1 | 0 |
| Bus | Dutton Park Place, Dutton Park QLD 4102, Australia | When Metro starts it won't service Dutton Park Busway because it's categorised as a "stop", not a "station". A bad service downgrade! | 1 | 0 |
| Bus | Cultural Centre, platform 2, South Brisbane QLD 4101, Australia | 120 service regularly says it's '1 minute' away for 5 minutes or more, even when there's no bus jam on the bridge. Why? | 1 | 0 |
| Bus | 351 Montague Rd, West End QLD 4101, Australia | At rush hour, the city glider is full after the ALDI west end stop. Bus capacity needs future-proofing with all the new developments | 1 | 0 |
| Bus | 152 Jane St, West End QLD 4101, Australia | The pin colours of the responses show how much West End wants to use public transport but how many barriers are present. Come on Jackie! | 1 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|------|---|--|-------------|----------------|
| Bus | Park Road Railway Station, Quarry St, Woolloongabba QLD 4102, Australia | Need more route 66 services as they are very crowded or full during Uni times and frequently cannot accept passengers at other stops. | 1 | 0 |
| Bus | Lytton Rd at Walter Avenue, stop 16, East Brisbane QLD 4169, Australia | We need regular buses along this main arterial every 15 minutes. | 1 | 0 |
| Bus | Merivale St | Adjust signal phase to allow outbound bus to exit more regularly and reduce bus delays. | 1 | 0 |
| Bus | Unit 1/37 Fisher St, East Brisbane QLD 4169, Australia | Inbound bus lane required. | 1 | 0 |
| Bus | Cultural Centre, platform 2, South Brisbane QLD 4101, Australia | Where do busses go after the cultural centre? It's really hard to tell. | 1 | 0 |
| Bus | Dornoch Tce at Doris Street, stop 17, West End QLD 4101, Australia | 192 is a very convenient route, but it never runs to timetable and often with buses not turning up at all. | 1 | 0 |
| Bus | Montague Rd at Raven Street, stop 12, West End QLD 4101, Australia | Additional city glider stop needed here given 192 doesn't run all the time. | 1 | 0 |
| Bus | 100 Leopard St, Woolloongabba QLD 4102, Australia | Look at ALL the wasted space around here!! | 1 | 0 |
| Bus | Dutton Park Place, Dutton Park QLD 4102, Australia | The bus line should continue towards Indooroopilly. So inconvenient that there is no connection between both sides. | 1 | 0 |
| Bus | Cultural Centre station, South Brisbane QLD 4101, Australia | The Cultural Centre bus station needs to be moved underground ASAP. It is the major choke point. | 1 | 0 |
| Bus | 240 Logan Rd, Woolloongabba QLD 4102, Australia | During peak hour, bus routes 174 and 175 have to make dangerous lane change after this stop to turn onto Logan Rd. | 0 | 0 |
| Bus | 26 Didsbury St, East Brisbane QLD 4169, Australia | Buses here are infrequent, inconsistent headways and always late. Stuck in so much traffic between here and Gabba busway, walking is faster. | 0 | 0 |
| Bus | 262B Logan Rd, Woolloongabba QLD 4102, Australia | Walking time to buses from Stones Corner/Buranda area to travel to UQ is longer than cycling time, probably because of great UQ bikeways. | 0 | 0 |
| Bus | Duncan St, West End QLD 4169, Australia | Need couple of bus stop in Duncan street | 0 | 7 |
| Bus | 294 Gladstone Rd, Dutton Park QLD 4102, Australia | Bus shelter has electric advertising which blows hot air onto waiting passenger. Very unpleasant in summer. | 0 | 0 |
| Bus | 80 O'Keefe St, Woolloongabba QLD 4102, Australia | The student towers built beside the busway is making the UQ buses harder to catch. Buses are already packed at peak times when they arrive. | 0 | 1 |
| Bus | 38 Kent St, Dutton Park QLD 4102, Australia | Need a bus connection here to the new school | 0 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|------|--|--|-------------|----------------|
| Bus | 115 State Route 95, Kangaroo Point QLD 4169, Australia | There are no bus routes along Wellington Rd to the city and Valley | 0 | 0 |
| Bus | 326 Montague Rd, West End QLD 4101, Australia | Separate bus lane needed on Montague rd. | 0 | 0 |
| Bus | Shafston Ave at Salstone Street, stop 11, Kangaroo Point QLD 4169, Australia | Busses never run to schedule during peak as they are stuck in traffic. Can wait between 30-45 minutes for a bus between 7.50 and 8.45am. | 0 | 0 |
| Bus | 250 Ipswich Rd, Woolloongabba QLD 4102, Australia | Need more bus services to this location | 0 | 0 |
| Bus | Carl St, Woolloongabba QLD 4102, Australia | I'm close to everything I need - the bus station and train is just around the corner so I can get everywhere I want to go | 0 | 0 |
| Bus | Stanley St at Gallery of Modern Art, South Brisbane QLD 4101, Australia | Buses waiting around this area on breaks could start their route here instead of at the Cultural Centre. | 0 | 0 |
| Bus | 190 Montague Rd, West End QLD 4101, Australia | right turn arrow into mollison st | 0 | 0 |
| Bus | 2A Mollison St, South Brisbane QLD 4101, Australia | allow more space on Mollison St (adjust parking) for bus to turn right from Montague Rd | 0 | 0 |
| Bus | 39 Dornoch Terrace, West End QLD 4101, Australia | the 198 should run in both directions | 0 | 0 |
| Bus | 172 Hardgrave Rd, West End QLD 4101, Australia | Bus shelter is small, old, and dirty and does not provide adequate shade. Requires upgrading. | 0 | 0 |
| Bus | Heidelberg St at Heath Street, stop 15, East Brisbane QLD 4169, Australia | Bus run from the city via Cult Ctre, Sth Bris, Gabba turns left from Heidelberg St onto Lytton Road back thru the Valley to the City. | 0 | 0 |
| Bus | 262C Logan Rd, Woolloongabba QLD 4102, Australia | More frequent p206 and p207 buses please. By the time they reach Stones Corner they are already full! | 0 | 0 |
| Bus | 249 Gladstone Rd, Dutton Park QLD 4102, Australia | 196 Bus should be every 10mins at peak times. 50 yr. old lady walked to South Brisbane faster than getting the bus (passing 27 awaiting bus | 0 | 0 |
| Bus | 30aa Stanley Street Plaza, South Brisbane QLD 4101, Australia | South Bank bus and train platforms a shelter is insufficient in the afternoons (peak time). | 0 | 0 |
| Bus | 242 Boundary St, West End QLD 4101, Australia | Public transport in this area is very limited. Requires 2 buses to get to the city and 3 to schools near Petrie Terrace. Its quicker to walk | 0 | 0 |
| Bus | Mowbray Tce near Northcote St, stop 13, East Brisbane QLD 4169, Australia | Buses regularly late, often don't arrive during morning school travel hours. | 0 | 0 |
| Bus | 171 Annerley Rd, Dutton Park QLD 4102, Australia | There are two bus stops within 300m of each other. Take one away | 0 | 0 |
| Bus | 108 Colchester St, South Brisbane QLD 4101, Australia | From 3:00, it gets very busy on both platforms with all the school students; it can be quite difficult to get to the bus once it arrives. | 0 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|------|---|---|-------------|----------------|
| Bus | 108 Colchester St, South Brisbane QLD 4101, Australia | When it's busy, the digital display often only keeps up with the departed buses. Showing the buses that are soon to arrive would be better. | 0 | 0 |
| Bus | Cultural Centre station, South Brisbane QLD 4101, Australia | 60 bus always runs late - quicker and more dangerous for me to walk home from uni at night than to take the bus (45min walk) | 0 | 0 |
| Bus | 439 Montague Rd, West End QLD 4101, Australia | The 60 busses often have large gaps, then 2 at once. Please spread them out more. | 0 | 0 |
| Bus | 46 Gray Rd, West End QLD 4101, Australia | I appreciate the regular 199 here. The 192 could be more frequent. | 0 | 0 |
| Bus | Stephens Rd at St Laurence College, stop 7, South Brisbane QLD 4101, Australia | My favourite Bus Stop. Rte 202 provides good service to CBD and Culture Centre | 0 | 0 |
| Bus | Stephens Rd at St Laurences College, stop 7, South Brisbane QLD 4101, Australia | Good bus stop. Could install digital arrival information at both inbound and outbound stops. | 0 | 0 |
| Bus | 272 Montague Rd, West End QLD 4101, Australia | City glider stop needed here | 0 | 0 |
| Bus | 78 Montague Rd, South Brisbane QLD 4101, Australia | Bus service needs to stop at this location as Queensland Theatre is a performing arts venue | 0 | 0 |
| Bus | 393 Annerley Rd, Annerley QLD 4103, Australia | Need a bus from Annerley Road to UQ Lakes. | 0 | 0 |
| Bus | 368A Montague Rd, West End QLD 4101, Australia | The 192 need to run more frequent and on weekends or a new bus route along Montague with more stops than are offered by the city glider. | 0 | 0 |
| Bus | 30 Hardgrave Rd, West End QLD 4101, Australia | It is inconvenient to get to UQ by bus from West End, especially during the evenings or on weekends. | 0 | 0 |
| Bus | 2 Gillingham St, Woolloongabba QLD 4102, Australia | Buses going to and from Buranda Station to UQ are becoming more difficult to catch due to the increases in commuter numbers from Uni Lodge | 0 | 0 |
| Bus | 82 O'Keefe St, Woolloongabba QLD 4102, Australia | Services to Greenslopes in the evening are always full between 5:30 and 6:15pm making is difficult to get home from Buranda Station | 0 | 0 |
| Bus | Park Road Railway Station, Quarry St, Woolloongabba QLD 4102, Australia | There are insufficient route 29 and route 66 buses for local residents to use this station at night. | 0 | 0 |
| Bus | 264 Ipswich Rd, Woolloongabba QLD 4102, Australia | Demand for the afternoon outbound 180 bus far exceeds supply. It fills up somewhere between its origin and Buranda. | 0 | 0 |
| Bus | 181A Annerley Rd, Dutton Park QLD 4102, Australia | Direct connection to/ From Moorooka area to UQ - low bus frequencies, few lines available | 0 | 0 |
| Bus | Merivale St | This is a major bottleneck; at peak times you can be stuck in this tunnel for very long periods | 0 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|---------|---|--|-------------|----------------|
| Bus | Montague Rd at Cordeaux Street, stop 14, West End QLD 4101, Australia | This is the worst stop, not shelter for raining season and bus 192 in many occasion never arrived in time or doesn't show up. Terrible bus | 0 | 0 |
| Bus | 483 Stanley St, South Brisbane QLD 4101, Australia | Clean Air Zone - Brisbane should announce an inner city Clean Air Zone as diesel is a carcinogen and we have lots of population exposure. | 0 | 0 |
| Bus | Dutton Park Place, Dutton Park QLD 4102, Australia | Busses are frequently full or forget to stop here. Busses should make connection through to Toowong/Indro. | 0 | 0 |
| Bus | 86 O'Keefe St, Woolloongabba QLD 4102, Australia | New student accommodation makes busses arriving at Boggo road ALWAYS FULL | 0 | 0 |
| Bus | Merivale St | Congestion in busway is ironic - was stuck there for 20 mins once. Clear bottle neck, bad planning | 0 | 0 |
| Bus | Cultural Centre station, South Brisbane QLD 4101, Australia | Terrible, congested, badly planned bus station | 0 | 0 |
| Bus | 63 Boggo Rd, Dutton Park QLD 4102, Australia | Busses are consistently full and have to wait 15mins for a bus - for a 1 minute trip to UQ! Ridiculous! | 0 | 0 |
| Bus | Cultural Centre station, South Brisbane QLD 4101, Australia | Agree with all comments, needs to be underground and much better bus information etc. | 0 | 0 |
| Cycling | 314 Montague Rd, West End QLD 4101, Australia | Montague Road requires a dedicated cycling lane/s instead of the on street parking currently available. | 18 | 1 |
| Cycling | Unit 3/237 Montague Rd, West End QLD 4101, Australia | Montague speed limit should be reduced to 40km/hr. to make it more pedestrian and cyclists friendly | 15 | 5 |
| Cycling | 154 Dornoch Terrace, Highgate Hill QLD 4101, Australia | Dornoch Tc is dangerous for bikes, with cars parked along roadside (in cycle lane) and cars continually passing turning vehicles. | 14 | 2 |
| Cycling | 118 Vulture St, South Brisbane QLD 4101, Australia | Cycle lanes along Vulture disappear in places. Are bikes expected to go onto the footpath? It is unclear and dangerous when in busy traffic. | 14 | 3 |
| Cycling | T J Doyle Memorial Dr, Dutton Park QLD 4102, Australia | Travelling from UQ to West End by bike is a longer trip than it needs to be. Hopefully, a solution can be found to help bikes go between | 14 | 1 |
| Cycling | 2 Melbourne St, South Brisbane QLD 4101, Australia | Cycling accommodation on this bridge is very poor, the road can be very hazardous, particularly inbound to city wedged between cars and bus | 14 | 4 |
| Cycling | 196 Vulture St, South Brisbane QLD 4101, Australia | Bike lane vanishes here; it's terrible. Vulture St needs a protected bikeway. | 14 | 0 |
| Cycling | Merivale St, South Brisbane QLD 4101, Australia | Many pedestrians/cyclists use this intersection/carpark entrance thru to Southbank and bikeways. It's not pedestrian friendly and should be | 13 | 0 |
| Cycling | Melbourne St, South Brisbane QLD 4101, Australia | Safest route for bikes getting to the M3, but understandably, always congested with foot pedestrians visiting Southbank | 12 | 2 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|---------|--|--|-------------|----------------|
| Cycling | 17a Vulture St, West End QLD 4101, Australia | Vulture Street needs a dedicated bike lane to link up the Woolloongabba Bikeway about to be constructed. | 12 | 1 |
| Cycling | 719a State Route 41, Woolloongabba QLD 4102, Australia | Build the Gabba Bikeway!!! This area is incredibly busy with cyclists and pedestrians. Cars should not have priority. | 12 | 0 |
| Cycling | 44 Lower River Terrace, South Brisbane QLD 4101, Australia | Cycling bridge to connect Veloway to CBD via add-on or re purposing lane on Captain Cook Bridge. | 11 | 1 |
| Cycling | 2 State Route 10, South Brisbane QLD 4101, Australia | Cars are commonly parked in the bike lane clearway. | 10 | 0 |
| Cycling | 257 Vulture St, South Brisbane QLD 4101, Australia | It is almost impossible to reach this bikeway, balanced between lanes of speeding traffic | 10 | 0 |
| Cycling | 1 Vulture St, West End QLD 4101, Australia | This intersection is dangerous to cross on a bike, with the alternative route to the M3 bikeway very pedestrian heavy (via Southbank) | 9 | 1 |
| Cycling | St Helena Apartments, Unit 16/78 Cairns St, Kangaroo Point QLD 4169, Australia | Make a bicycle / pedestrian connection across here. | 9 | 0 |
| Cycling | 1A Gladstone Rd, Highgate Hill QLD 4101, Australia | Vulture St needs a protected cycleway. It is currently terrible for cycling, but a critical connection | 9 | 3 |
| Cycling | 41 Peter Doherty St, Dutton Park QLD 4102, Australia | Build a cycle (and pedestrian) connection from Boggo Rd precinct to PA Busway cycleway to connect to Veloway at O'Keefe St | 9 | 0 |
| Cycling | 332 Montague Rd, West End QLD 4101, Australia | Dedicated Cycle Lanes and reduced speed limit | 9 | 2 |
| Cycling | 31 Dudley St, Highgate Hill QLD 4101, Australia | Need a boardwalk along this area to allow cyclists/pedestrians to travel along the river, too difficult on Dornoch/Gladstone Road at present | 9 | 3 |
| Cycling | Goodwill Bridge, Brisbane City QLD 4000, Australia | The cycling route to Kangaroo Point along the river gets blurred at this point. More signage to lead cyclists would be ideal. | 8 | 0 |
| Cycling | 16 Duncan St, West End QLD 4101, Australia | A dedicated bicycle way is urgently required along the entire length of Riverside Drive from Orleigh Park to GOMA. | 8 | 0 |
| Cycling | 500 Vulture St, East Brisbane QLD 4169, Australia | Need clearly marked bicycle lanes all along vulture as cars travel too close as there are no shoulders? | 8 | 0 |
| Cycling | 75 River Terrace, Kangaroo Point QLD 4169, Australia | Convert the road to a bikeway, and return the riverside paths to pedestrians. Remove the cars. Make the park about people, not cars. | 8 | 0 |
| Cycling | 609 State Route 41, Woolloongabba QLD 4102, Australia | Woolloongabba Bikeway is needed as a priority. It has taken too long. | 8 | 1 |
| Cycling | 447 Stanley St, South Brisbane QLD 4101, Australia | Cars, bikes and pedestrians all mixed together. Needs at least a safe walkway. | 8 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|---------|---|--|-------------|----------------|
| Cycling | 43 O'Keefe St, Woolloongabba QLD 4102, Australia | Cycling overpass required. | 8 | 1 |
| Cycling | 9A Pixley St, Kangaroo Point QLD 4169, Australia | Cycling and Pedestrian Bridge goes here. | 7 | 0 |
| Cycling | 64 Lower River Terrace, South Brisbane QLD 4101, Australia | Close this road to cars, converting road to bikeway, and bikeway to footpath rather than spending millions on building out over the river | 7 | 0 |
| Cycling | 41 Vulture St, West End QLD 4101, Australia | Dedicated cycle lane required on Vulture St as it is a major connector | 7 | 1 |
| Cycling | 76C Railway Terrace, Dutton Park QLD 4102, Australia | Need a connection here, especially with a new school being built in Dutton Park | 6 | 0 |
| Cycling | 96 Deshon St, Woolloongabba QLD 4102, Australia | Provide lighting and widen the pathway. This area is extremely dark and foreboding at night | 6 | 0 |
| Cycling | Goodwill Bridge, Brisbane City QLD 4000, Australia | Obstacles in this area make it terrible for cyclists and pedestrians to navigate and give each other enough space | 6 | 0 |
| Cycling | The Arbour, South Brisbane QLD 4101, Australia | Signs say no cycling but do not give directions on how to get through South Bank by bike | 6 | 0 |
| Cycling | 76 Laidlaw Parade, East Brisbane QLD 4169, Australia | A very dangerous banana bar pinch point hazard on the bend of a busy path | 6 | 0 |
| Cycling | 669 Stanley St, Woolloongabba QLD 4102, Australia | Remove the temporary fencing from impinging on the bike path on this corner. | 6 | 0 |
| Cycling | 45 Lytton Rd, East Brisbane QLD 4169, Australia | I cycled here for an event recently. No on-road bike lanes heading from stones corner along Logan Rd/Wellington road. Resorted to footpath | 5 | 0 |
| Cycling | 176 Grey St, South Brisbane QLD 4101, Australia | More bike parking is needed. | 5 | 0 |
| Cycling | 50 Lower River Terrace, South Brisbane QLD 4101, Australia | Very Steep incline dissuades riders | 5 | 4 |
| Cycling | 586 Stanley St, Woolloongabba QLD 4102, Australia | Turning right is still too dangerous for cyclists | 5 | 0 |
| Cycling | Woolloongabba Central, 18/803 Stanley St, Woolloongabba QLD 4102, Australia | Provide cycle crossing adjacent to pedestrian crossing. There is plenty of room, but the kerb ramps are totally inadequate. | 5 | 0 |
| Cycling | 115 Jane St, West End QLD 4101, Australia | Provide separated cycleway along Jane St from Riverside Dr to Boundary St, connecting past the school | 5 | 1 |
| Cycling | 85 O'Keefe St, Woolloongabba QLD 4102, Australia | Need a safer direct cycle connection between the V1 veloway and the Norman Creek bikeway. | 5 | 0 |
| Cycling | 256 Logan Rd, Woolloongabba QLD 4102, Australia | Underpass for the cyclists and pedestrians would really enhance the connectivity of the Norman Creek pathway | 5 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|---------|--|---|-------------|----------------|
| Cycling | Unit 7 B/2 Carl St, Woolloongabba QLD 4102, Australia | Veloway should have priority over vehicles turning in and out of Carl Street - frequent conflict point | 5 | 1 |
| Cycling | 104 Vulture St, West End QLD 4101, Australia | Vulture st needs a protected bikeway. It's such an important thoroughfare but one of the most dangerous for bikes. | 5 | 1 |
| Cycling | 25 Junction St, Woolloongabba QLD 4102, Australia | No crossing/ keep clear markings at intersection for cyclists on the SE bikeway. Cyclists must trust cars to slow down /let them through. | 4 | 0 |
| Cycling | Goodwill Bridge, Brisbane City QLD 4000, Australia | Barriers add congestion and potential for accidents as cyclists go one way and pedestrians go another. | 4 | 0 |
| Cycling | 128 Colchester St, South Brisbane QLD 4101, Australia | Add a CityCycle station at entrance to train station. (Nearest is at Goodwill Bridge) | 4 | 0 |
| Cycling | 2 Logan Rd, Woolloongabba QLD 4102, Australia | Island is incredibly cluttered with signage for cars, making it very awkward to navigate on a bike | 4 | 0 |
| Cycling | 19b/803 Stanley St, Woolloongabba QLD 4102, Australia | Crossing forces people cycling to zig zag. Allow a straight path. This should be included in Gabba Bikeway scope | 4 | 0 |
| Cycling | 284 State Route 41, Kangaroo Point QLD 4169, Australia | Vulture St is terrible for cycling. Road is dangerous, footpath cluttered & in poor condition. Build the bikeway on Stanley St!! | 4 | 0 |
| Cycling | 3A Caswell St, East Brisbane QLD 4169, Australia | This is a horrible corner for cyclists. An alternative via Bates Ct and a bridge should be considered. | 4 | 0 |
| Cycling | 32 Logan Rd, Woolloongabba QLD 4102, Australia | The traffic signals on Logan Rd do not detect bicycles | 4 | 0 |
| Cycling | 44 Hardgrave Rd, West End QLD 4101, Australia | Protected bike lane from Victoria St to Jane St for the benefit of kids riding to school, and for the wider community. Lots of demand | 4 | 1 |
| Cycling | S E Busway, Woolloongabba QLD 4102, Australia | The busway station would be a good location for a citycycle station | 4 | 0 |
| Cycling | 342 Montague Rd, West End QLD 4101, Australia | Traffic lights needed to allow cyclists to cross to get access to river | 4 | 0 |
| Cycling | 723 Stanley St, Woolloongabba QLD 4102, Australia | We desperately need a cycle network where bikes have priority over cars. Why stop professional planners doing this? | 4 | 1 |
| Cycling | 48 O'Keefe St, Woolloongabba QLD 4102, Australia | An overpass is needed so that the bikeway continues over O'Keefe St and there is no need to stop. | 4 | 0 |
| Cycling | 48 State Route 10, South Brisbane QLD 4101, Australia | Cars fail to give way to cyclists and other motor vehicle traffic | 3 | 0 |
| Cycling | 433 Main St, Kangaroo Point QLD 4169, Australia | There are regularly a dozen or more cars parked on the pathway here. This should be for pedestrians and cyclists ONLY. | 3 | 0 |
| Cycling | Unit 7 B/2 Carl St, Woolloongabba QLD 4102, Australia | Traffic turning into and out of Carl St blocks the bikeway, and assumes priority over Veloway traffic | 3 | 1 |
| Cycling | Cnr Orleigh and Hoogley Street, West | provide a green bridge (walking and cycling only) to Lawrence St | 3 | 3 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|---------|---|--|-------------|----------------|
| | End QLD 4101, Australia | | | |
| Cycling | 9 Holman St, Kangaroo Point QLD 4169, Australia | connect Holman St to riverside pathway to provide bike route that does not conflict with pedestrians | 3 | 0 |
| Cycling | Canning Bridge, Norman Creek Bikeway, Norman Park QLD 4170, Australia | Shared path across bridge is dangerously bumpy | 3 | 0 |
| Cycling | 89 Lambert St, Kangaroo Point QLD 4169, Australia | Dangerous off-camber corner for cyclists. Complete riverwalk, and provide alternative cycle route along Shaftson Ave as per PCNP | 3 | 0 |
| Cycling | 108 Boundary St, West End QLD 4101, Australia | Provide a safe bike connection from Jane St to Russell St | 3 | 0 |
| Cycling | Russell St, South Brisbane QLD 4101, Australia | Create boulevard for cyclists and pedestrians - highlight as the primary route for workers in the city. | 3 | 2 |
| Cycling | Dornoch Tce near Hampstead Road, stop 21, Highgate Hill QLD 4101, Australia | Cyclists use this footpath to turn right down Hampstead Rd, endangering pedestrians. | 3 | 0 |
| Cycling | Main St at Story Bridge East, stop 6, Kangaroo Point QLD 4169, Australia | This underpass needs ramps to replace all the stairs for cyclists as well as pedestrians. | 3 | 0 |
| Cycling | 461 Stanley St, South Brisbane QLD 4101, Australia | So many cars drive on the bikelane here that it is no longer visible. | 3 | 0 |
| Cycling | 28 Hill End Terrace, West End QLD 4101, Australia | Currently no bikes allowed. Frequented by families and young children who want to cycle. Local streets heavy with traffic. | 3 | 0 |
| Cycling | 609 State Route 41, Woolloongabba QLD 4102, Australia | Cyclists need this bikeway, and it is vital to either maintain it or upgrade it. | 3 | 0 |
| Cycling | Mowbray Park Ferry Terminal, Thorn St, East Brisbane QLD 4169, Australia | No riverwalk from this area, but the only stop with no free city hopper. Extend cityhopper/free citycat to Sydney St to use riverwalk. | 3 | 0 |
| Cycling | 51A Ferry Rd, West End QLD 4101, Australia | A proposed bridge should be located to have least possible impact on green space. Ferry Rd or Boundary St better locations | 2 | 0 |
| Cycling | 916 State Route 41, East Brisbane QLD 4169, Australia | Need clearly marked cycling lanes all along Stanley as it's dangerous for cyclists and there isn't too much congestion. More bikes less cars | 2 | 1 |
| Cycling | 30 Rosebery St, Highgate Hill QLD 4101, Australia | This has never been used as a cycling path - and would be impossible to transform these narrow back streets into a bike path. | 2 | 0 |
| Cycling | 43a Annerley Rd, South Brisbane QLD 4101, Australia | Cars fail to give way to cyclists and other motor vehicle traffic. | 2 | 0 |
| Cycling | 616 Stanley St, Woolloongabba QLD 4102, Australia | Eastbound there is little room for error due to the narrow bike lane | 2 | 1 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|---------|---|---|-------------|----------------|
| Cycling | Naval Stores Kangaroo Point Cliffs Drive, Kangaroo Point QLD 4169, Australia | Riverlife security staff regularly hassle people on bikes trying to get home. It is unsafe to have to walk through a drunken crowd. | 2 | 0 |
| Cycling | 91 Longlands St, Woolloongabba QLD 4102, Australia | Provide priority crossing, making the bikeway continuous. Cars speed through this section of Longlands St | 2 | 0 |
| Cycling | 99 Norman St, Woolloongabba QLD 4102, Australia | Provide priority crossing, making the bikeway continuous. Cars speed through this section of Norman St | 2 | 0 |
| Cycling | 3 Turbo Dr, Woolloongabba QLD 4102, Australia | Crossing point should have been set back from the intersection. Vehicles queuing here block cyclists and pedestrians on the shared path. | 2 | 0 |
| Cycling | St Helena Apartments, Unit 6/78 Cairns St, Kangaroo Point QLD 4169, Australia | Provide a proper ramp here. This is supposed to be a principal cycle route. It has stairs. | 2 | 0 |
| Cycling | St Helena Apartments, Unit 6/78 Cairns St, Kangaroo Point QLD 4169, Australia | Provide kerb ramp | 2 | 0 |
| Cycling | 25 Rotherham St, Kangaroo Point QLD 4169, Australia | Very dangerous intersection on the main cycle route through Kangaroo Point to the east | 2 | 0 |
| Cycling | 82A Main St, Kangaroo Point QLD 4169, Australia | Provide safe cycling route along Holman St to alleviate pressure from riverside pathway which is not wide enough for a shared path | 2 | 0 |
| Cycling | 35 Walter Ave, East Brisbane QLD 4169, Australia | Cars speed down Walter Ave, making cycle connection to new bridge dangerous | 2 | 0 |
| Cycling | 42A Stanley Terrace, East Brisbane QLD 4169, Australia | Provide bridge here to make the short connection to Norman creek Bikeway | 2 | 0 |
| Cycling | 15 Bates Ct, East Brisbane QLD 4169, Australia | This path is very dark and secluded | 2 | 0 |
| Cycling | 42 Salstone St, Kangaroo Point QLD 4169, Australia | Provide connection from Salstone St to bikeway | 2 | 0 |
| Cycling | Russell St, South Brisbane QLD 4101, Australia | allow cycle access here, and separate from pedestrians | 2 | 0 |
| Cycling | 855 Stanley St, Woolloongabba QLD 4102, Australia | Cycle lane required along Stanley Street | 2 | 0 |
| Cycling | 33 Lytton Rd, East Brisbane QLD 4169, Australia | Add really great cycling and dog parking at the shops, to lessen car traffic and enhance the shops with a village atmosphere | 2 | 0 |
| Cycling | 78 Montague Rd, South Brisbane QLD 4101, Australia | This is a challenging intersection for bicycle riders. The Shared User Path assumes we are riding over the Go Between not going to Kurilpa. | 2 | 0 |
| Cycling | 178 Hardgrave Rd, West End QLD 4101, Australia | This is a challenging intersection for bicycle riders. It is really hard to get a gap in traffic to cross Dornoch Tce | 2 | 1 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|---------|--|---|-------------|----------------|
| Cycling | 18 Rosebery St, Highgate Hill QLD 4101, Australia | This would not be used a cycling path | 2 | 0 |
| Cycling | 175 Dornoch Terrace, Highgate Hill QLD 4101, Australia | This road is used by hundreds of cyclist each day and is a proven route to West End albeit busy. | 2 | 1 |
| Cycling | 190 State Route 95, Kangaroo Point QLD 4169, Australia | Two way bikeway between Shafston avenue and Stanley St. is needed. | 2 | 0 |
| Cycling | 36 Orleigh St, West End QLD 4101, Australia | A walk, cycle and bus bridge should link to Guyatt Park, see RACQ bridges project. | 2 | 3 |
| Cycling | 235 Vulture St, South Brisbane QLD 4101, Australia | How do you cycle safely to the Goodwill bridge without getting in pedestrians way? | 2 | 1 |
| Cycling | Clem Jones Promenade, South Brisbane QLD 4101, Australia | Boardwalk needs to be fixed: loose screws and decaying boards. | 2 | 0 |
| Cycling | 32 Fraser Terrace, Highgate Hill QLD 4101, Australia | Surprised this is on the Principal Cycle Network Plan (it's not used by cyclists) & Dornoch Tce (heavily used) is not on the PCNP... | 2 | 0 |
| Cycling | 927 Stanley St E, East Brisbane QLD 4169, Australia | Need dedicated cycling lane | 2 | 0 |
| Cycling | 479 Stanley St, South Brisbane QLD 4101, Australia | Cycling from Vulture St into Stanley St is clumsy at this point. We need more communication about what is going on here - dangerous | 2 | 0 |
| Cycling | 340 State Route 10, Annerley QLD 4103, Australia | It's scary riding along here without line marking or protected bike lanes. I avoid riding along here - drivers are all over the road. | 2 | 0 |
| Cycling | 204 State Route 10, Dutton Park QLD 4102, Australia | I've got no idea how to ride safely over this bridge. The road lanes are too narrow - so are the footpaths. P | 2 | 0 |
| Cycling | 291 Shafston Ave, Kangaroo Point QLD 4169, Australia | Not enough space for morning commuters to wait on island | 2 | 0 |
| Cycling | 60 Lytton Rd, East Brisbane QLD 4169, Australia | Improve surface of park paths so they are suitable for kid's bikes and scooters. | 2 | 0 |
| Cycling | 73 State Route 95, Woolloongabba QLD 4102, Australia | bike lane needed on wellington rd. | 2 | 0 |
| Cycling | 20 Grantham St, Dutton Park QLD 4102, Australia | Separated cycling lane | 2 | 0 |
| Cycling | 24 O'Keefe St, Woolloongabba QLD 4102, Australia | Connection to v1 | 2 | 0 |
| Cycling | 94 Boundary St, West End QLD 4101, Australia | Bike lanes | 2 | 0 |
| Cycling | 12 Annerley Rd, South Brisbane QLD 4101, Australia | Bike lanes need to be protected. Painting lines on the road doesn't work. Cars regularly park here despite signage. | 2 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|---------|---|--|-------------|----------------|
| Cycling | Thornton Street Ferry Terminal, Thornton St and Pixley St, Kangaroo Point QLD 4169, Australia | BCC have been promising a bridge here for years but we're still waiting. Lots of money for KSD, Shafston and other car-centric projects. | 2 | 0 |
| Cycling | Leftbank Apartments, Unit 2/35 Buchanan St, West End QLD 4101, Australia | Riverside Drive is dangerous where it is still open to cars. Should be closed to cars. | 2 | 0 |
| Cycling | 258 State Route 10, Dutton Park QLD 4102, Australia | Horribly unsafe narrow path right next to a busy road, could be better connected with train infrastructure | 2 | 0 |
| Cycling | Eleanor Schonell Bridge, Eleanor Schonell Bridge, Dutton Park QLD 4102, Australia | The cycle path on the green bridge is a wonderful addition and an excellent route. | 2 | 0 |
| Cycling | Merivale St | Good bike lanes along Melbourne Street, but road could do with some resurfacing to fix stormwater drainage issues. | 1 | 0 |
| Cycling | 12 Ganges St, West End QLD 4101, Australia | A speed warning or speed bumps could be useful to get cyclists to slow down as they approach the bend into Hoogley. | 1 | 3 |
| Cycling | 4 Rawnsley St, Dutton Park QLD 4102, Australia | Bicycle lane ends abruptly, cars merge and often obstruct cyclists. | 1 | 0 |
| Cycling | 215 Wellington Rd, East Brisbane QLD 4121, Australia | Connect cycleway/shared path through to Wellington St | 1 | 0 |
| Cycling | 42A Stanley Terrace, East Brisbane QLD 4169, Australia | Provide a kerb ramp so it is possible to reach the shared path on a bike without hopping a gutter. (Did anyone think about the design??) | 1 | 0 |
| Cycling | 999 Stanley St E, East Brisbane QLD 4169, Australia | Dangerous door zone with all the parked cars along this stretch of Stanley St East | 1 | 0 |
| Cycling | 967 State Route 41, East Brisbane QLD 4169, Australia | Dangerous door zone for cyclists | 1 | 0 |
| Cycling | 39 Salstone St, Kangaroo Point QLD 4169, Australia | Provide connection from Rosina St to bikeway | 1 | 0 |
| Cycling | 72 Manilla St, East Brisbane QLD 4169, Australia | Provide priority crossing for shared path that will become the main bike route, so that cars turning into Park Ave have to slow and give way | 1 | 0 |
| Cycling | 111 Sinclair St, Kangaroo Point QLD 4169, Australia | Raymond Park would be a good location for a citycycle station. | 1 | 0 |
| Cycling | Mowbray Park, 60 Lytton Rd, East Brisbane QLD 4169, Australia | Mowbray Park would be a good location for a citycycle station | 1 | 0 |
| Cycling | 580 State Route 10, Woolloongabba QLD 4102, Australia | Safer option connecting Annerley road to south bank/KP river side. Currently involves crossing multiple lanes, poor cyclist designation | 1 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|---------|---|--|-------------|----------------|
| Cycling | 55 Kurilpa St, West End QLD 4101, Australia | Riverside Drive Masterplan should be reinstated for cyclists and pedestrians. Will allow congestion on Montague Road to be better addressed. | 1 | 0 |
| Cycling | 180A Park Rd, Woolloongabba QLD 4102, Australia | Cars parked right at entrance/exit of bikeway blocking clear view of traffic. Not very safe | 1 | 0 |
| Cycling | 23 Bouquet St, South Brisbane QLD 4101, Australia | There is a sharp concrete block narrowing the bike path. | 1 | 0 |
| Cycling | 35 Louis St, Annerley QLD 4103, Australia | Expanding CityCycle racks as well as bicycle lanes up to this area would be great | 1 | 0 |
| Cycling | 796 Main Street, cnr Princess St, Kangaroo Point QLD 4169, Australia | There should be bicycle lanes on this road. Too many traffic lights along this stretch. | 1 | 0 |
| Cycling | Annerley Rd at Lockhart Street, stop 8, Woolloongabba QLD 4102, Australia | Cycling clearways frequently parked in before 9am | 1 | 0 |
| Cycling | 43 Victoria St, West End QLD 4101, Australia | recent change to one-way street is really annoying for cyclist, as this is one of the main routes to Aldi | 1 | 0 |
| Cycling | 100 Melbourne St, South Brisbane QLD 4101, Australia | Cyclists need to get off the footpath into their dedicated lanes. Too close for comfort on footpath | 1 | 0 |
| Cycling | 2 Melbourne St, South Brisbane QLD 4101, Australia | Cycling mix with walkers is dangerous here. Confusion on who needs to be where. Clarify walking space and get cyclists away from walkers | 1 | 0 |
| Cycling | Kurilpa Bridge, South Brisbane QLD 4101, Australia | Clearly mark cyclist's lanes or get them off their bikes. Too close to pedestrians and kids with fast bikes. | 1 | 1 |
| Cycling | 24 Hoogley St, West End QLD 4101, Australia | The speed and volume of traffic on this road makes it unsafe for cyclists and pedestrians. | 1 | 0 |
| Cycling | 15 Regent St, Woolloongabba QLD 4102, Australia | V1 Bikeway in general is a fantastic resource to allow for safer cycling to work | 1 | 0 |
| Cycling | 173 Lytton Rd, East Brisbane QLD 4169, Australia | No dedicated bike lane on main road | 1 | 0 |
| Cycling | 363 Montague Rd, West End QLD 4101, Australia | Speed limit should be reduced on Montague to make it safer for cyclists and pedestrians. | 1 | 1 |
| Cycling | 2 Melbourne St, South Brisbane QLD 4101, Australia | No easy and safe way for cyclists to get from Victoria Bridge to Bicentennial Bikeway. | 1 | 4 |
| Cycling | Merivale St | Cycling lanes (both directions) should be green to make it obvious to other vehicles. | 1 | 0 |
| Cycling | 412 Stanley St, South Brisbane QLD 4101, Australia | Need dedicated cyclist/pedestrian lanes on Goodwill Bridge for both to use safely. The current colour coding is not obvious to most. | 1 | 0 |
| Cycling | 639 Stanley St, Woolloongabba QLD 4102, Australia | I rode my bike westbound along here once. i won't be again. Why is through traffic encouraged to come through here? It's a centre, right? | 1 | 0 |
| Cycling | 50 O'Keefe St, Woolloongabba QLD 4102, Australia | There is an urgent need for a bikeway overpass over O'Keefe Street here. | 1 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|---------|--|--|-------------|----------------|
| Cycling | 76 Laidlaw Parade, East Brisbane QLD 4169, Australia | Encourage cyclists to utilise (not yet built) new Lytton road bikeway rather than cut through Laidlaw street. | 1 | 0 |
| Cycling | 861 State Route 41, Woolloongabba QLD 4102, Australia | Need cycle lane on Stanley St | 1 | 0 |
| Cycling | 260 Annerley Rd, Annerley QLD 4103, Australia | Unsafe to cross street to bikeway. Need bike/pedestrian infrastructure for this mess of an intersection. | 1 | 0 |
| Cycling | 16 Trinity Ln, Woolloongabba QLD 4102, Australia | This walkway should be upgraded to a shared pedestrian bikeway | 1 | 0 |
| Cycling | 50 O'Keefe St, Woolloongabba QLD 4102, Australia | The V1 should have a bridge over O'Keefe St. | 1 | 0 |
| Cycling | 445B Stanley Street, South Brisbane QLD 4101, Australia | There should be a separate cycle path through Southbank. Tourists and bicycles don't mix well. | 1 | 1 |
| Cycling | Southbank Apartments, Unit 43/10 Lower River Terrace, South Brisbane QLD 4101, Australia | Temp. bike lanes show power of flexible cycling infrastructure. Could be used for cost-effective/temporary/experimental bike lanes elsewhere | 1 | 0 |
| Cycling | Dutton Park, 359 Gladstone Rd, Dutton Park QLD 4102, Australia | Cycle lane needed | 1 | 1 |
| Cycling | 145 Vulture St, West End QLD 4101, Australia | Protected bikes lanes needed on Vulture Street. | 1 | 1 |
| Cycling | Dornoch Tce at Doris Street, stop 17, West End QLD 4101, Australia | Cyclists need to slow down when on Dornoch and approaching Hoogley/Ganges - unsafe for cyclists, pedestrians and cars | 1 | 0 |
| Cycling | shop 19b/275 Grey St, South Brisbane QLD 4101, Australia | Terrifying riding along vulture street from here westward. Road is too narrow. Footpath option is not good either. | 1 | 0 |
| Cycling | 182 State Route 10, Dutton Park QLD 4102, Australia | Bicycle lane disappears, despite this being a busy route for cyclists going to/from the PAH. Why are private vehicles given priority? | 1 | 0 |
| Cycling | 284 State Route 41, Kangaroo Point QLD 4169, Australia | There should be bike lanes on Stanley St AND Vulture St. They are not exclusive and different people need to go to different places! | 1 | 0 |
| Cycling | 2 Melbourne St, South Brisbane QLD 4101, Australia | Cycling ramp hard to see and easy to miss. better signage required | 1 | 0 |
| Cycling | 143 Vulture St, West End QLD 4101, Australia | Vulture St is supposed to be a "primary cycling network" but parked cars are given priority over cyclists. Remove parking, add bike lanes. | 1 | 0 |
| Cycling | 26 Bouquet St, South Brisbane QLD 4101, Australia | No lighting, path too narrow, bumps for vision impaired are on a corner and slippery and dangerous when wet. | 1 | 0 |
| Cycling | 219-221 Wellington Rd, East Brisbane QLD 4169, Australia | facilitate the free and safe flow of cyclists across Park Avenue at bottom of Thorn Street | 1 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|---------|---|---|-------------|----------------|
| Cycling | 24 Orleigh St, West End QLD 4101, Australia | Cycle and pedestrian bridge needed to Guyatt Park | 1 | 0 |
| Cycling | Gladstone Rd at Dornoch Terrace, stop 11, Highgate Hill QLD 4101, Australia | Cars and buses oven drive over the bike lane because they don't manage to change lanes before the lane ends. | 1 | 0 |
| Cycling | Dutton Park, 359 Gladstone Rd, Dutton Park QLD 4102, Australia | Make entry to bikeway to bridge clearer... currently ambiguous if cars should give way to bikes and causes chaos. | 1 | 0 |
| Cycling | 391 State Route 10, Annerley QLD 4103, Australia | Too many cars parked on the side of the road!! | 1 | 0 |
| Cycling | 137 Annerley Rd, Dutton Park QLD 4102, Australia | Cycling "lane" gets incredibly narrow here as it goes around a corner, was nearly hit by a crane truck near the school | 1 | 0 |
| Cycling | 28 O'Keefe St, Woolloongabba QLD 4102, Australia | The lights are mostly set to red for cyclists and pedestrians and one has to wait a full cycle to cross. Timing needs fixing. | 1 | 0 |
| Cycling | 252 State Route 10, Dutton Park QLD 4102, Australia | Dangerous for cyclists on road and many forced onto the footpath. A clear bike lane would help. | 1 | 0 |
| Cycling | Gladstone Rd at Gair Park, stop 17, Dutton Park QLD 4102, Australia | This is an excellent bike path. However, people often walk on this section making it dangerous. | 1 | 0 |
| Cycling | Dutton Park station, Dutton Park QLD 4102, Australia | This path is too narrow and dangerous for pedestrians and cyclists | 1 | 0 |
| Cycling | 9 Brisbane St, Annerley QLD 4103, Australia | This is very dangerous for cyclists on the road as cars do not allow space | 1 | 0 |
| Cycling | West End Ferry Terminal, Cnr Orleigh and Hoogley Street, West End QLD 4101, Australia | This really needs a bridge connection to St. Lucia, but in meantime a cycling path along the river to the UQ cycling bridge is a must | 1 | 0 |
| Cycling | 412A Stanley St, South Brisbane QLD 4101, Australia | Continuous river edge cycle and ped link needed to connect Kangaroo Point bikeway with Promenade. | 1 | 0 |
| Cycling | 255 Logan Rd, Woolloongabba QLD 4102, Australia | This roundabout is dangerous for cyclists, and it takes an extra 5 - 10 minutes to travel to the nearby lights to cross safely | 0 | 0 |
| Cycling | 26 Frith St, South Brisbane QLD 4101, Australia | The South Bank transport hub should a great locations. At present it is a grey, weedy, sad sight. Prefab medium rise adds more drab. | 0 | 0 |
| Cycling | 23 Cairns St, Kangaroo Point QLD 4169, Australia | Provide kerb ramp so people on bikes can access footpath from Cairns St rather than being forced to stay on the road | 0 | 0 |
| Cycling | 18 Baildon St, Kangaroo Point QLD 4169, Australia | (should be at next intersection) Very dangerous intersection on the main cycle route through Kangaroo Point to the east | 0 | 0 |
| Cycling | 1042 Stanley St E, East Brisbane QLD 4169, Australia | Road sign clutters the path here | 0 | 0 |
| Cycling | 143 Baines St, Kangaroo Point QLD 4169, Australia | Provide coherent north-south bike connection along Duke St and through the park to connect to the existing path at Rawlins St | 0 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|---------|--|---|-------------|----------------|
| Cycling | 34B Amesbury St, Kangaroo Point QLD 4169, Australia | Some sort of traffic calming needed here to slow reckless cyclists who ignore 10km/hr. speed limit on the shared path. | 0 | 2 |
| Cycling | 176 Annerley Rd, Dutton Park QLD 4102, Australia | Narrow bike lanes and high-speed traffic on Annerley Rd discourage cycling. Separated bike lanes needed, Gladstone Rd to Gabba bikeway. | 0 | 0 |
| Cycling | 72 Mowbray Terrace, East Brisbane QLD 4169, Australia | Very difficult to cross Mobray tce here on a bike. | 0 | 0 |
| Cycling | 810 Stanley St, Woolloongabba QLD 4102, Australia | The Gabba would be a good location for a citycycle station. | 0 | 0 |
| Cycling | 501 Stanley St, South Brisbane QLD 4101, Australia | More bicycle parking racks are needed here (and on Raymond Tce as well). The current racks are often full. | 0 | 0 |
| Cycling | 5 Beaconsfield St, Highgate Hill QLD 4101, Australia | Recent work to improve cycling lane makes this road much safer and doesn't seem to have adversely affected vehicular traffic | 0 | 1 |
| Cycling | Annerley Rd at Palmerston Street, stop 20a, Annerley QLD 4103, Australia | I have heard that cycling paths will be separated with concrete barriers. I so hope not | 0 | 1 |
| Cycling | 196 Dornoch Terrace, Highgate Hill QLD 4101, Australia | Basically all the cars that use the left lane to make a right turn, drive on the bike path before merging. Should be for busses only. | 0 | 1 |
| Cycling | 86 Gladstone Rd, Highgate Hill QLD 4101, Australia | Garbage trucks parked on the bike lane in the morning rush hour force cyclist at high speed to go out between the cars | 0 | 0 |
| Cycling | Corner Jane Street | Very dangerous at entry to rowing sheds | 0 | 0 |
| Cycling | Dornoch Terrace, West End QLD 4101, Australia | The volume and speed of traffic on Dornoch Tce makes it unsafe for cyclists and pedestrians | 0 | 1 |
| Cycling | 56 Orleigh St, West End QLD 4101, Australia | Currently no bikes allowed. Frequented by families and young children who want to cycle. Local streets heavy with traffic. | 0 | 0 |
| Cycling | 14 State Route 10, South Brisbane QLD 4101, Australia | Many cyclists on cycle path must feel red lights don't apply to them? | 0 | 1 |
| Cycling | 198B Vulture St, South Brisbane QLD 4101, Australia | Most pedestrians ignore the "bikes only" separated path here. Cyclists going uphill can suddenly be cut off by groups of pedestrians. | 0 | 0 |
| Cycling | 31 Stephens Rd, South Brisbane QLD 4101, Australia | Cycling is very scary in this lane with the fence, a bumpy road and two busy and narrow lanes of traffic | 0 | 1 |
| Cycling | 209 Vulture St, South Brisbane QLD 4101, Australia | Frightening intersection, especially if following the fork in the road to the right. Some cars overtake on the right to go straight. | 0 | 0 |
| Cycling | 185 Vulture St, South Brisbane QLD 4101, Australia | Vulture St needs a dedicated bike lane. It's an important connection to the CBD and is currently very dangerous. | 0 | 0 |
| Cycling | 161 Grey St, South Brisbane QLD 4101, Australia | Parked cars along Grey St make the bike lane dangerous. | 0 | 0 |
| Cycling | 376 Montague Rd, West End QLD 4101, Australia | The new crossing barriers don't allow enough space for vehicles to safely pass cyclists. | 0 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|---------|--|---|-------------|----------------|
| Cycling | 51 Mollison St, West End QLD 4101, Australia | Bike Lane should remain green at turn from vulture to mollison | 0 | 0 |
| Cycling | 220 Melbourne St, South Brisbane QLD 4101, Australia | On Vulture street it is dangerous to transition from the left bike lane to the right bike lane to make the right turn onto Mollison street. | 0 | 0 |
| Cycling | 41 Juliette St, Annerley QLD 4103, Australia | None of these Juliette Street crossroads are safe places to cross as a pedestrian or cyclist. Choose one for traffic lights. | 0 | 0 |
| Cycling | 483 Stanley St, South Brisbane QLD 4101, Australia | If I'm going to die riding my bike one day, it will be here. Amazingly dangerous and current BCC bikeway plans do nothing to improve this. | 0 | 0 |
| Cycling | 260 Annerley Rd, Annerley QLD 4103, Australia | Cross River Rail proposed a new bikeway bridge here. Can this be built soon? And make it so the park is no longer a roundabout? | 0 | 0 |
| Cycling | 412A Stanley St, South Brisbane QLD 4101, Australia | Can't wait for this connection to open. Great initiative. | 0 | 0 |
| Cycling | 51 Ferry Rd, West End QLD 4101, Australia | Close off Riverside Drive to vehicles, keep (separated) paths for cyclists and pedestrians only. Reclaim the hot road for green space | 0 | 0 |
| Cycling | 257 Vulture St, South Brisbane QLD 4101, Australia | To make it to here there is only a small window of opportunity to cross traffic. Overpass needed for safety | 0 | 0 |
| Cycling | 199 Grey St, South Brisbane QLD 4101, Australia | Bike lane is too close to parked cars - dangerous if someone opens their doors without looking | 0 | 1 |
| Cycling | Dutton Park station, Dutton Park QLD 4102, Australia | Cars exiting Kent St onto Cornwall often queue across both lanes of Kent St. | 0 | 0 |
| Cycling | 15 Kent St, Woolloongabba QLD 4102, Australia | Direction for cyclists unclear once exiting bikeway onto Kent St. Pathway on right of road leads to Annerley Road via narrow path. | 0 | 0 |
| Cycling | 2 Juliette St, Annerley QLD 4103, Australia | Juliette St into Young St in one of the most accessible points for cyclists/all vehicles into Annerley Rd, but also very poorly executed. | 0 | 0 |
| Cycling | 148 Dornoch Terrace, Highgate Hill QLD 4101, Australia | Marked cycle lane | 0 | 0 |
| Cycling | 182 State Route 10, Dutton Park QLD 4102, Australia | Cycling tunnel | 0 | 0 |
| Cycling | 189A Grey St, South Brisbane QLD 4101, Australia | Separated cycle lane | 0 | 0 |
| Cycling | 12 Orleigh St, West End QLD 4101, Australia | A cycle and pedestrian bridge between Orleigh Park and Guyatt Park for safe bike access to UQ. | 0 | 0 |
| Cycling | 619-621 Stanley St, Woolloongabba QLD 4102, Australia | Riding towards Trinity Ln cyclists must share the footpath with pedestrians & can get busy with Gabba events or on busy nights -not desired | 0 | 0 |
| Cycling | 176 State Route 10, Dutton Park QLD 4102, Australia | Great that cyclists can cross here with buses - saves crossing Annerley rd., Gladstone rd. and busway when travelling to UQ. | 0 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|---------|--|--|-------------|----------------|
| Cycling | Hoogley St, West End QLD 4101, Australia | Please continue south side walkway and cycleway from WE ferry terminal along the north side of the Brisbane River to Schonell Bridge and UQ. | 0 | 0 |
| Cycling | 39 State Route 10, South Brisbane QLD 4101, Australia | Install protected cycling lane along the entire length of Annerley Road. You can't fix congestion with inefficient private cars. | 0 | 0 |
| Cycling | 609 State Route 41, Woolloongabba QLD 4102, Australia | Cars should be discouraged from travelling on this section of Stanley St. There isn't room. Prioritize PT and cycle lanes instead. | 0 | 0 |
| Cycling | 508 Stanley St, South Brisbane QLD 4101, Australia | Way to cycle eastward on Stanley St needed. | 0 | 0 |
| Cycling | 669 Stanley St, Woolloongabba QLD 4102, Australia | No cycle lane to go eastward from here | 0 | 0 |
| Cycling | 10 Stephens Rd, South Brisbane QLD 4101, Australia | Cycling from here to Goodwill bridge implies crossing the road and going along the sharp fence-scaped corner with pedestrians. Dangerous! | 0 | 1 |
| Cycling | 2 Melbourne St, South Brisbane QLD 4101, Australia | cycling lanes under the bridge making cyclists swap sides are very confusing and dangerous | 0 | 0 |
| Cycling | 22 Stanley St, South Brisbane QLD 4101, Australia | Blind corner when cycling. Often encounter pedestrians and oncoming cyclists at corner. | 0 | 0 |
| Cycling | 412 Stanley St, South Brisbane QLD 4101, Australia | Pedestrians are required by law to keep left and not block the path, but seldom do. | 0 | 0 |
| Cycling | 178 Hardgrave Rd, West End QLD 4101, Australia | Parking outside the restaurant on Dornoch Tce to be removed to improve visibility when turning right from Granges St into Dornoch Tce. | 0 | 0 |
| Cycling | 368A Montague Rd, West End QLD 4101, Australia | Improved cycle lanes are urgently required along the entire length of Montague Rd. | 0 | 0 |
| Cycling | 150 Dornoch Terrace, Highgate Hill QLD 4101, Australia | Dangerous cycling route. Bicycles move slowly up the steep hill, and the "cycling"/parking lane is always blocked by parked cars and a boat | 0 | 0 |
| Cycling | 2 Sankey St, Highgate Hill QLD 4101, Australia | Bike lane ends in parked cars. Cyclists forced to cut in front of any traffic in order not to run into back of parked cars. | 0 | 0 |
| Cycling | 81 Dornoch Terrace, Highgate Hill QLD 4101, Australia | Bike lane ends in parked cars. Cyclists forced to cut in front of any traffic in order not to run into back of parked cars. | 0 | 0 |
| Cycling | 63 Dornoch Terrace, West End QLD 4101, Australia | Bike lane ends in parked cars. Cyclists forced to cut in front of any traffic in order not to run into back of parked cars. | 0 | 0 |
| Cycling | 33 Dornoch Terrace, West End QLD 4101, Australia | Bike lane ends in parked cars. Cyclists forced to cut in front of any traffic in order not to run into back of parked cars. | 0 | 0 |
| Cycling | 15 Dornoch Terrace, West End QLD 4101, Australia | Bike lane ends in parked cars. Cyclists forced to cut in front of any traffic in order not to run into back of parked cars. | 0 | 0 |
| Cycling | 162 Hardgrave Rd, West End QLD 4101, Australia | There is no room for cyclists travelling along Hardgrave Rd. Due to parked cars, cyclists must ride in the way of the traffic lane. | 0 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|---------|---|---|-------------|----------------|
| Cycling | 134 Hardgrave Rd, West End QLD 4101, Australia | No room for cyclists on Hardgrave Rd. Parked cars mean that cyclists must ride in the traffic lane. | 0 | 0 |
| Cycling | 20 Ganges St, West End QLD 4101, Australia | No room for cyclists on Hoogley St. Parked cars on both sides of road mean bikes must use the traffic lane. | 0 | 0 |
| Cycling | 47 Stephens Rd, Highgate Hill QLD 4101, Australia | Dangerous cycling location as cycling lane disappears through roundabout. | 0 | 0 |
| Cycling | 4 Stephens Rd, South Brisbane QLD 4101, Australia | A formalised shared bike / pedestrian path through tunnel would be appropriate. This is a good route to South Bank and riverside bike path. | 0 | 0 |
| Cycling | 1 Dornoch Terrace, West End QLD 4101, Australia | Junction is very dangerous for cyclists travelling down Dornoch into Hardgrave; Ganges traffic often does not regard cyclists. | 0 | 0 |
| Cycling | 447 Stanley St, South Brisbane QLD 4101, Australia | Bicycle unfriendly speed humps here. Make gap for bicycles wider. | 0 | 0 |
| Cycling | Gladstone Rd at Gair Park, stop 17, Dutton Park QLD 4102, Australia | This is a dangerous spot for bikes entering Gladstone road on the bike path, as cars often drive over the green area. | 0 | 0 |
| Cycling | 479 Stanley St, South Brisbane QLD 4101, Australia | Cars turn left towards Somerville house and nearly crush many commuters each day. | 0 | 0 |
| Cycling | 6 State Route 10, South Brisbane QLD 4101, Australia | Please patrol here during bikeway hours... cars parked in bike lane VERY OFTEN. | 0 | 0 |
| Cycling | 155 State Route 10, Dutton Park QLD 4102, Australia | Green cycling lane makes a difference; much better than a BAZ. Can we have more please? | 0 | 0 |
| Cycling | 192 Annerley Rd, Dutton Park QLD 4102, Australia | Be great if these underutilised footpaths were adapted for bikes too | 0 | 0 |
| Cycling | South Bank Station, Grey St, South Brisbane QLD 4101, Australia | How do I take my bike on the train here? Or wheelchair or pram? Significant accessibility issues | 0 | 0 |
| Cycling | 38 Princess St, Fairfield QLD 4103, Australia | Fairfield Road has the space to include a decent bike path | 0 | 0 |
| Cycling | 501 Stanley St, South Brisbane QLD 4101, Australia | Unsafe crossing | 0 | 0 |
| Cycling | 28 Dibley St, Woolloongabba QLD 4102, Australia | Hard to get into Burke St at peak hour. | 0 | 0 |
| Cycling | 43 O'Keefe St, Woolloongabba QLD 4102, Australia | Better path markings required. | 0 | 0 |
| Cycling | 1, 99 Melbourne St, South Brisbane QLD 4101, Australia | Incredibly dangerous cycling along here in direction of city, need to get across bus lane and on to footpath which is bad for everyone. | 0 | 0 |
| Cycling | 189 Ipswich Rd, Woolloongabba QLD 4102, Australia | This section of bike and footpath is very well designed. | 0 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|---------|---|--|-------------|----------------|
| Cycling | 351 State Route 10, Annerley QLD 4103, Australia | This is very dangerous for cyclists on the road. Footpath not safe for bikes either. I now avoid this area. | 0 | 0 |
| Cycling | Dutton Park Place, Dutton Park QLD 4102, Australia | Surface change - very dangerous in the wet. Concrete to cobblestones. | 0 | 0 |
| Cycling | 36 Orleigh St, West End QLD 4101, Australia | needs a bike bridge connection to St Lucia | 0 | 0 |
| Cycling | 51A Ferry Rd, West End QLD 4101, Australia | Bike bridge to Toowong required | 0 | 0 |
| Cycling | Melbourne St | not enough parking spaces, always full | 0 | 0 |
| Cycling | 48 State Route 10, South Brisbane QLD 4101, Australia | The route between the Cliffs Boardwalk and UQ Dutton Park bridge is very dangerous for cyclists. | 0 | 0 |
| Cycling | 20 Orleigh St, West End QLD 4101, Australia | A pedestrian / cycling bridge needs to be provided here for a West End to St Lucia connection. Ideally bus connection also. | 0 | 0 |
| Cycling | 669 Stanley St, Woolloongabba QLD 4102, Australia | There is severely limited visibility at this intersection. Cars coming down this lane don't slow down for pedestrians or cyclists. | 0 | 0 |
| Cycling | 172 State Route 10, Dutton Park QLD 4102, Australia | I get close-passed on my bicycle by cars (~0.5m) along this stretch of road every week day. It needs to be made wider, and include barriers. | 0 | 0 |
| Cycling | 184 Grey St, South Brisbane QLD 4101, Australia | Separated, green and safe bikeway is needed on Grey Street. | 0 | 0 |
| Cycling | Dutton Park station, Dutton Park QLD 4102, Australia | Wayfinding needed on the Kent Street connection to the PA bikeway. | 0 | 0 |
| Cycling | Dutton Park station, Dutton Park QLD 4102, Australia | Kent St to the PA bikeway needs improving for cyclists. Cyclists ride on the wrong side of the road and it's confusing and unsafe. | 0 | 0 |
| Cycling | 27 Eskgrove St, East Brisbane QLD 4169, Australia | Speed bump needed here to slow cyclists going downhill before they go through the pinch point into Mowbray park. | 0 | 0 |
| Cycling | West End Ferry Terminal, Cnr Orleigh and Hoogley Street, West End QLD 4101, Australia | An active transport bridge is required connecting West End and St Lucia | 0 | 0 |
| Cycling | 47 Prospect Terrace, South Brisbane QLD 4101, Australia | Lime e-scooters - this is my preferred spot to have unlimited access to share e-scooters! | 0 | 0 |
| Ferry | 124 Jane St, West End QLD 4101, Australia | The long promised Citycat stop is required at the end of Victoria St. | 16 | 0 |
| Ferry | 119 Beesley St, West End QLD 4101, Australia | The ferry terminal previously proposed at end of Victoria Street needs to be installed immediately!! | 14 | 0 |
| Ferry | 106B Victoria St, West End QLD 4101, Australia | Need a ferry terminal here | 12 | 0 |
| Ferry | 35A Duncan St, West End QLD 4101, Australia | City cat needed here. Not a pontoon | 11 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|-------|--|--|-------------|----------------|
| Ferry | 106B Victoria St, West End QLD 4101, Australia | Ferry terminal vital to reduce pressure on roads, and cater for dense population along the river | 10 | 1 |
| Ferry | 23D Hockings St, South Brisbane QLD 4101, Australia | There needs to be an additional one or two public ferry stops between south bank terminal and west end terminal. | 10 | 0 |
| Ferry | 119 Beesley St, West End QLD 4101, Australia | Where is the ferry terminal? | 10 | 0 |
| Ferry | 35A Duncan St, West End QLD 4101, Australia | Need a city cat terminal here | 8 | 1 |
| Ferry | 106B Victoria St, West End QLD 4101, Australia | A city cat is needed! | 8 | 0 |
| Ferry | 106B Victoria St, West End QLD 4101, Australia | Please install a ferry terminal at the end of Victoria St | 7 | 0 |
| Ferry | 23E Hockings St, South Brisbane QLD 4101, Australia | 5 kilometres between ferry stops with all this population growth over nearly a decade. Incompetence or negligence? | 6 | 0 |
| Ferry | 445A Stanley St, South Brisbane QLD 4101, Australia | The CityHopper should stop at the QUT Gardens Point Ferry stop to aid visitors to the botanic gardens and campus commuters. | 5 | 0 |
| Ferry | Cnr Orleigh and Hoogley Street, West End QLD 4101, Australia | Dogs should be allowed on ferries | 5 | 0 |
| Ferry | T J Doyle Memorial Dr, Dutton Park QLD 4102, Australia | rebuilding the ferry stop on this side of the river would be great- especially as transit for the new school | 5 | 2 |
| Ferry | 106B Victoria St, West End QLD 4101, Australia | West End has been promised a city cat or Ferry to access the city cat, which would free up traffic on Montague Road. | 4 | 0 |
| Ferry | 106B Victoria St, West End QLD 4101, Australia | CityCat terminal needed as priority to take pressure off Montague Rd. The Glider is already packed, use the river better to move people. | 4 | 0 |
| Ferry | 106B Victoria St, West End QLD 4101, Australia | FERRY PLEASE! | 4 | 0 |
| Ferry | 106A Victoria St, West End QLD 4101, Australia | If not a citycat terminal, at least a cross river ferry to link with Regatta and Milton services | 4 | 0 |
| Ferry | 35A Duncan St, West End QLD 4101, Australia | City cat terminal needed! | 4 | 0 |
| Ferry | 106B Victoria St, West End QLD 4101, Australia | Need a Ferry Stop | 4 | 0 |
| Ferry | 27A Buchanan St, West End QLD 4101, Australia | Due to area growth, another ferry stop would be ideal. It is a very long distance between the 2. | 4 | 0 |
| Ferry | 349 Boundary St, West End QLD 4101, Australia | higher frequency ferries would be great with connecting buses to avoid Toowong congestion | 3 | 0 |
| Ferry | West End Riverside Lands Park, 60 Kurilpa St, West End QLD 4101, Australia | City cat terminal or a ferry to the Regatta and/or Milton stops is much needed here. | 3 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|-------|--|---|-------------|----------------|
| Ferry | 119 Beesley St, West End QLD 4101, Australia | This section of West End needs a ferry terminal to help reduce congestion on the buses and roads. | 3 | 0 |
| Ferry | Mowbray Park Ferry Terminal, Thorn St, East Brisbane QLD 4169, Australia | Need the city hopper free service extended to Mowbray | 3 | 0 |
| Ferry | 22 Bright St, Kangaroo Point QLD 4169, Australia | Holman St should be city cat stop | 2 | 0 |
| Ferry | Christie St, South Brisbane QLD 4101, Australia | Ferry stop is misnamed. Maritime Museum is easier to access from Southbank 3. Call it river terrace. | 2 | 0 |
| Ferry | Thorn St, East Brisbane QLD 4169, Australia | There are 3 CityHopper within minute's walk of each other at the pointy end, why not here for East Brisbane residents. | 2 | 0 |
| Ferry | 106B Victoria St, West End QLD 4101, Australia | Provide a new ferry stop in either Victoria St or Ferry Rd. | 2 | 0 |
| Ferry | 411 Riverside Dr, West End QLD 4101, Australia | Create river lane with marker buoys for canoeists, paddle boarders to reduce disruption to ferry services | 2 | 0 |
| Ferry | Holman Street Ferry Terminal, Annie St, Kangaroo Point QLD 4169, Australia | Provide ferry link to new wharf precinct under northern end of bridge. | 2 | 0 |
| Ferry | 35A Duncan St, West End QLD 4101, Australia | Citycat ferry terminal much needed here or at Victoria St. | 2 | 0 |
| Ferry | 106B Victoria St, West End QLD 4101, Australia | Build the city cat terminal that has been proposed to take pressure off the city glider and Montague Rd. | 2 | 0 |
| Ferry | 403 Montague Rd, West End QLD 4101, Australia | If not a city cat terminal, at least a cross river ferry to link to Regatta & Milton | 1 | 0 |
| Ferry | 119 Beesley St, West End QLD 4101, Australia | Read the Major's response to Councillor Sri's question about the proposed ferry for a good chuckle. | 1 | 0 |
| Ferry | 119 Beesley St, West End QLD 4101, Australia | Ferry terminal please. Desperately needed here. | 1 | 0 |
| Ferry | 2 Orleigh St, West End QLD 4101, Australia | More frequent ferries. | 1 | 0 |
| Ferry | 50 Duncan St, West End QLD 4101, Australia | Ferry terminal around Victoria St area in West End. Very obvious that it's required. | 0 | 0 |
| Ferry | 31A Park Ave, East Brisbane QLD 4169, Australia | Provide ferry service to a new terminal at wharf precinct under northern end of story bridge. | 0 | 0 |
| Ferry | 78 Lytton Rd, East Brisbane QLD 4169, Australia | Would like public access to pontoon | 0 | 0 |
| Ferry | Ferry Rd, West End QLD 4101, Australia | A new ferry terminal would slow down the existing ferry services. People should walk, cycle or take a bus, probably in less time. | 0 | 1 |
| Ferry | 50 Hoogley St, West End QLD 4101, Australia | The ferry is slow and infrequent. Why can't we have more of them? | 0 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|-------------|---|--|-------------|----------------|
| Ferry | 60A Ferry Rd, West End QLD 4101, Australia | Ferry terminal either here or hereabouts. | 0 | 0 |
| Ferry | West End Ferry Terminal, Cnr Orleigh and Hoogley Street, West End QLD 4101, Australia | The downstream ferry often takes longer than the schedule says, sometimes up to 15 or 20 minutes. | 0 | 0 |
| Ferry | 55 Kurilpa St, West End QLD 4101, Australia | Insulting and short-sighted to build a recreational pontoon and not a ferry stop. Just for rich people. | 0 | 0 |
| Ferry | 55A Kurilpa St, West End QLD 4101, Australia | I could not believe it when I thought that a long-awaited CityCat stop was going to be built... | 0 | 0 |
| Ferry | 106B Victoria St, West End QLD 4101, Australia | lol @ ferry terminal comments | 0 | 0 |
| Ferry | 95 Orleigh St, West End QLD 4101, Australia | Ferry free of charge between West end and St Lucia, more frequent ferry | 0 | 0 |
| Ferry | 23E Hockings St, South Brisbane QLD 4101, Australia | Great opportunity for continuation of Melbourne St boulevard to the river / city cat. | 0 | 0 |
| Private car | 34B Bouquet St, South Brisbane QLD 4101, Australia | The go between bridge is a very efficient way to get to work and the north side of the river but it is expensive to use it. | 15 | 0 |
| Private car | 75 Vulture St, West End QLD 4101, Australia | Vulture between boundary and Hardgrave should have traffic calmers and permanent 40 speed limit for school and cafe users safety | 13 | 0 |
| Private car | 305 Montague Rd, West End QLD 4101, Australia | Montague Rd speed limit must be reduced to 40km/h | 9 | 4 |
| Private car | 4 Junction St, Greenslopes QLD 4120, Australia | Very dangerous right hand turn across multiple busy lanes. | 9 | 1 |
| Private car | 2 Melbourne St, South Brisbane QLD 4101, Australia | Don't stop car access for locals. Need to pick children up late at night from Uni or work. Have restricted hours access & only for locals. | 8 | 2 |
| Private car | 342 Montague Rd, West End QLD 4101, Australia | Need traffic lights here. Impossible to turn right and dangerous for pedestrians to cross | 7 | 0 |
| Private car | Victoria St, West End QLD 4101, Australia | This intersection is in great need of an upgrade. Visibility is poor, it's at a weird angle. It's dangerous for pedestrians as well. | 7 | 0 |
| Private car | 296 Montague Rd, West End QLD 4101, Australia | Roundabouts are needed on Montague NOT traffic lights | 6 | 5 |
| Private car | 767 Stanley St, Woolloongabba QLD 4102, Australia | Stanley Street should be 2-way. It is a traffic sewer. | 6 | 0 |
| Private car | Victoria Bridge, South Brisbane QLD 4101, Australia | Light vehicle access should not be removed from Victoria Bridge. | 6 | 2 |
| Private car | 2 Melbourne St, South Brisbane QLD 4101, Australia | Vehicle access not to be removed from Vic Bridge. Residents/business/customers/employees/tradesmen/deliveries/elderly/infirm need access. | 6 | 1 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|-------------|--|--|-------------|----------------|
| Private car | 33A Ganges St, West End QLD 4101, Australia | The speed limit needs to be dropped to 40km on Granges and Hoogley Sts. | 5 | 0 |
| Private car | Boundary Street Park, 250 Boundary St, Highgate Hill QLD 4101, Australia | The bridge to UQ that started in this location, in the 1930's, should be constructed. It must carry walkers, cyclists, bikes, cars & trucks | 5 | 10 |
| Private car | 31A Park Ave, East Brisbane QLD 4169, Australia | Move car parking up to the old bowling green side, and return riverside land to park for everyone to enjoy, not car storage | 5 | 2 |
| Private car | Unit 5/426 Montague Rd, West End QLD 4101, Australia | Speed limit should be reduced to 40k/hr. for all vehicle traffic along Montague Rd. As population increases, someone is going to be killed. | 5 | 1 |
| Private car | 26 Graham St, South Brisbane QLD 4101, Australia | Somerville drags enormous amounts of traffic to the area. What can the school do to help reduce traffic? | 5 | 0 |
| Private car | Victoria Bridge, South Brisbane QLD 4101, Australia | Light vehicle access should not be removed from Victoria Bridge. | 5 | 1 |
| Private car | 118 Vulture St, South Brisbane QLD 4101, Australia | Vehicles pushed down to 1 lane here, bring back the other lane. | 5 | 2 |
| Private car | Kurilpa Bridge, Kurilpa Bridge, South Brisbane QLD 4101, Australia | There are too many walk, cycle, bus bridges. We need more vehicle access. | 5 | 2 |
| Private car | 39 Leopard St, Kangaroo Point QLD 4169, Australia | Ellis st is a rat-run. Its narrow & puts and too much traffic onto river street. At night right turn traffic holds up traffic on Leopard st. | 4 | 0 |
| Private car | 105 Vulture St, West End QLD 4101, Australia | Red light camera should be installed at intersection to decrease incidents of disregard for light which endangers pedestrians at crossing. | 4 | 1 |
| Private car | 74 Park Rd, Woolloongabba QLD 4102, Australia | Traffic not giving way here. Maybe need more signage? | 4 | 0 |
| Private car | 126 Park Rd, Woolloongabba QLD 4102, Australia | Very busy 'rat-run' - has become much busier since the Clem 7 project was complete. | 4 | 0 |
| Private car | 36 Park Ave, East Brisbane QLD 4169, Australia | Cars from Park Ave (which is essentially a driveway past this point) should have the stop sign, not cyclists on the main eastern bike route | 4 | 0 |
| Private car | 144A Park Rd, Woolloongabba QLD 4102, Australia | Cars are allowed to park too close to this intersection. | 4 | 0 |
| Private car | 41 Drake St, West End QLD 4101, Australia | This intersection has poor visibility when approaching Montague Rd from Drake St. | 4 | 0 |
| Private car | 345 Montague Rd, West End QLD 4101, Australia | Roundabout?? help all cars of side streets get out onto Montague road | 4 | 2 |
| Private car | 330 Montague Rd, West End QLD 4101, Australia | MONTAGUE RD SHOULD BE 40km/hr. | 4 | 3 |
| Private car | 255 Logan Rd, Woolloongabba QLD 4102, Australia | Roundabout is dangerously small and at capacity during peak hours in all directions. Cars sometimes stop on the roundabout for buses. | 3 | 1 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|-------------|---|---|-------------|----------------|
| Private car | 15 Peel St, South Brisbane QLD 4101, Australia | This intersection is dangerous due to poor road signage | 3 | 0 |
| Private car | 243A Gladstone Rd, Dutton Park QLD 4102, Australia | People working in this building frequently exit the carpark and make an illegal right turn onto Gladstone Road. | 3 | 1 |
| Private car | 81 Stephens Rd, South Brisbane QLD 4101, Australia | Stephens Road is too dangerous for school students. Conflicts between bus, cars and walking. | 3 | 0 |
| Private car | 144 River Terrace, Kangaroo Point QLD 4169, Australia | unimaginable traffic in peak hours | 3 | 0 |
| Private car | 31A Stanley St, South Brisbane QLD 4101, Australia | Need left turn Slip Lane | 3 | 1 |
| Private car | State Route 10, South Brisbane QLD 4101, Australia | An integrated plan is needed for the full length of Montague Rd for buses, cyclists, walkers and cars. Start here and plan the whole route. | 3 | 0 |
| Private car | Corner Grey St and, Melbourne St, South Bank QLD 4101, Australia | Block all cars from entering this intersection. Give buses and cyclists priority. | 3 | 4 |
| Private car | Unit 6/376 Montague Rd, West End QLD 4101, Australia | Traffic congestion getting worse. Reduce speeds. Narrow and give priority to pedestrians. | 3 | 0 |
| Private car | 91 Jane St, West End QLD 4101, Australia | Traffic congestion at the Davies Park markets is awful Need to make it harder for cars and easier to use public transport. | 3 | 0 |
| Private car | 335 Montague Rd, West End QLD 4101, Australia | SIGNAGE NEEDED: No entry to upper Victoria St from lower Victoria St is not clear | 3 | 0 |
| Private car | 391 Montague Rd, West End QLD 4101, Australia | Really bad visibility here | 3 | 0 |
| Private car | Woolloongabba Community Garden, 2/14 Fleurs St, Woolloongabba QLD 4102, Australia | blind CORNER WHEN DOING A right TURN INTO fLEURS ST DUE TO PROXIMATE PARKER CARS, | 3 | 0 |
| Private car | 145 Dornoch Terrace, Highgate Hill QLD 4101, Australia | Put in speed bumps for Bikes to SLOW THEM DOWN! | 3 | 2 |
| Private car | 1036 State Route 41, East Brisbane QLD 4169, Australia | Infamous corner for cars, pedestrians, cyclists, buses. Corner is way too sharp. | 3 | 0 |
| Private car | 64 Hill End Terrace, West End QLD 4101, Australia | Build bridges connecting West End & Toowong | 3 | 1 |
| Private car | 22 Hampstead Rd, Highgate Hill QLD 4101, Australia | Stop cars using this as a park and ride. | 3 | 0 |
| Private car | 256 Logan Rd, Woolloongabba QLD 4102, Australia | Cars will queue in the right outbound lane to turn into Cleveland St causing sudden lane changes and traffic to back up to the roundabout. | 2 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|-------------|--|--|-------------|----------------|
| Private car | 42 Ferry Rd, West End QLD 4101, Australia | There isn't enough available on-street parking in this area, especially given all the high density apartments that are going up right now. | 2 | 7 |
| Private car | 79 Broadway St, Woolloongabba QLD 4102, Australia | Parking demand and traffic flow has become an issue on Qualtrough and Broadway Streets and will only worsen with the South City development. | 2 | 0 |
| Private car | 18 Dornoch Terrace, West End QLD 4101, Australia | Some street parking near the crn of Dornoch Tc and Granges st needs to be prohibited to improve safety at the intersection. | 2 | 0 |
| Private car | 187 Gladstone Rd, Highgate Hill QLD 4101, Australia | Gladstone Rd outbound single lane so long delays turning right into Park Rd West. Improve safety and inbound traffic flow with turning bay | 2 | 0 |
| Private car | 22 Cambridge St, West End QLD 4101, Australia | Consider traffic calming to address short distance speeding sprints through narrow local roads - not safe for pedestrians. | 2 | 0 |
| Private car | 310 State Route 41, Kangaroo Point QLD 4169, Australia | Vulture Street needs to more of a people street. | 2 | 0 |
| Private car | 28 Dibley St, Woolloongabba QLD 4102, Australia | Cars speed around this corner in peak times making it dangerous to cross. | 2 | 0 |
| Private car | 137 Park Rd, Woolloongabba QLD 4102, Australia | Rat-running has resulted in increased speeds along Park Road. | 2 | 0 |
| Private car | 132 River Terrace, Kangaroo Point QLD 4169, Australia | Remove cars from this park. Make it a park for people. Access by walking, cycling, or pedicab. It is OK not to have cars EVERYWHERE. | 2 | 0 |
| Private car | 14 Carlton St, Highgate Hill QLD 4101, Australia | Restrict to residential parking permits. | 2 | 0 |
| Private car | 198 Ipswich Rd, Woolloongabba QLD 4102, Australia | Right turning lane is too short. Congestion backs up blocking through traffic. | 2 | 0 |
| Private car | 84A Park Rd, Woolloongabba QLD 4102, Australia | For Westbound traffic on Park Rd: Only one lane should turn right not both. Left lane should be left turn only. | 2 | 0 |
| Private car | 586 Stanley St, Woolloongabba QLD 4102, Australia | Options to be created so cyclists are not travelling on this section of Stanley St. | 2 | 1 |
| Private car | 404 Montague Rd, West End QLD 4101, Australia | No capacity for cars in these narrow streets when Woolworths and specialty stores open here. Where is the planning? | 2 | 0 |
| Private car | Unit 1/283 Gladstone Rd, Dutton Park QLD 4102, Australia | St Ita's school traffic into/from Pope St halts Gladstone Rd traffic both ways. It will be much worse when the new high school opens. | 2 | 0 |
| Private car | 29 Tondara Ln, West End QLD 4101, Australia | Many near accidents here!!! | 2 | 0 |
| Private car | 7/156 Boundary St, Brisbane City QLD 4101, Australia | Required signalised turns to assist vehicles making right hand turns across oncoming traffic on all sides. | 2 | 0 |
| Private car | 144 Park Rd, Woolloongabba QLD 4102, Australia | Cars parked too close to entry/exit paths for Fleurs St. Too narrow to pass safely. More than 11 metres required at BOTH ENDS! | 2 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|-------------|--|---|-------------|----------------|
| Private car | 18/40 Annerley Rd, Woolloongabba QLD 4102, Australia | Very narrow street and carries too much traffic NOW to Hawthorne. Proposed Bikeway changes are PLAIN STUPID and will exacerbate issues! | 2 | 1 |
| Private car | 366 Vulture St, Kangaroo Point QLD 4169, Australia | Lane markings travelling along Vulture St, across Main St, don't match up and create traffic confusion. | 2 | 0 |
| Private car | 19 Park Ave, East Brisbane QLD 4169, Australia | Need a speed bump up in front of croquet club to slow cars coming down hill | 2 | 0 |
| Private car | 13 Hilton St, East Brisbane QLD 4169, Australia | Drop the speed limit to 30km/h. This whole area should be a school zone. Cars are rat-running dangerously. | 2 | 0 |
| Private car | 719a State Route 41, Woolloongabba QLD 4102, Australia | On-ramp is supposed to be closed during peak hrs. but this is totally disregarded by drivers every day. | 2 | 0 |
| Private car | 719 Stanley St, Woolloongabba QLD 4102, Australia | Please stick to the original design. Most cars using this ramp do so in the afternoon when they're not supposed to anyway. | 2 | 0 |
| Private car | 260 Annerley Rd, Annerley QLD 4103, Australia | incredibly sharp turn with very low visibility to check for pedestrians or cyclists | 2 | 0 |
| Private car | 280 Montague Rd, West End QLD 4101, Australia | Make this place more pedestrian friendly. | 2 | 0 |
| Private car | 6 Carlow St, West End QLD 4101, Australia | Introduce resident only parking in Carlow/Avebury Sts. Required 24/7 - 2 hour for visitors ok. Needed to discourage commuter car parking. | 1 | 1 |
| Private car | 66 Gray Rd, West End QLD 4101, Australia | Lots of rat-running and speeding from Montague needs additional traffic calming between Morry to Hoogley | 1 | 0 |
| Private car | shop 1/57 Vulture St, West End QLD 4101, Australia | Turning right from exteter onto vulture is a nightmare. parking outside apartments blocks view | 1 | 0 |
| Private car | 160 Park Rd, Woolloongabba QLD 4102, Australia | This street should have a 40km/hr. speed limit or be traffic calmed. | 1 | 1 |
| Private car | 141 Park Rd, Woolloongabba QLD 4102, Australia | Park Road has turned into a rat-run since the Clem 7 was built. | 1 | 0 |
| Private car | 3 Elliott St, Woolloongabba QLD 4102, Australia | Poorly considered land use approvals resulting in parking pressures. | 1 | 0 |
| Private car | 1 Dibley St, Woolloongabba QLD 4102, Australia | Traffic calming is needed to slow down traffic. | 1 | 0 |
| Private car | 812 Stanley St, Woolloongabba QLD 4102, Australia | Stanley Street needs to be a two way street. | 1 | 2 |
| Private car | 254 Gladstone Rd, Dutton Park QLD 4102, Australia | There is a painted island in middle of Gladstone road, so if it is illegal to turn right there, there should be a "no right turn" sign | 1 | 0 |
| Private car | 826 Main St, Kangaroo Point QLD 4169, Australia | Left lane before intersection should be left turn only. This short merging lane is dangerous. | 1 | 0 |
| Private car | Highgate Hill QLD 4101, Australia | Roundabout here. Many cars must U-turn here, so turning right out of Amphill onto Gladstone is near impossible in peak hour. | 1 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|-------------|--|--|-------------|----------------|
| Private car | 11 Stephens Rd, South Brisbane QLD 4101, Australia | Inadequate school pick arrangements. Queuing pickup traffic in Stephens Rd and Dorchester creates hazardous traffic situation. | 1 | 0 |
| Private car | 1 Logan Rd, Woolloongabba QLD 4102, Australia | Reduce the CLEM 7 Fee temporarily to see if it will reduce the traffic through the area. | 1 | 0 |
| Private car | Pope St, Dutton Park QLD 4102, Australia | Very congested during the school peak times. Safety issue with cars crossing 2 lanes turning onto Pope St from Gladstone Rd and vice versa. | 1 | 0 |
| Private car | 39 State Route 10, South Brisbane QLD 4101, Australia | Remove road separation for cyclists and replace car lane as it severely interferes with morning traffic flow. Move cyclists to back streets. | 1 | 3 |
| Private car | 609 State Route 41, Woolloongabba QLD 4102, Australia | Bikes shouldn't be allowed to travel on this section of Stanley St. There isn't room. Cyclists to walk bikes or use other routes. | 1 | 3 |
| Private car | 719a State Route 41, Woolloongabba QLD 4102, Australia | Keep this on ramp to the freeway. | 1 | 3 |
| Private car | 82 Stephens Rd, South Brisbane QLD 4101, Australia | This school creates a lot of traffic. What can it do to help? | 1 | 1 |
| Private car | 44 River Terrace, Kangaroo Point QLD 4169, Australia | On ramp to freeway has ruined Leopard st - remove through traffic movement - return as place for ped, cyclists & local traffic | 1 | 0 |
| Private car | 106B Victoria St, West End QLD 4101, Australia | A bridge should go over the river and Coronation Drive to Land St, one lane each way for all travel modes. | 1 | 3 |
| Private car | 5 Morris St, Highgate Hill QLD 4101, Australia | Consider implementing parking restrictions for residents only in this area. | 1 | 0 |
| Private car | Goodwill Bridge, Brisbane City QLD 4000, Australia | Motorists are confused if this is a pedestrian crossing and usually stop anyway. Perhaps it should be made into one. | 1 | 0 |
| Private car | 13a Gladstone Rd, Highgate Hill QLD 4101, Australia | Consider a red light camera | 1 | 0 |
| Private car | 406 Montague Rd, West End QLD 4101, Australia | Speed limits need to be lower | 1 | 2 |
| Private car | 22 Gladstone Rd, Highgate Hill QLD 4101, Australia | Accident waiting to happen! Speeding vehicles, side streets and 3000 school students - this should be a 40km zone. | 1 | 1 |
| Private car | 26B Elliott St, Woolloongabba QLD 4102, Australia | Poor onstreet parking - almost "off road" in its nature. Often have protruding cars. | 1 | 0 |
| Private car | 22C Dibley St, Woolloongabba QLD 4102, Australia | Can be a dangerous corner for cross over traffic. Rat-runners in evening connecting to Ipswich Rd | 1 | 0 |
| Private car | 10 Maldon St, Dutton Park QLD 4102, Australia | RIDICULOUS spot for a school! Extra cars and peds will IMPEDE FLOW on Annerley and Gladstone Rds for 4 hours EVERY DAY! | 1 | 0 |
| Private car | 4 Agnes St, Woolloongabba QLD 4102, Australia | Friday prayers causes congestion and illegal parkers galore! | 1 | 0 |
| Private car | 28 Dibley St, Woolloongabba QLD 4102, Australia | Inadequate parking for hundreds of visitors to MDA, QPPASST, QLD HEALTH and Griffith Uni - Albert, Burke, Dibley, Park et al | 1 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|-------------|---|--|-------------|----------------|
| Private car | 26B Elliott St, Woolloongabba QLD 4102, Australia | Need noise attenuation (fences etc.) as train's noisy wheels. Also coal trains in middle of night on overpass needs quietening please. | 1 | 0 |
| Private car | 52 Mark Ln, Kangaroo Point QLD 4169, Australia | Should be a designated walkway lane (and local cars ONLY). THOUSANDS USE AS A COMMUTE PATH NOW! | 1 | 0 |
| Private car | 50 Leopard St, Kangaroo Point QLD 4169, Australia | No right turn into Leopard st from Mark Lane. | 1 | 0 |
| Private car | Corner Grey St and, Melbourne St, South Bank QLD 4101, Australia | Need a left turn and a separate straight thru configuration. | 1 | 0 |
| Private car | Unit 1/50 Deshon St, Woolloongabba QLD 4102, Australia | Cars go pretty fast along here | 1 | 0 |
| Private car | 126A Duke St, Greenslopes QLD 4120, Australia | This road is designed like a speedway. I often have to run across at Waldheim Street at the bottom of the hill due to speeding cars. | 1 | 0 |
| Private car | 5 Duke St, Woolloongabba QLD 4102, Australia | Need to make this 2 way to allow veh to turn left and access vulture st to avoid traffic on main street. | 1 | 1 |
| Private car | 121 Wellington Rd, East Brisbane QLD 4169, Australia | Traffic light here would benefit cars exiting Mowbray and pedestrians wanting to cross Wellington. | 1 | 0 |
| Private car | 79A Raymond Terrace, South Brisbane QLD 4101, Australia | Speed bump here. So many cars travel down this road and go straight through the pedestrian crossing, narrowly missing patients/staff | 1 | 0 |
| Private car | 258 State Route 10, Dutton Park QLD 4102, Australia | Way too narrow for ped/cyc especially as connection point for 2 major bikeways. | 1 | 0 |
| Private car | 78 River Terrace, Kangaroo Point QLD 4169, Australia | River terrace should have a 40km/hr speed limit. Would improve safety for pedestrians and drivers trying to leave parking spots. | 1 | 0 |
| Private car | 22 Mowbray Terrace, East Brisbane QLD 4169, Australia | Cars ignoring no turn ban. Geelong st is used as a rat-run in morning peak. | 1 | 0 |
| Private car | 44 Lower River Terrace, South Brisbane QLD 4101, Australia | make clem 7 toll free to decongest traffic here that just needs to go north cheaply | 1 | 0 |
| Private car | 1 Vulture St, West End QLD 4101, Australia | Reduce speed limit on Montague Road from 60 to 50kph southbound from this intersection to improve pedestrian and bicycle safety | 1 | 0 |
| Private car | Gabba Hill Community Garden, 2 Fleurs St, Woolloongabba QLD 4102, Australia | Really difficult to see on this corner | 1 | 0 |
| Private car | 29 Tondara Ln, West End QLD 4101, Australia | Cnr Tondara and Rogers blond from Kurilpa. Needs a mirror. Minor accident there 9/11/2018. | 1 | 0 |
| Private car | 30 Dorchester St, South Brisbane QLD 4101, Australia | Traffic quietening required, Dorchester St used as rat-run. | 1 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|-------------|--|--|-------------|----------------|
| Private car | Ipswich Rd at Junction Terrace, stop 17a, Annerley QLD 4103, Australia | SUPER dangerous intersection here, for all users | 1 | 0 |
| Private car | Dutton Park Place, Dutton Park QLD 4102, Australia | The area for motorbike riders to park and walk over the bridge is a great idea | 1 | 0 |
| Private car | 252 State Route 10, Dutton Park QLD 4102, Australia | A lot of drivers travelling from south to north accidentally change lanes in this intersection (it's confusing) | 1 | 0 |
| Private car | 284 State Route 10, Annerley QLD 4103, Australia | Suggest this is a left turn only lane. Lots of aggression with 2 lanes feeding into one lane down Annerley road | 1 | 0 |
| Private car | 84A Park Rd, Woolloongabba QLD 4102, Australia | Need better signage - cars do not give way here. Witnessed accident + many near misses | 1 | 0 |
| Private car | 21 Fairfield Rd, Dutton Park QLD 4102, Australia | It would be great if a bridge for cars can be built in this area. Driving to UQ through city from south is painful. | 1 | 0 |
| Private car | Gladstone Rd at Dutton Park, stop 16, Dutton Park QLD 4102, Australia | A traffic light is required at this intersection to ensure that cars can safely enter and exit the park in heavy traffic. | 1 | 0 |
| Private car | 82 O'Keefe St, Woolloongabba QLD 4102, Australia | Pedestrians running across the road here is a safety issue given the traffic. | 1 | 0 |
| Private car | S01, 140 Grey St, South Brisbane QLD 4101, Australia | Footpath issue | 0 | 0 |
| Private car | 36 Deighton Rd, Dutton Park QLD 4102, Australia | Need SLOW painted on the road here. Cars zooming down the dip and up the other side both ways. | 0 | 0 |
| Private car | 102 Rawlins St, Kangaroo Point QLD 4169, Australia | Prevent people parking in streets who don't live here or visit local residents - i.e.: going to work. | 0 | 0 |
| Private car | 58 Ryan St, West End QLD 4101, Australia | additional traffic calming here | 0 | 0 |
| Private car | Cnr. | Traffic lights in this section not timed well to allow good vehicle flow along Cornwall St during afternoon peak hour. | 0 | 0 |
| Private car | 43 Gloucester St, Highgate Hill QLD 4101, Australia | Gloucester St has very poor visibility from all intersections on the way down the hill. Definitely needs a 40km/h limit. | 0 | 1 |
| Private car | Brewhouse Brisbane, 601 Stanley St, Woolloongabba QLD 4102, Australia | Intersection is the cause for a lot of traffic in peak hours heading over story bridge | 0 | 0 |
| Private car | 53 Abingdon St, Woolloongabba QLD 4102, Australia | Street too narrow to allow parking. | 0 | 0 |
| Private car | 39 Clarence St, South Brisbane QLD 4101, Australia | Build out needed. Buses & trucks park here and obscure vehicle lane for vehicles, bikes and walkers esp those entering from Clarence St. | 0 | 0 |
| Private car | 27 State Route 15, Woolloongabba QLD 4102, Australia | Start policing noisy cars and motor bikes that scream through these streets without proper exhaust systems. | 0 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|-------------|--|---|-------------|----------------|
| Private car | 2 Wellington Rd, Woolloongabba QLD 4102, Australia | Car drivers will make illegal right hand turns here to access Logan Rd. | 0 | 0 |
| Private car | 1 Deighton Rd, Dutton Park QLD 4102, Australia | Should be one way towards Gladstone Rd. Too narrow with cars parked either side to pass safety. Often forced to reverse to make way. | 0 | 0 |
| Private car | 77 Deighton Rd, Dutton Park QLD 4102, Australia | This corner is blind both ways. No parking on inside of the corner. Line marking needed as cars often drive in the middle of the road. | 0 | 0 |
| Private car | 22 Juliette St, Annerley QLD 4103, Australia | Flashing prepare to stop signs needed. Crest of hill is blind. Cars are often back up in a blind spot from the lights as you crest the hill | 0 | 0 |
| Private car | 19 Lamington Terrace, Dutton Park QLD 4102, Australia | Cars should only be allowed to park on one side of the road. Should be 2 hr. parking. | 0 | 0 |
| Private car | 10 Maldon St, Dutton Park QLD 4102, Australia | Traffic issues will be created and increased by building a school here. | 0 | 0 |
| Private car | Laura Terraces, 23 Laura St, Highgate Hill QLD 4101, Australia | The blind spot is dangerous as people cross the road here but they can be hit by traffic coming from the other side of the hill. | 0 | 0 |
| Private car | 101 State Route 10, Dutton Park QLD 4102, Australia | Heavy vehicles turn in Abingdon Street when realise rail bridge height, causing concerns as can't turn and nearly hit power lines | 0 | 0 |
| Private car | 296 Montague Rd, West End QLD 4101, Australia | Traffic lights are absolutely needed, NOT roundabouts. | 0 | 0 |
| Private car | 30 Westbourne St, Highgate Hill QLD 4101, Australia | The default speed limit for residential streets should be 40kph. | 0 | 0 |
| Private car | 110 Ernest St, South Brisbane QLD 4101, Australia | Motorists are easily confused by the right turn restriction from Gladstone Rd into Vulture St. Better signage may alleviate congestion. | 0 | 0 |
| Private car | 27 Chermside St, Highgate Hill QLD 4101, Australia | Parking restrictions with permits for residents desired here | 0 | 0 |
| Private car | 479 Stanley St, South Brisbane QLD 4101, Australia | Intersection during peak hour morning traffic is heavily congested. | 0 | 0 |
| Private car | S08, 472 Stanley St, South Brisbane QLD 4101, Australia | Peak afternoon traffic very congested. Left turn/straight lane regularly congested due to pedestrians walking. Review signals. | 0 | 1 |
| Private car | 7 Loch St, West End QLD 4101, Australia | Visibility coming from Loch St into Hardgrave Rd is very poor. Very dangerous. Almost had a few accidents. | 0 | 0 |
| Private car | 42 Bristol St, West End QLD 4101, Australia | Bristol St is a parking lot for people working in the CBD. Need better park and ride facilities in other suburbs and 2 hour limits. | 0 | 0 |
| Private car | 144 Logan Rd, Woolloongabba QLD 4102, Australia | Change traffic signal timings to give more time/priority to traffic on Logan Road. Allow U-turn at traffic lights on Logan Road inbound. | 0 | 0 |
| Private car | 182 Annerley Rd, Dutton Park QLD 4102, Australia | Make the Bridge to the Uni a Toll Bridge - might as well make some money out of this unused infrastructure and help with congestion. | 0 | 6 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|-------------|---|--|-------------|----------------|
| Private car | 320 Montague Rd, West End QLD 4101, Australia | No right turn into Skinner St from Montague Rd | 0 | 0 |
| Private car | 281 Vulture St, South Brisbane QLD 4101, Australia | Dedicated left turning lane please. You get stuck behind cars going straight and miss light change. Causes more delays and congestion. | 0 | 0 |
| Private car | 104 Vulture St, West End QLD 4101, Australia | Turning right onto Vulture from Besant, vision obstructed from plants and last vehicle parked on right. | 0 | 0 |
| Private car | 58 Russell St, West End QLD 4101, Australia | Turning right onto Boundary from Russell, vision to left obstructed from notice board. Good idea, bad positioning. | 0 | 0 |
| Private car | 41A Dornoch Terrace, West End QLD 4101, Australia | Dornoch Terraces requires a lower speed limit and traffic calming/permanent speed camera, particularly in this area. | 0 | 2 |
| Private car | 3 Daventry St, West End QLD 4101, Australia | Dornoch Tce should be 40km/ph. | 0 | 2 |
| Private car | Vulture St | Should be more obvious to motorists that pedestrians all cross at once. Cars run red lights thinking it's their turn to cross. | 0 | 1 |
| Private car | 27A Burke St, Woolloongabba QLD 4102, Australia | Unlimited parking in all of Burke st limits car turnover. Should be Central Parking rules - 2 hour. | 0 | 0 |
| Private car | 63 Boggo Rd, Dutton Park QLD 4102, Australia | Multitude of workers and student cars in Albert, Elliott, Park, Quarry and Fleurs sts all day, every day with inadequate infringements. | 0 | 0 |
| Private car | 28 Albert St, Woolloongabba QLD 4102, Australia | Too many workers and students park longer than 2 hours all day, every day. Albert, Elliott, Park, Quarry and Fleurs Sts. More Infringements. | 0 | 1 |
| Private car | 35 Albert St, Woolloongabba QLD 4102, Australia | Limit parking to ONE HOUR in immediate streets to train/bus stations. | 0 | 0 |
| Private car | 185 Annerley Rd, Dutton Park QLD 4102, Australia | RIDICULOUS spot for a school - massive car and pedestrian traffic impeding Annerley and Gladstone Rds for 4 hours EVERY DAY! | 0 | 0 |
| Private car | 2 Juliette St, Annerley QLD 4103, Australia | DEDICATED LANE FOR STRAIGHT THRU DRIVERS - i.e. no right turn as it clags up in busy times. | 0 | 0 |
| Private car | 72A Ross St, Woolloongabba QLD 4102, Australia | This is an uphill 90KMPH ZONE THAT GENERATES A lot of Noise FOR RESIDENTS. Slow it down to 80? | 0 | 0 |
| Private car | 19 Wolseley St, Woolloongabba QLD 4102, Australia | Reduce car parking space to allow 2 wide cars at corner so a left turn is not held up by right turners! | 0 | 0 |
| Private car | 2A Harrogate St, Woolloongabba QLD 4102, Australia | Rat-runners ignore stop sign AND also wait for gap in Ipswich Rd traffic to cross over TO DO a straight thru at O'Keefe st (left turn lane) | 0 | 1 |
| Private car | 164-176 Ipswich Rd, Woolloongabba QLD 4102, Australia | Inadequate onsite parking causes congestion. | 0 | 0 |
| Private car | 601 Stanley St, Woolloongabba QLD 4102, Australia | Bikeway will SEVERELY REDUCE car spaces for 000's OF CARS FROM EASTERN SUBURBS JUST SO A FEW BIKES CAN PASS! STUPID priority! | 0 | 3 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|-------------|---|---|-------------|----------------|
| Private car | Gladstone Rd at Pope Street, stop 15, Dutton Park QLD 4102, Australia | BAN Right hand turn in school hours 40kmph times | 0 | 0 |
| Private car | 20 Burke St, Woolloongabba QLD 4102, Australia | Build multilevel car parking station. Access via Peter Doherty st or hospital. | 0 | 0 |
| Private car | Park Road Railway Station, Quarry St, Woolloongabba QLD 4102, Australia | Great public park space - near trains etc., great views, breezy and fantastic outlook. NO MORE UNIT BLOCKS to blight the horizon. | 0 | 0 |
| Private car | 49 Ross St, Woolloongabba QLD 4102, Australia | More turning space at intersections. Remove parking options - too close to intersections. | 0 | 0 |
| Private car | 39 Albert St, Woolloongabba QLD 4102, Australia | Inadequate view when using intersections - need more turning spaces. Remove parking so close to all inner area intersections! | 0 | 0 |
| Private car | 915 Stanley St E, East Brisbane QLD 4169, Australia | Stanley St traffic problems disappear in school holidays - how can more local students use public transport? | 0 | 0 |
| Private car | 62 Didsbury St, East Brisbane QLD 4169, Australia | Street regularly floods from storm water drain endangering property and businesses. Any heavy rain will do it. | 0 | 0 |
| Private car | Manning St, South Brisbane QLD 4101, Australia | Dangerous intersection with poor visibility from Manning Street approaches. | 0 | 0 |
| Private car | 252 State Route 10, Dutton Park QLD 4102, Australia | Lots of cars traveling down Annerley Rd into Noble St Running red lights. I have witnessed many near misses. A Red Light Camera might help. | 0 | 0 |
| Private car | 138 Boundary St, West End QLD 4101, Australia | Do not close boundary street because it would create hell for traffic. The few events when this has occurred it already has. | 0 | 1 |
| Private car | 364 Ipswich Rd, Annerley QLD 4103, Australia | This is a good spot for the northern portal on a toll free, driven tunnel diverting through traffic from Ipswich Road Annerley centre. | 0 | 0 |
| Private car | 52 Emperor St, Annerley QLD 4103, Australia | This place is so dangerous to cross in a car that thought should be given to closing the side streets. | 0 | 0 |
| Private car | 410 Ipswich Rd, Annerley QLD 4103, Australia | Traffic is at a standstill here for increasingly long periods every day. Many trucks too. There is no metropolitan level solution. | 0 | 0 |
| Private car | 374 Annerley Rd, Annerley QLD 4103, Australia | The arterial roads here are a braided stream (Ipswich Road, Fairfield Road, Annerley Road). Can Annerley Road be downgraded somehow? | 0 | 0 |
| Private car | 867 State Route 15, Woolloongabba QLD 4102, Australia | Pin in wrong place! Please delete. | 0 | 0 |
| Private car | 3 Stanley Terrace, East Brisbane QLD 4169, Australia | Parents should be more actively discouraged from dropping school children off on this corner. Children often seen running across. | 0 | 0 |
| Private car | 777 Main Street, Kangaroo Point QLD 4169, Australia | Lane markings don't match turning arrow cycles. Left should be left only, access to Anglesea St should be via right lane | 0 | 0 |
| Private car | 25 Sinclair St, Kangaroo Point QLD 4169, Australia | Utilise council park access land for local parking | 0 | 2 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|-------------|--|---|-------------|----------------|
| Private car | 31 Manilla St, East Brisbane QLD 4169, Australia | On street parking limits required. | 0 | 0 |
| Private car | 33 Walter Ave, East Brisbane QLD 4169, Australia | On street parking limits required. | 0 | 0 |
| Private car | 40 Walter Ave, East Brisbane QLD 4169, Australia | Enforce no parking on Walter Ave and instead open up grassy island for local parking. | 0 | 1 |
| Private car | 667 State Route 15, Kangaroo Point QLD 4169, Australia | Advertising board blocks visuals for cars turning right out of Lewellyn St. | 0 | 0 |
| Private car | 364 Montague Rd, West End QLD 4101, Australia | Drop the speed limit on Montague | 0 | 0 |
| Private car | 29 Tondara Ln, West End QLD 4101, Australia | Visibility is poor at this intersection, especially when coming from Bailey St. | 0 | 0 |
| Private car | 29 Tondara Ln, West End QLD 4101, Australia | It's somewhat counter-intuitive that Rogers St, which is a narrower street, has the right of way. | 0 | 0 |
| Private car | 121 Wellington Rd, East Brisbane QLD 4169, Australia | Further barriers are needed to prevent motorists crossing against one way traffic into Toohey St - a highly used illegal rat-run. | 0 | 0 |
| Private car | 74 Duke St, Kangaroo Point QLD 4169, Australia | A constant flow of peak hour traffic driving the wrong way up a one way street here to cut along Duke St and avoid Main St traffic. | 0 | 0 |
| Private car | 104 Hill End Terrace, West End QLD 4101, Australia | Street parking for residents is becoming almost impossible with all the high rises & construction | 0 | 0 |
| Private car | Montague Rd at Davies Park, stop 8, West End QLD 4101, Australia | Congestion on Saturdays with the markets needs to be assessed - on street parking should be removed to allow better bus access to bus stops | 0 | 0 |
| Private car | 29A Montague Rd, South Brisbane QLD 4101, Australia | Speed doesn't need to be dropped - implement crossings and more accessible bike lanes | 0 | 0 |
| Private car | 269 Gladstone Rd, Dutton Park QLD 4102, Australia | School congestion makes road unsafe for all users - something needs to be done | 0 | 0 |
| Private car | 54 Forbes St, West End QLD 4101, Australia | Parking needs to become resident only with 2hr visitor permits - not ok that commuters/tradies take up all the space | 0 | 0 |
| Private car | 22A Ross St, Woolloongabba QLD 4102, Australia | Changes to yellow lines have increased speeds of rat-running private vehicles. | 0 | 0 |
| Private car | 52 Annerley Rd, Woolloongabba QLD 4102, Australia | Proposed development is likely to increase the numbers of private cars here. There needs to be a limit. | 0 | 0 |
| Private car | 33A Sidon St, South Brisbane QLD 4101, Australia | Disagree quite a bit with another comment. Motorists often do not stop at the red marking to let pedestrians walk. | 0 | 0 |
| Private car | 2A Abingdon St, Woolloongabba QLD 4102, Australia | Need a traffic light to coordinate a right turn onto Annerley rd. here. dangerous intersection | 0 | 0 |
| Private car | 21 Lambert St, Kangaroo Point QLD 4169, Australia | make clem 7 toll free | 0 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|-------------|--|--|-------------|----------------|
| Private car | 106A Victoria St, West End QLD 4101, Australia | Build a bridge to alleviate bottle necks further down Montague Rd and give another opportunity to cross the river. | 0 | 1 |
| Private car | 65 Dornoch Terrace, West End QLD 4101, Australia | Do not lower speed limit as this is a major thoroughfare. Improve safety in other ways e.g. driver education. | 0 | 0 |
| Private car | 270 Montague Rd, West End QLD 4101, Australia | Traffic is very bad. People need other ways of getting in and out of West End/Southbank that avoid the bottle neck. | 0 | 0 |
| Private car | 13 Bank St, West End QLD 4101, Australia | Bank St should be a 40km/h zone. | 0 | 0 |
| Private car | 26D Bouquet St, South Brisbane QLD 4101, Australia | Too many cars park here. | 0 | 0 |
| Private car | 38 Skinner St, West End QLD 4101, Australia | Close Skinner Street to east bound traffic at the intersection of Skinner and Beattie Streets to stop rat-running. | 0 | 0 |
| Private car | 290 Montague Rd, West End QLD 4101, Australia | Upgrade Montague Road northbound from this intersection to 4 lanes to encourage traffic to use this route rather than through West End | 0 | 0 |
| Private car | 304 Montague Rd, West End QLD 4101, Australia | No entry to Ashington Street from Montague Road to prevent rat-running | 0 | 0 |
| Private car | 31 Dornoch Terrace, West End QLD 4101, Australia | Dornoch Tce should be 40kph with appropriate traffic calming. Cars should be encouraged to use Vulture Street and Montague Road | 0 | 0 |
| Private car | 134 Hardgrave Rd, West End QLD 4101, Australia | Hardgrave Rd should be 40kph to improve pedestrian safety and discourage cars to use this route. Vulture and Montague are preferred routes | 0 | 0 |
| Private car | 6 Corbett St, West End QLD 4101, Australia | Please consider speed bumps to reduce non local traffic taking short cuts and speeding and definitely no trucks there is also a kindergarten | 0 | 0 |
| Private car | 42 Merton Rd, Woolloongabba QLD 4102, Australia | Speed bumps are good to have in the area but could they please be maintained better? there are potholes at each bump making them super steep | 0 | 0 |
| Private car | 12 Hoogley St, West End QLD 4101, Australia | Reduce the speed limit on Ganges and Hoogley streets to 40kms due to the dangerous intersection of Hoogley, Drake and Jumna streets | 0 | 0 |
| Private car | 94 Stephens Rd, South Brisbane QLD 4101, Australia | Roundabout needed. Gloucester St vehicles queue or run the stop sign. Roundabout would slow Stephens Rd traffic and make intersection safer. | 0 | 0 |
| Private car | 83 Annerley Rd, Woolloongabba QLD 4102, Australia | Drop off and pick up traffic from St Laurence's Col often queues down Stephens Rd as far as this intersection. | 0 | 0 |
| Private car | 81 Stephens Rd, South Brisbane QLD 4101, Australia | Needs a no right turn into St Laurence's College intervention to ease drop-off/pickup traffic congestion and improve safety. | 0 | 0 |
| Private car | 39 Clarence St, South Brisbane QLD 4101, Australia | A 'no left turn from Stephens Road to Clarence St' would cut down rat-running and increase safety at this dangerous intersection. | 0 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|-------------|--|--|-------------|----------------|
| Private car | 1A Clarence St, Woolloongabba QLD 4102, Australia | Clarence Street narrow and heavy parking load. Lights at Annerley Rd intersection will make street dangerous. | 0 | 1 |
| Private car | 8-10 Clarence St, South Brisbane QLD 4101, Australia | Hospital parking traffic. | 0 | 0 |
| Private car | 12 Clarence St, South Brisbane QLD 4101, Australia | Child Care traffic. | 0 | 0 |
| Private car | 24 Clarence St, South Brisbane QLD 4101, Australia | Patient family support accommodation traffic. | 0 | 0 |
| Private car | 40 Clarence St, South Brisbane QLD 4101, Australia | AIDAWS Drug Rehabilitation Clinic parking and visitors. | 0 | 0 |
| Private car | 39 Clarence St, South Brisbane QLD 4101, Australia | Steep slope makes intersection risky. | 0 | 0 |
| Private car | 1 Heaslop St, Woolloongabba QLD 4102, Australia | Not enough parking planned for here. Heaslop Street is already full of cars each day | 0 | 0 |
| Private car | 166 Hardgrave Rd, West End QLD 4101, Australia | Visibility out of Bristol St is often very poor due to parked cars. This is exasperated by fast moving traffic along Hardgrave Rd. | 0 | 0 |
| Private car | 14 Salisbury St, Woolloongabba QLD 4102, Australia | Commuter parking in Salisbury Street and surrounds is becoming very congested and impacts on local residents accessing and parking. | 0 | 0 |
| Private car | 345 Montague Rd, West End QLD 4101, Australia | Traffic lights to allow cars to easily turn in/out of side road without impeding Montague Rd or endangering pedestrians. | 0 | 0 |
| Private car | 1 Vulture St, West End QLD 4101, Australia | Roundabout needed to allow cars to easily turn right out of Vulture on to Montague or turn right from Montague into Vulture. | 0 | 0 |
| Private car | 37 Duncan St, West End QLD 4101, Australia | Speed limit in Duncan street and in all streets west of Montague toward the river should be reduced to 40 | 0 | 1 |
| Private car | 15 Kurilpa St, West End QLD 4101, Australia | This is now a heavily residential with a high density of families. All streets off Montague should have a reduced speed limit of 40 | 0 | 0 |
| Private car | 32 Cordelia St, South Brisbane QLD 4101, Australia | Due to the bushes/landscaping, it is difficult to check properly for oncoming traffic when turning off George Croft Lane on to Cordelia St | 0 | 0 |
| Private car | 62 Merivale St, South Brisbane QLD 4101, Australia | Parking bays south side of Russell St obstruct traffic flow exiting Convention Centre car park. These should be removed. | 0 | 1 |
| Private car | 82B Merivale St, South Brisbane QLD 4101, Australia | Parking bays on west side of Merivale St obstruct flow of traffic on street and exiting from Convention Centre. Remove these bays. | 0 | 0 |
| Private car | 110 Ernest St, South Brisbane QLD 4101, Australia | Cars travelling between Gladstone to Ernest Street lose track of traffic lanes causing accidents. Better line marking require on road. | 0 | 0 |
| Private car | 3B River Terrace, Kangaroo Point QLD 4169, Australia | Please put a roundabout around here so that it is possible to safely get to St Vincent's Hospital and Aged Care site by car from the north | 0 | 0 |
| Private car | 32 Tondara Ln, West End QLD 4101, Australia | Cars turning out of Tondara onto Rogers need to come out too far to see past the building. Many close calls | 0 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|-------------|--|--|-------------|----------------|
| Private car | 100 Longlands St, Woolloongabba QLD 4102, Australia | Visibility is low coming from Lerna St onto Longlands St because cars are able to park right up to the corner. Makes the corner dangerous. | 0 | 0 |
| Private car | 28 Russell St, South Brisbane QLD 4101, Australia | I have waited a long time trying to exit the convention centre after a concert. The lights should be run in favour of the exiting traffic. | 0 | 0 |
| Private car | 144 Logan Rd, Woolloongabba QLD 4102, Australia | New lane added turning left onto Logan road. You need to ensure the traffic lights are facing the new lane not the old turning lane. | 0 | 0 |
| Private car | 100 Deshon St, Woolloongabba QLD 4102, Australia | Used as a race track every first Saturday of the month. Stop coffee and Cars using deshon street as a personal speedway. | 0 | 0 |
| Private car | 3 Junction St, Woolloongabba QLD 4102, Australia | The intersection of Junction & O'Keefe streets is extremely dangerous for those turning right as it joins the roundabout immediately. | 0 | 0 |
| Private car | 12 Middle St, Highgate Hill QLD 4101, Australia | The streets are very narrow. Cars should park to 1 side of the street only! Sometimes parked on both sides | 0 | 0 |
| Private car | 105b Gladstone Rd, Highgate Hill QLD 4101, Australia | Double lane right turn makes no sense when cars merge into 1 after proceeding through lights | 0 | 0 |
| Private car | 7/156 Boundary St, Brisbane City QLD 4101, Australia | Traffic lights work very well at this intersection, however traffic turning right takes a long time and hold up traffic, particularly busses | 0 | 0 |
| Private car | 393 Annerley Rd, Annerley QLD 4103, Australia | Too many cars park on this stretch of Annerley Road. | 0 | 0 |
| Private car | 40 Annerley Rd, Woolloongabba QLD 4102, Australia | Narrow nature of street means cars often stop here to let others pass. Backs up quickly in peak hour | 0 | 0 |
| Private car | 267 Gladstone Rd, Dutton Park QLD 4102, Australia | This intersection is an accident waiting to happen. | 0 | 0 |
| Private car | 176 State Route 10, Dutton Park QLD 4102, Australia | Very dangerous intersection for motorcyclists and cyclists | 0 | 0 |
| Private car | 15 Dibley St, Woolloongabba QLD 4102, Australia | Numerous accidents at this intersection - poor sight lines around corners, speeding vehicles, and cars crossing centre lines. | 0 | 0 |
| Private car | 173 Park Rd, Woolloongabba QLD 4102, Australia | Sometimes unsafe for pedestrians to cross here due to cars speeding around corner from Dibley Street. | 0 | 0 |
| Private car | 5 Albert St, Woolloongabba QLD 4102, Australia | "Pick-up/drop-off" zone specification needed. Clear signage & additional road marking required. Yellow no parking line often ignored. | 0 | 0 |
| Private car | Dutton Park Place, Dutton Park QLD 4102, Australia | There should be more motorbike parking in this area for access to the University from east of the river. | 0 | 0 |
| Private car | 220 State Route 10, Dutton Park QLD 4102, Australia | Dangerous intersection for cars entering Annerley Road from the side road by crossing several lanes of traffic in order to head north. | 0 | 0 |
| Private car | 45 Harrogate St, Woolloongabba QLD 4102, Australia | This vacant land could be leased for local parking given the pressures experience by local businesses and organisation. | 0 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|-------------------|---|---|-------------|----------------|
| Private car | Woolloongabba Community Garden, 2/14 Fleurs St, Woolloongabba QLD 4102, Australia | Cars turning from Hawthorne to Fleurs are blocked by parked cars on left. This creates obstruction when cars also exit Fleurs to Hawthorne. | 0 | 0 |
| Private car | 72 Hawthorne St, Woolloongabba QLD 4102, Australia | Removal of island makes it unsafe for pedestrians to cross. Cars now swerve wide when rounding corner and cross into the opposing lane. | 0 | 0 |
| Private car | 74 Park Rd, Woolloongabba QLD 4102, Australia | Cars turning right to Park Road often prevent from doing so by traffic and pedestrians. | 0 | 0 |
| Private car | 22 Dibley St, Woolloongabba QLD 4102, Australia | Dibley Street now a very busy rat-run from Ipswich Road. High traffic volume at high speed. | 0 | 0 |
| Private car | 81 Stephens Rd, South Brisbane QLD 4101, Australia | Cars turning right into SLC block road and you can't go around because cars have parked in the spaces opposite the driveway. | 0 | 0 |
| Private car | 79A Raymond Terrace, South Brisbane QLD 4101, Australia | Requires solution for cars to turn right | 0 | 0 |
| Private car | 15 Little Stanley St, South Brisbane QLD 4101, Australia | Close Little Stanley St. to motor vehicles - create pedestrianized boulevard | 0 | 0 |
| Private car | 8 State Route 10, South Brisbane QLD 4101, Australia | Bike lane project is to help bikers riding to city not ambulances, patients and workers around the densely populated hospital precinct | 0 | 0 |
| Private car | 13 Leopard St, Kangaroo Point QLD 4169, Australia | Cars move v. Fast down Riverfront street and can't get out of dude streets with safety. Speed bumps needed. | 0 | 0 |
| Private car | 49 Clydesdale Ave, Annerley QLD 4103, Australia | Road users often use this road as a speedway, particularly northbound motorbikes. It's dangerous for all trying to enter and exit driveways | 0 | 0 |
| Private car | 21 Fairfield Rd, Dutton Park QLD 4102, Australia | This should also be a car bridge. Driving through the city to get here is ridiculous. | 0 | 0 |
| Private car | 4 Indooroopilly St, Dutton Park QLD 4102, Australia | More parking - some people need to drive to get to UQ and have nowhere to park - driving to UQ is a nightmare. More parks here for students | 0 | 0 |
| Private car | Victoria Bridge, Victoria Bridge, South Brisbane QLD 4101, Australia | Keep car access... removing will just create traffic elsewhere like near Roma st - already congested there | 0 | 0 |
| Private car | 164-176 Ipswich Rd, Woolloongabba QLD 4102, Australia | Poor visibility from stop sign on busy road | 0 | 0 |
| Taxi / ride share | 810 Stanley St, Woolloongabba QLD 4102, Australia | Ensure ride and car share facilities are incorporated as part of gabba redevelopment | 1 | 1 |
| Taxi / ride share | 11 Jane St, West End QLD 4101, Australia | I often duck up here to catch an Uber over the bridge to Milton area. It's easier to be out of the way of the main St. | 0 | 0 |
| Taxi / ride share | 182 Dornoch Terrace, Highgate Hill QLD 4101, Australia | Taxi rank is abused by illegal parking | 0 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|-------------------|--|---|-------------|----------------|
| Taxi / ride share | 264 Ipswich Rd, Woolloongabba QLD 4102, Australia | Taxi phone at Buranda Shopping Centre has been removed so I have to wait until a taxi passes | 0 | 0 |
| Taxi / ride share | 137 Boundary St, West End QLD 4101, Australia | 1.Rank space should be extended to accommodate more taxis 2.Create a hub and start a demand responsive taxi service for the area | 0 | 0 |
| Taxi / ride share | 393 Annerley Rd, Annerley QLD 4103, Australia | Safe pick-up points are necessary. | 0 | 0 |
| Taxi / ride share | 14 Little Stanley St, Brisbane City QLD 4101, Australia | Dedicated pick-up/drop-off zones for ride share operators on Little Stanley & Grey St. | 0 | 0 |
| Train | 320 Montague Rd, West End QLD 4101, Australia | Montague Road requires a Metro/Light Rail style mass public transit system that had priority over cars. | 14 | 2 |
| Train | 188 Boundary St, Highgate Hill QLD 4101, Australia | Cross River Rail 2.0 St Lucia, West End, South Brisbane, City, Kangaroo Point, New Farm, Bulimba, Hamilton | 8 | 0 |
| Train | Stanley St | be good to have a train station here for the cricket and football crowds | 6 | 0 |
| Train | 48 Gloucester St, Highgate Hill QLD 4101, Australia | Reinstate Gloucester St station | 4 | 0 |
| Train | 82 Vulture St, West End QLD 4101, Australia | There should by now have been a train linking UQ - West End - CBD - New Farm. | 4 | 0 |
| Train | 30 Boggo Rd, Dutton Park QLD 4102, Australia | This train station (As many in Brisbane do) feel very unsafe at night. I choose to bus even though it takes longer- this could be improved | 3 | 0 |
| Train | 35 Tribune St, South Brisbane QLD 4101, Australia | Stairs to South Bank platform 1 should be rebuilt from Tribune St. Bus/train interchange very unattractive now. | 2 | 0 |
| Train | 72 Thomas St, West End QLD 4101, Australia | Subway connection through West End to UQ, Yeerongpilly and beyond. Stop messing around. | 2 | 1 |
| Train | 94A Colchester St, South Brisbane QLD 4101, Australia | Faster options to get from Wynnum West to Southbank busway or to the City. Services need to also commence earlier to arrive prior to 6:30am | 1 | 0 |
| Train | South Bank Station, Grey St, South Brisbane QLD 4101, Australia | Platform needs improvement. As a casual train user I do not feel comfortable at this station at night. | 1 | 0 |
| Train | Victoria Bridge, Victoria Bridge, South Brisbane QLD 4101, Australia | West end through to UQ underground metro connection. turn this bridge into active transport/green bridge | 1 | 2 |
| Train | Cultural Centre station, South Brisbane QLD 4101, Australia | Underground metro and bus tunnel here. Remove bus stops. Remove fencescaping and pedestrian obstructions. | 1 | 0 |
| Train | 337 Montague Rd, West End QLD 4101, Australia | This is such a high traffic area that we need a tram or light rail | 1 | 0 |
| Train | 74 Park Rd, Woolloongabba QLD 4102, Australia | After heavy rain the water gushes onto footpath and makes it very slippery for pedestrians and bicycles under the railway bridge. | 1 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|-------|---|--|-------------|----------------|
| Train | Unit 2/357 Ipswich Rd, Annerley QLD 4103, Australia | Connect Annerley by subway to the hospitals and CBD. Copenhagen style: subway below, bike on the surface. Cars stay home. | 0 | 0 |
| Train | West End Ferry Terminal, Cnr Orleigh and Hoogley Street, West End QLD 4101, Australia | Underground circle line | 0 | 0 |
| Train | 281 Grey St, South Brisbane QLD 4101, Australia | Need more train timetable panels along the southbound platform. | 0 | 0 |
| Train | 19 Dudley St, Highgate Hill QLD 4101, Australia | Provide proper train link to UQ | 0 | 0 |
| Train | 234C Main St, Kangaroo Point QLD 4169, Australia | lightrail stop for kangaroo point | 0 | 0 |
| Train | 226 Grey St, South Brisbane QLD 4101, Australia | Southbank Train station does not have adequate weather shelter on platform since completion of adjacent development. | 0 | 0 |
| Train | South Bank Station, Grey St, South Brisbane QLD 4101, Australia | The trains and busses from south bank are very efficient. Thanks! | 0 | 0 |
| Train | 15 Glenfield St, West End QLD 4101, Australia | underground or light rail to UQ | 0 | 0 |
| Train | Buranda station, Gillingham St, Woolloongabba QLD 4102, Australia | Google Maps incorrectly labels the platform numbers. This is confusing for navigation. | 0 | 0 |
| Train | Dutton Park station, Dutton Park QLD 4102, Australia | If this train station were designed well it could connect to the uni, Fairfield, Biosciences precinct; instead is isolated and pointless | 0 | 0 |
| Train | 20 Burke St, Woolloongabba QLD 4102, Australia | Trains rounding this corner are very loud in the middle of the night. Coal trains shed dust everywhere. | 0 | 0 |
| Train | 187 Ipswich Rd, Woolloongabba QLD 4102, Australia | Trains rounding this corner are very loud in the middle of the night. Coal trains shed dust everywhere. | 0 | 0 |
| Train | 35 Tribune St, South Brisbane QLD 4101, Australia | There used to be an entrance to Platform 1 here. I would love to see a lift/stairs squeezed in between to save us from walking around. | 0 | 0 |
| Train | 19 Dudley St, Highgate Hill QLD 4101, Australia | Train to uq from park road - busses always congested | 0 | 0 |
| Train | South Bank Station, Grey St, South Brisbane QLD 4101, Australia | Needs more shade | 0 | 0 |
| Train | South Brisbane Station, Grey St, South Brisbane QLD 4101, Australia | Need better shading on the platforms, it's a nightmare in summer | 0 | 0 |
| Train | 226 Grey St, South Brisbane QLD 4101, Australia | more shaded areas, as there's no protection from the sun & rain on this overly cemented platform | 0 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|---------|---|--|-------------|----------------|
| Train | 192A Vulture St, South Brisbane QLD 4101, Australia | Need more go card readers, there are only 2 for each exit, more readers would make it quicker to enter and exit train station. | 0 | 0 |
| Walking | 337 Montague Rd, West End QLD 4101, Australia | A safe pedestrian and bike crossing is needed here, particularly as this is a key bike access to the riverside. | 21 | 0 |
| Walking | 102 Hill End Terrace, West End QLD 4101, Australia | A connection (bridge or ferry) from Hill End to Toowong will greatly improve access to train and shops. | 15 | 5 |
| Walking | 211 Montague Rd, West End QLD 4101, Australia | Pedestrian refuges required here, it can be very dangerous to cross the road here with drivers flying off Montague Road at high speed. | 13 | 0 |
| Walking | 249 Wellington Rd, East Brisbane QLD 4169, Australia | Extended the river walk from Mowbray park to dockside. | 13 | 0 |
| Walking | Riverside Dr, West End QLD 4101, Australia | The riverside walking / cycling route doesn't feel very safe at night. There isn't enough lighting / passive surveillance. | 12 | 1 |
| Walking | 355A Main St, Kangaroo Point QLD 4169, Australia | It's about time for a bridge here. | 12 | 3 |
| Walking | 1 Heath St, East Brisbane QLD 4169, Australia | Crossing Wynnum Rd can take up to 5 minutes. Mega-expensive road widening should include a walking and cycling underpass | 12 | 0 |
| Walking | Thornton St and Pixley St, Kangaroo Point QLD 4169, Australia | A pedestrian -cyclist bridge is needed here as a priority. | 11 | 0 |
| Walking | 2 Melbourne St, South Brisbane QLD 4101, Australia | Shade for pedestrians | 11 | 1 |
| Walking | 100A Edmondstone St, South Brisbane QLD 4101, Australia | Lots of conflict between ferry users, pedestrians and cyclists here, especially on weekends | 10 | 0 |
| Walking | 55 Lytton Rd, East Brisbane QLD 4169, Australia | Better pedestrian crossing needed to get to Mowbray Park. | 10 | 0 |
| Walking | 60A Ferry Rd, West End QLD 4101, Australia | Pedestrian/cycling bridge to Toowong would help commuters. Short walk to train from there | 10 | 2 |
| Walking | 349 Boundary St, West End QLD 4101, Australia | The bridge to UQ should be here and just for cyclists and pedestrians. | 9 | 0 |
| Walking | Unit 1/30 Oconnell St, Kangaroo Point QLD 4169, Australia | Join sections of Riverwalk around to Mowbray Park | 9 | 0 |
| Walking | 13 Bell St, Kangaroo Point QLD 4169, Australia | No safe place to cross in this street. Given there is always moving traffic, a pedestrian crossing should be put in place | 9 | 0 |
| Walking | 337 Montague Rd, West End QLD 4101, Australia | Urgently need crossing | 9 | 0 |
| Walking | Montague Rd near Victoria St, stop 10, West End QLD 4101, Australia | Dangerous crossing for people alighting from or catching the bus! | 9 | 0 |
| Walking | 140 Melbourne St, South Brisbane QLD 4101, Australia | Pedestrian green can stay on much longer due to the one way street | 8 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|---------|--|---|-------------|----------------|
| Walking | 108 Park Rd, Woolloongabba QLD 4102, Australia | Dangerous Pedestrian Crossing. | 8 | 0 |
| Walking | 76C Railway Terrace, Dutton Park QLD 4102, Australia | Need a bridge here | 8 | 0 |
| Walking | 77 Lower River Terrace, Kangaroo Point QLD 4169, Australia | Connect CBD to Gabba by footbridge | 8 | 0 |
| Walking | 335 Montague Rd, West End QLD 4101, Australia | Crossing here before someone is killed | 8 | 0 |
| Walking | 2 Logan Rd, Woolloongabba QLD 4102, Australia | Slip lane is dangerous for people walking and cycling. Require motor vehicles to give way here. | 8 | 0 |
| Walking | 64 Thorn St, Kangaroo Point QLD 4169, Australia | Complete missing sections of Riverwalk | 8 | 0 |
| Walking | 25 Castlebar St, Kangaroo Point QLD 4169, Australia | complete missing sections of Riverwalk | 8 | 0 |
| Walking | 217 Grey St, South Brisbane QLD 4101, Australia | Pedestrians are required to wait twice to cross here, however this just encourages jaywalking. Pedestrian crossings should be co-ordinated. | 8 | 0 |
| Walking | 2 Melbourne St, South Brisbane QLD 4101, Australia | Victoria Bridge is too hot in summer. It needs shade. | 8 | 0 |
| Walking | 151A Jane St, West End QLD 4101, Australia | Close Riverside Drive for cars - open for pedestrians and bicycles only. | 8 | 0 |
| Walking | 76C Railway Terrace, Dutton Park QLD 4102, Australia | Pedestrian link from hospital to train station precinct would be useful for hospital workers and future high school site. | 7 | 0 |
| Walking | 258 State Route 10, Dutton Park QLD 4102, Australia | footpath is too narrow for pedestrians and cyclists | 7 | 0 |
| Walking | 866 State Route 15, Woolloongabba QLD 4102, Australia | Main Street needs to be improved for pedestrians. Currently a very hostile environment for people walking. | 7 | 0 |
| Walking | Merivale St | Pedestrian crossing needed on all sides of this intersection as it is a major connector between South Bank and Musgrave Pk. | 7 | 0 |
| Walking | 412 Stanley St, South Brisbane QLD 4101, Australia | Charity Muggers or 'Chuggers' set up here and will harass pedestrians. Adds a desperate and negative vibe to the city. | 7 | 0 |
| Walking | 154 Melbourne St, South Brisbane QLD 4101, Australia | Crossing the road here is often like dicing with death, it needs a pedestrian refuge and slower turning speeds. | 6 | 0 |
| Walking | 3 Boundary St, South Brisbane QLD 4101, Australia | A pedestrian crossing here during the Montague Road phase will save a lot of time and delay getting from Milton, especially on game days. | 6 | 0 |
| Walking | 584 State Route 41, East Brisbane QLD 4169, Australia | It is very difficult to cross the street here in peak hour after getting off the bus. | 6 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|---------|---|---|-------------|----------------|
| Walking | 130 State Route 95, Kangaroo Point QLD 4169, Australia | There are no pedestrian crossings to cross Wellington Rd near Mowbray Tce. Long waits and dangerous crossing the road. | 6 | 0 |
| Walking | 1027A Stanley St E, East Brisbane QLD 4169, Australia | Need a place to cross to get to the park. Very dangerous areas for walkers and cyclists trying to connect to the park and paths. | 6 | 0 |
| Walking | Thornton St and Pixley St, Kangaroo Point QLD 4169, Australia | build Kangaroo Point to City footbridge | 6 | 0 |
| Walking | Hardgrave Rd / Skinner St, West End QLD 4101, Australia | add pedestrian crossing | 6 | 0 |
| Walking | 204 Vulture St, South Brisbane QLD 4101, Australia | Tiny traffic island does not have sufficient room for people walking and cycling to wait | 6 | 0 |
| Walking | 200 River Terrace, Kangaroo Point QLD 4169, Australia | Provide proper pedestrian crossing either at Walmsley St or Llewellyn St | 6 | 0 |
| Walking | 127 Dornoch Terrace, Highgate Hill QLD 4101, Australia | No footpath on this side of Dornoch Tce for pedestrians. | 6 | 0 |
| Walking | 205 Vulture St, South Brisbane QLD 4101, Australia | Pedestrian crossing light can remain green longer to match the green for cars. | 5 | 0 |
| Walking | 11 Mollison St, South Brisbane QLD 4101, Australia | This area is poorly lit for walking in the evening | 5 | 0 |
| Walking | 30 Boggo Rd, Dutton Park QLD 4102, Australia | A pedestrian crossing here would make it safer for people crossing from the science centre to the transport stations. | 5 | 0 |
| Walking | 34 Bouquet St, South Brisbane QLD 4101, Australia | Access to the ramp of the pedestrian side of the bridge from the road along the river in the form of stairs or a ramp. | 5 | 0 |
| Walking | 167 Annerley Rd, Dutton Park QLD 4102, Australia | Pedestrian environment needs upgrading with more trees, shelter and rest stops. Make it a viable walking route. | 5 | 0 |
| Walking | S08, 472 Stanley St, South Brisbane QLD 4101, Australia | Insufficient room for all the people waiting to cross | 5 | 0 |
| Walking | 300 Vulture St, Kangaroo Point QLD 4169, Australia | Pedestrians are forced to wait a long time here for a few seconds to start crossing. Drivers regularly turn across pedestrians. | 5 | 0 |
| Walking | 707 State Route 15, Kangaroo Point QLD 4169, Australia | Needs pedestrian crossing on north side of intersection also, so pedestrians aren't forced to beg-and-wait twice to cross the road. | 5 | 0 |
| Walking | Located next to the Wheel of Brisbane, Russell St, South Brisbane QLD 4101, Australia | New bridge to casino will damage public space here | 5 | 1 |
| Walking | 121 Stephens Rd, South Brisbane QLD 4101, Australia | Rat-runners cutting across Stephens Road commonly do not look out for pedestrians crossing here. | 5 | 0 |
| Walking | 25A Bouquet St, South Brisbane QLD 4101, Australia | Please remove the banana bars here. These are a menace to people pushing prams and kids with scooters. | 5 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|---------|---|--|-------------|----------------|
| Walking | 126 Boundary St, West End QLD 4101, Australia | Close part of boundary st to traffic to make it a more pedestrian friendly community space | 5 | 2 |
| Walking | 142 Boundary St, West End QLD 4101, Australia | On weekends, close Boundary St between Vulture and Mollison St to allow for safe shopping, on-street dining, markets and community events | 5 | 1 |
| Walking | Dorchester St at Somerville House, stop 5, South Brisbane QLD 4101, Australia | Bad street lighting here makes it unsafe to go walk to the train station. | 5 | 0 |
| Walking | 41-49 Russell St, South Brisbane QLD 4101, Australia | Council just installed new footpaths here to the same width as a suburban footpath, inadequate for the foot volume | 4 | 1 |
| Walking | Townhouse 4/165 Dornoch Terrace, Highgate Hill QLD 4101, Australia | There is a public laneway that needs to be improved and connected. | 4 | 0 |
| Walking | 1 Browning St, West End QLD 4101, Australia | Compliance with no left turn sign from Browning onto Boundary Street can be poor, signage not visible from stop line. | 4 | 0 |
| Walking | 584 State Route 10, Woolloongabba QLD 4102, Australia | Motor vehicles run the red light on every light cycle and block the intersection forcing pedestrians to walk further out or queue | 4 | 0 |
| Walking | 133 Park Rd, Woolloongabba QLD 4102, Australia | Pathways linking to the station require shade - suggest trees to maximise pedestrian activity. | 4 | 0 |
| Walking | 866 State Route 15, Woolloongabba QLD 4102, Australia | Main Street needs to be activated. It's currently a very poor environment for pedestrians. | 4 | 0 |
| Walking | 264 Ipswich Rd, Woolloongabba QLD 4102, Australia | Driveway exit is dangerous for pedestrians | 4 | 0 |
| Walking | 366 Vulture St, Kangaroo Point QLD 4169, Australia | Pedestrians are forced to wait a long time here for a few seconds to start crossing. Drivers regularly turn across pedestrians. | 4 | 0 |
| Walking | 39 Hawthorne St, Woolloongabba QLD 4102, Australia | Like walking across the mouth of Hades -- hot, loud, smelly, and unpleasant in every way. | 4 | 1 |
| Walking | 26A Merton Rd, Woolloongabba QLD 4102, Australia | Cars often run stop sign at the end of Hawthorne. Uneven footpaths, speed bumps, no clear pedestrian crossings make this area a nightmare. | 4 | 0 |
| Walking | 426 Montague Rd, West End QLD 4101, Australia | Walking is awful on Montague Rd. Not safe. Hot. Not enough trees or crossings. Make the street a shady boulevard. | 4 | 0 |
| Walking | 77 Vulture St, West End QLD 4101, Australia | Boulevard. More trees and pedestrian crossings. Better light and urban design. Reduce car speeds. More seats. | 4 | 1 |
| Walking | 504 State Route 15, Kangaroo Point QLD 4169, Australia | Dangerous crossings at this intersection for pedestrians - cars run red lights regularly. | 4 | 0 |
| Walking | Merivale St | The pedestrian crossing is on the wrong side forcing everyone to make a 2 or 3 stage crossing of the road. | 4 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|---------|--|---|-------------|----------------|
| Walking | Montague Rd / Brereton St, West End QLD 4101, Australia | Pedestrian Crossing needs to be better lit for drivers | 3 | 0 |
| Walking | 64 Hampstead Rd, Highgate Hill QLD 4101, Australia | Hampstead Road is too wide. Road should be given back as a linear park. | 3 | 4 |
| Walking | 46 St James St, Highgate Hill QLD 4101, Australia | Need ped/cycle connection between Green Bridge and West End (TJ Doyle Memorial Drive and Orleigh St at west end). | 3 | 1 |
| Walking | 78 State Route 10, South Brisbane QLD 4101, Australia | Cars speed through this intersection and commonly run the red light in peak hours | 3 | 1 |
| Walking | 64 Annerley Rd, Woolloongabba QLD 4102, Australia | A barren wasteland for pedestrians | 3 | 0 |
| Walking | 321 Main St, Kangaroo Point QLD 4169, Australia | Needs an accessible underpass so that people with prams, wheelchairs, etc. don't have to negotiate stairs | 3 | 0 |
| Walking | 217 Grey St, South Brisbane QLD 4101, Australia | Uncontrolled slip lane here is dangerous for pedestrians in this very busy area | 3 | 0 |
| Walking | 217 Grey St, South Brisbane QLD 4101, Australia | Large numbers of people walking from station to Goodwill Bridge are forced to crowd together and wait here | 3 | 0 |
| Walking | 284 State Route 41, Kangaroo Point QLD 4169, Australia | Vulture St footpath is very lumpy and rough | 3 | 0 |
| Walking | 143 Baines St, Kangaroo Point QLD 4169, Australia | Provide an actual pedestrian crossing here, and slow the cars down. | 3 | 0 |
| Walking | 234 State Route 23, East Brisbane QLD 4169, Australia | High speed slip lane is dangerous for pedestrians. | 3 | 0 |
| Walking | 159C Logan Rd, Woolloongabba QLD 4102, Australia | Pedestrian crossing point required across Logan Road | 3 | 0 |
| Walking | 35 Tribune St, South Brisbane QLD 4101, Australia | Need a quicker option to get to Platform 1 at the Train station from the Busway. Getting to P2 and P3 is fine but P1 access takes too long. | 3 | 0 |
| Walking | 2 Melbourne St, South Brisbane QLD 4101, Australia | Suggest pedestrians on one side, cyclists on the other side of Victoria Bridge | 3 | 0 |
| Walking | 1 Dornoch Terrace, West End QLD 4101, Australia | Very dangerous area for pedestrians to cross. Needs some form of traffic calming as it is a busy intersection. | 3 | 0 |
| Walking | 26C Bouquet St, South Brisbane QLD 4101, Australia | Please remove the banana bars through here. These are due for removal and a menace to people pushing prams and kids on scooters | 3 | 0 |
| Walking | 25 Montague Rd, South Brisbane QLD 4101, Australia | More ramps to bridges with bicycle and pedestrian paths. | 3 | 0 |
| Walking | Duncan Street, West End, Brisbane City QLD 4101, Australia | Duncan st needs more traffic calming or reduced speed limits to improve safety for pedestrians. | 3 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|---------|--|--|-------------|----------------|
| Walking | 206/10 Pidgeon Cl, West End QLD 4101, Australia | Create better cycling and walking path along the riverside. Montague Road is horrible and is (unavoidably) only getting worse. | 3 | 0 |
| Walking | 10 Boundary St, South Brisbane QLD 4101, Australia | Pedestrian access and priority is incredibly poor around this area | 3 | 0 |
| Walking | 13 Bell St, Kangaroo Point QLD 4169, Australia | River Terrace is unsafe for pedestrians to cross. Need more signalised pedestrian crossings to improve safety. | 3 | 0 |
| Walking | 96 Dornoch Terrace, Highgate Hill QLD 4101, Australia | Pedestrian safety is poor. No pedestrian crossings. The footpaths aren't continuous. Visibility is poor for pedestrians crossing the road. | 3 | 0 |
| Walking | 178-180 Logan Rd, Woolloongabba QLD 4102, Australia | The section of Logan Road between Stones Corner round-about and the Broadway Hotel needs to be more of a people street. | 3 | 0 |
| Walking | Leftbank Apartments, Unit 8/35 Buchanan St, West End QLD 4101, Australia | It is time to close off Riverside Drive to vehicles | 3 | 0 |
| Walking | 260 Annerley Rd, Annerley QLD 4103, Australia | This corner needs more protection for pedestrians. It's almost impossible to cross safely in rush hour. | 3 | 0 |
| Walking | 82 O'Keefe St, Woolloongabba QLD 4102, Australia | Pedestrians continually cross O'Keefe st to get to the Buranda bus station as the crossings are too far apart. Footbridge? | 3 | 0 |
| Walking | 18 Edmondstone St, South Brisbane QLD 4101, Australia | Mid-block walkways being built here as part of new developments are great | 2 | 0 |
| Walking | 127 State Route 10, Dutton Park QLD 4102, Australia | Traffic light here is badly orchestrated for kids going to school. The waiting time is really long. Also many cars run this red light. | 2 | 0 |
| Walking | 171 Vulture St, South Brisbane QLD 4101, Australia | Pedestrian lights crossing Edmondstone can & should run longer. Students often cross on the red bc cars can't enter/leave the road. | 2 | 0 |
| Walking | 172 Hardgrave Rd, West End QLD 4101, Australia | Need a pedestrian island here. People cross the street from the restaurants and are blind to cars coming around the bend | 2 | 0 |
| Walking | 278 Gladstone Rd, Dutton Park QLD 4102, Australia | Need an underpass or a bridge here so that the school kids (for the new school) can cross to the park/commuting. | 2 | 1 |
| Walking | 43a Annerley Rd, South Brisbane QLD 4101, Australia | Drivers fail to give way to pedestrians crossing the road as they speed along Annerley road. | 2 | 0 |
| Walking | 25 Elliott St, Dutton Park QLD 4102, Australia | Pedestrian access path poorly - consider CPTED principles | 2 | 0 |
| Walking | 144 Ipswich Rd, Woolloongabba QLD 4102, Australia | Pedestrian link / stairwell poorly lit and has poor surveillance | 2 | 0 |
| Walking | 11 Montague Rd, South Brisbane QLD 4101, Australia | Very good place to get stabbed after dark. | 2 | 0 |
| Walking | 260 Annerley Rd, Annerley QLD 4103, Australia | Dangerous to cross here on foot with cars turning in from multiple directions. Need to wait for break in busy traffic and run across. | 2 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|---------|---|---|-------------|----------------|
| Walking | 49 Young St, Annerley QLD 4103, Australia | Dangerous crossing point for pedestrians | 2 | 0 |
| Walking | 29 Cairns St, Kangaroo Point QLD 4169, Australia | Pedestrian crossing should be green whenever traffic has stopped. Pedestrians should not have to beg and wait a complete cycle. | 2 | 0 |
| Walking | 29 Cairns St, Kangaroo Point QLD 4169, Australia | Remove slip lane, and signalise turn. Drivers do not give way here. | 2 | 0 |
| Walking | 29 Cairns St, Kangaroo Point QLD 4169, Australia | Dangerous high-speed slip lane where drivers do not give way to pedestrians. | 2 | 0 |
| Walking | 20 Logan Rd, Woolloongabba QLD 4102, Australia | Cars are *always* parked on the footpath here | 2 | 0 |
| Walking | 22 Shafston Ave, Kangaroo Point QLD 4169, Australia | Signal phase here is dreadful for pedestrians, forcing a long wait while cars have green. | 2 | 0 |
| Walking | 3 Castlebar St, Kangaroo Point QLD 4169, Australia | A pedestrian overpass across Shafston Ave is required here | 2 | 0 |
| Walking | 33 Lytton Rd, East Brisbane QLD 4169, Australia | Put in an walking overpass, so the cars can move through without stopping and to enhance access to the park and ferry | 2 | 0 |
| Walking | 11 Stephens Rd, South Brisbane QLD 4101, Australia | More Active Travel to School programs should be run in this area -- kids would be healthier and the school traffic would lessen. | 2 | 0 |
| Walking | 479 Stanley St, South Brisbane QLD 4101, Australia | This is a terrifying place to ride a bicycle. I stumbled in here once and can't go back until you physically separate bicycles from cars. | 2 | 0 |
| Walking | 30 Duncan St, West End QLD 4101, Australia | Duncan st needs safe pedestrian crossings to allow people to access riverside drive. | 2 | 0 |
| Walking | East Brisbane, Level1/904 Stanley St E, East Brisbane QLD 4169, Australia | Make Stanley street friendly to pedestrians. Increase safety and shade | 2 | 0 |
| Walking | 412 Stanley St, South Brisbane QLD 4101, Australia | Cyclists are required by law to give way to pedestrians here, but seldom do. | 2 | 0 |
| Walking | 25A Duncan St, West End QLD 4101, Australia | Wider walking path needed to allow people to pass each other - particularly with prams. | 2 | 0 |
| Walking | 184 Lower Hardgrave Rd, West End QLD 4101, Australia | Very unsafe intersection for pedestrians and cyclists with the increased rat-running out of Montague Rd along Ganges and into Hardgrave. | 2 | 0 |
| Walking | Rainforest Walk, Clem Jones Promenade, South Brisbane QLD 4101, Australia | Please reconsider the casino bridge - it is not needed - we have Kurilpa, Victoria and Goodwill. Unnecessary and will destroy trees. | 2 | 0 |
| Walking | Montague Rd near Victoria St, stop 10, West End QLD 4101, Australia | PEDESTRIAN CROSSING NEEDED - or MOVE BUSSTOPS | 2 | 1 |
| Walking | 100B Edmondstone St, South Brisbane QLD 4101, Australia | More lighting here please. Most of the paths are well lit, except the intersection of the two roads within the park. Very dark! | 2 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|---------|--|--|-------------|----------------|
| Walking | 252 State Route 10, Dutton Park QLD 4102, Australia | Long, undignified wait for pedestrians at this crossing | 2 | 0 |
| Walking | 11 Balaclava St, Woolloongabba QLD 4102, Australia | This whole area should be made more cycling/pedestrian friendly, and connect up with the Logan Road precinct | 2 | 0 |
| Walking | Merivale St | activate this 'back end' of convention centre to enhance the walking environment | 2 | 0 |
| Walking | Mollison St near Boundary St, stop 5, South Brisbane QLD 4101, Australia | Dangerous on the construction side of the road. Give pedestrians some access both sides of the road here during construction, slow cars down | 2 | 0 |
| Walking | 86 Hill End Terrace, West End QLD 4101, Australia | More seats for people at the dog park | 2 | 0 |
| Walking | West End Riverside Lands Park, 60 Kurilpa St, West End QLD 4101, Australia | Pedestrian/cycle bridge to Toowong: walk to all the buses on Coro dr, access to Toowong st AND customers coming to Toowong. So obvious. | 2 | 2 |
| Walking | Shop 2/107 Gladstone Rd, Highgate Hill QLD 4101, Australia | Stop sign for bicycles | 2 | 0 |
| Walking | 247 Logan Rd, Woolloongabba QLD 4102, Australia | Missed opportunity to improve this busy and flawed intersection, land on the corner now being developed causing more problems. | 2 | 0 |
| Walking | Clem Jones Promenade, South Brisbane QLD 4101, Australia | Forget casino bridge, so many places a bridge would benefit locals more. | 2 | 0 |
| Walking | Merivale St | Pedestrians crossing illegally due to unusual signal phasing/turn movements | 2 | 0 |
| Walking | 260 Annerley Rd, Annerley QLD 4103, Australia | Wait times for crossing this approx. 10m intersection up to 15 minutes in peak travel. | 2 | 0 |
| Walking | Dutton Park station, Dutton Park QLD 4102, Australia | Pinch point on the pedestrian/cycle path at this end. One pedestrian queuing impedes the pathway. | 2 | 0 |
| Walking | 100 Latrobe St, East Brisbane QLD 4169, Australia | We are forced to cross 3 roads to access our park and ferry stop, taking over 10min due to no direct crossing, all in full sun. | 2 | 0 |
| Walking | Unit 16/376 Montague Rd, West End QLD 4101, Australia | It is hard to cross Montague Road. The traffic is very intense. There are no pedestrian crossings or lights. | 2 | 0 |
| Walking | 963 Stanley St E, East Brisbane QLD 4169, Australia | Cars never pay attention to this pedestrian crossing - near misses are common | 2 | 0 |
| Walking | 127 State Route 10, Dutton Park QLD 4102, Australia | Cars run through this red light | 1 | 1 |
| Walking | 14 State Route 10, South Brisbane QLD 4101, Australia | Drivers ignore the red lights and block the crossing. | 1 | 0 |
| Walking | 144A Park Rd, Woolloongabba QLD 4102, Australia | Dangerous to cross road in peak | 1 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|---------|---|--|-------------|----------------|
| Walking | 228 State Route 95, Woolloongabba QLD 4102, Australia | Pedestrian crossing here is on very long sequence (90 seconds), making it really inconvenient to cross | 1 | 0 |
| Walking | 310 Ipswich Rd, Annerley QLD 4103, Australia | Long stretch of Ipswich Rd with no pedestrian crossing | 1 | 0 |
| Walking | 6 King St, Annerley QLD 4103, Australia | Needs a pedestrian crossing point | 1 | 0 |
| Walking | 859 State Route 41, Woolloongabba QLD 4102, Australia | Footpath along Stanley St is very lumpy and in poor condition | 1 | 0 |
| Walking | 134 Hardgrave Rd, West End QLD 4101, Australia | Safer, shaded pedestrian friendly streets | 1 | 0 |
| Walking | 6 Brereton St, South Brisbane QLD 4101, Australia | Better lighting for walkers | 1 | 0 |
| Walking | 67 Geelong St, East Brisbane QLD 4169, Australia | Put speed bumps in the quiet streets, to make walking with kids and dogs safer | 1 | 0 |
| Walking | 107 Annerley Rd, Dutton Park QLD 4102, Australia | Cyclists often run the red light here and pose a threat to pedestrians crossing Annerley Rd. | 1 | 0 |
| Walking | Dutton Park QLD 4102, Australia | Pedestrian access to bus stops and the playground/park is unsafe and inadequate. | 1 | 0 |
| Walking | 501 Stanley St, South Brisbane QLD 4101, Australia | Staff travel to work leads to the traffic congestion around the hospital, fund a travel plan and infrastructure to help staff get here. | 1 | 0 |
| Walking | 586 Stanley St, Woolloongabba QLD 4102, Australia | Make it an offence for cyclists to ride their bikes on this section of footpath. Police it. | 1 | 4 |
| Walking | 54 Montague Rd, South Brisbane QLD 4101, Australia | I have been almost run over on the zebra crossing way too many times. Vehicles are not looking. | 1 | 0 |
| Walking | 256 Logan Rd, Woolloongabba QLD 4102, Australia | Pedestrian underpass connecting Hanlon Park Walkway/Bikeway to Logan Rd/Gladys St/Cowley St | 1 | 0 |
| Walking | 2 River Terrace, Kangaroo Point QLD 4169, Australia | Please provide a Disability Discrimination Act compliant access between the top and bottom of the Kangaroo Point Cliffs Park i.e. lift. | 1 | 0 |
| Walking | 35 Tribune St, South Brisbane QLD 4101, Australia | Difficult to navigate access points to platform 1 and platform 2 of South Bank Train Station. Poor way finding. Noticed tourists confused. | 1 | 0 |
| Walking | 200 River Terrace, Kangaroo Point QLD 4169, Australia | Awkward crossing for pedestrians crossing the bike path to get to the stairs; more signage + better crossing needed. | 1 | 0 |
| Walking | 26 Ganges St, West End QLD 4101, Australia | Rat-running from Montague makes Ganges St hard to cross - Need to reduce traffic speed, keep rat-runners out of suburbans streets. | 1 | 0 |
| Walking | 41 Vulture St, West End QLD 4101, Australia | Improved traffic and pedestrian control around school finish times. | 1 | 0 |
| Walking | 28 Orleigh St, West End QLD 4101, Australia | wheelchair accessible path needed to access Orleigh Park, bus stops & ferry from north/west directions | 1 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|---------|---|---|-------------|----------------|
| Walking | 47 Dornoch Terrace, West End QLD 4101, Australia | Pedestrian access for crossing Dornoch Tce is terrible along the entire length. | 1 | 0 |
| Walking | 4 Julia St, Highgate Hill QLD 4101, Australia | Hampstead Road requires safe pedestrian crossings, particular considering students walking to school. | 1 | 0 |
| Walking | 354 Montague Rd, West End QLD 4101, Australia | Crossing Montague Road near ALDI is a matter of taking your own life in to your hands. How many more accidents are needed before change? | 1 | 0 |
| Walking | 33A Sidon St, South Brisbane QLD 4101, Australia | This whole area is a mess of pedestrians, bikes and cars that aren't really sure what is going on - signage and separation is needed | 1 | 0 |
| Walking | 40 Melbourne St, South Brisbane QLD 4101, Australia | Disgusting environment! | 1 | 0 |
| Walking | South Brisbane Station, Grey St, South Brisbane QLD 4101, Australia | Formal pedestrian crossing required. High ped demands and direct desire line to QPAC | 1 | 0 |
| Walking | 127 Park Rd, Woolloongabba QLD 4102, Australia | Maybe pedestrian crossing should be moved to here to be safer and encourage pedestrians from train station to use it. | 1 | 0 |
| Walking | 143 Park Rd, Woolloongabba QLD 4102, Australia | A second pedestrian crossing here would be good due to increased traffic on Park Road. | 1 | 0 |
| Walking | 105 Wellington Rd, East Brisbane QLD 4169, Australia | Pedestrian crossing: Wellington Rd (PrincessSt-BainesSt). 'Keep Clear' on WellingtonRd. Cars moving via CairnsSt to PrincessSt to school. | 1 | 0 |
| Walking | 30 Hawthorne St, Woolloongabba QLD 4102, Australia | Motorists commonly look right to turn left here and don't stop at the line. They are not prepared for surprises on their left shoulder | 1 | 0 |
| Walking | 14 Little Stanley St, Brisbane City QLD 4101, Australia | Pedestrian crossing / cobblestones / shared zone marking required. | 1 | 0 |
| Walking | 268 Ipswich Rd, Annerley QLD 4103, Australia | Crossing the road here is slow going - what's with all the slip lanes? | 1 | 0 |
| Walking | 260 Annerley Rd, Annerley QLD 4103, Australia | Close this segment of Cornwall Street so that people getting off the train aren't confronted by speeding traffic here. | 1 | 1 |
| Walking | 19 Park Ave, East Brisbane QLD 4169, Australia | Should pave or mark this as official slow zone. Shared by resident vehicles, cyclists, pedestrians, commuters and recreationalists. | 1 | 0 |
| Walking | 291 Shafston Ave, Kangaroo Point QLD 4169, Australia | Tunnel/underpass needed. | 1 | 0 |
| Walking | 42 Clarendon St, East Brisbane QLD 4169, Australia | It feels dangerous crossing the road to get to the park. Please drop the speed limit. | 1 | 0 |
| Walking | 3 St James St, Highgate Hill QLD 4101, Australia | Access back to Dornoch Tce via stairs only. Limited disabled access. | 1 | 0 |
| Walking | 2 Reis St, Woolloongabba QLD 4102, Australia | Intersection is very wide. Not good for slow-moving and disabled access. | 1 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|---------|---|---|-------------|----------------|
| Walking | 849 Main St, Woolloongabba QLD 4102, Australia | Pedestrian paths in poor condition and very narrow | 1 | 0 |
| Walking | 802 Stanley St, Woolloongabba QLD 4102, Australia | Fatality waiting to happen. Cars and buses cut far too close to waiting pedestrians. This island design is totally inadequate. | 1 | 0 |
| Walking | shop 19b/275 Grey St, South Brisbane QLD 4101, Australia | This slip lane is dangerous for pedestrians to cross. It's hard to see cars coming around the corner and they often fly past way to fast. | 1 | 0 |
| Walking | Clem Jones Promenade, South Brisbane QLD 4101, Australia | NO CASINO BRIDGE. | 1 | 0 |
| Walking | 182 Annerley Rd, Dutton Park QLD 4102, Australia | Keep the ES Bridge for bus and active transport only. Opening the bridge up to private vehicles will only increase congestion in the area. | 1 | 0 |
| Walking | South Bank 1 Ferry Terminal, 1 Ferry Terminal, South Brisbane QLD 4101, Australia | Proposed casino bridge will dump pedestrians into conflict with cyclists on the north bank. It's a terrible design. | 1 | 0 |
| Walking | Unit 6/118 River Terrace, Kangaroo Point QLD 4169, Australia | At least 3 pedestrian crossings are needed along this street. None of those with silly lights to wait though. | 1 | 0 |
| Walking | Cultural Centre station, South Brisbane QLD 4101, Australia | Level of fence-scaping here is horrendous. Improve walkability for pedestrians. Don't make pedestrians climb stairs! | 1 | 0 |
| Walking | 14 Corbett St, West End QLD 4101, Australia | reduce speed for safety of pedestrians and discourage non local traffic | 1 | 0 |
| Walking | 96 Hill End Terrace, West End QLD 4101, Australia | Green bridge needed here! | 1 | 2 |
| Walking | 8 Orleigh St, West End QLD 4101, Australia | No cost fares by CityCat to West End - UQ better and cheaper alternative for bus passengers and cyclists and at no loss to parkland to have | 1 | 0 |
| Walking | 18/40 Annerley Rd, Woolloongabba QLD 4102, Australia | Very dangerous crossing for pedestrians. I walk it every day and see 2-3 close calls (car-pedestrian) per week | 1 | 0 |
| Walking | 141 Merton Rd, Woolloongabba QLD 4102, Australia | Very dangerous pedestrian crossing. Many drivers don't see it. | 1 | 0 |
| Walking | 355 Main St, Kangaroo Point QLD 4169, Australia | Disability access in general and pedestrian underpass Story Bridge | 1 | 0 |
| Walking | Dutton Park station, Dutton Park QLD 4102, Australia | Access to the railway station conflicts with cyclists and traffic. New bridge and access points needed, plus road redesign (part of CRR?) | 1 | 0 |
| Walking | 719a State Route 41, Woolloongabba QLD 4102, Australia | Peak time closure ignored. | 1 | 0 |
| Walking | Montague Rd near Victoria St, stop 10, | If you don't install a pedestrian crossing with lights here someone will be killed. | 1 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|---------|---|---|-------------|----------------|
| | West End QLD 4101, Australia | | | |
| Walking | Boundary Street Park, 250 Boundary St, Highgate Hill QLD 4101, Australia | An access (Bridge) should be put here so it's easy to walk to/from UQ and West End | 1 | 1 |
| Walking | Dutton Park station, Dutton Park QLD 4102, Australia | pathway too narrow for pedestrians and cyclists | 1 | 0 |
| Walking | 80 O'Keefe St, Woolloongabba QLD 4102, Australia | Extensive lighting is required under this overpass. Street art installations would enliven the space and discourage graffiti vandalism. | 1 | 0 |
| Walking | 100 Latrobe St, East Brisbane QLD 4169, Australia | Light sequence here is atrocious. You can wait over 10mins to effectively cross just one road. We require a better North-South connection. | 1 | 0 |
| Walking | 33A Duncan St, West End QLD 4101, Australia | This part of the riverside walk is fantastic and should be extended all along the river | 1 | 0 |
| Walking | 412 Stanley St, South Brisbane QLD 4101, Australia | Cyclists need to stick to the speed limits, pedestrian's need to be aware of cyclists. Separate bridge for cyclists & pedestrians required. | 1 | 0 |
| Walking | 4/249 Montague Rd, West End QLD 4101 (Corner of Musgrave and, Montague, Australia | Very dangerous pedestrian crossing. vehicle drivers just don't stop at the corner | 0 | 0 |
| Walking | 2 Anthony St, West End QLD 4101, Australia | Very dangerous pedestrian crossing!!!! | 0 | 0 |
| Walking | 15 Buchanan St, West End QLD 4101, Australia | Disgusting access to Riverside driver. at least needs some light for night access | 0 | 0 |
| Walking | 50 Duncan St, West End QLD 4101, Australia | There should be a primary school around here that children can walk/ride to safely | 0 | 2 |
| Walking | 23 Bouquet St, South Brisbane QLD 4101, Australia | Bike path relocation behind Spice. | 0 | 2 |
| Walking | 381 Gladstone Rd, Dutton Park QLD 4102, Australia | Need to look at safety for kids walking up/down this hill to/from the new school to/from the bus stop. | 0 | 0 |
| Walking | 91 Gloucester St, South Brisbane QLD 4101, Australia | Cars speed and use this street as a rat-run. | 0 | 1 |
| Walking | 433 Main St, Kangaroo Point QLD 4169, Australia | Install lift access to Riverlife, and remove ALL vehicle traffic on the along the river. | 0 | 0 |
| Walking | 1 Stanley Terrace, East Brisbane QLD 4169, Australia | Dangerous crossing here during school drop off and pick up. Traffic coming from three directions, including around a blind corner. | 0 | 0 |
| Walking | 35 Ferry St, Kangaroo Point QLD 4169, Australia | Provide a footpath on this well-worn desire line | 0 | 0 |
| Walking | 234 State Route 23, East Brisbane QLD 4169, Australia | Bus stop advertising restricts the footpath here, and limits visibility | 0 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|---------|--|---|-------------|----------------|
| Walking | 363 Montague Rd, West End QLD 4101, Australia | Dogs should be allowed on balconies, which staff say is not allowed by the council. These are outside with external access | 0 | 0 |
| Walking | West End Riverside Lands Park, 60 Kurilpa St, West End QLD 4101, Australia | Too barren and too little shade. Can you please do some planting? | 0 | 0 |
| Walking | 802 Stanley St, Woolloongabba QLD 4102, Australia | Overhead/underground pedestrian walkways. Too many pedestrians when functions finish. Also dangerous for them. | 0 | 0 |
| Walking | 812 Stanley St, Woolloongabba QLD 4102, Australia | Each sports ground in the study area should do a travel plan and the state should fix the missing infrastructure. | 0 | 0 |
| Walking | 802 Stanley St, Woolloongabba QLD 4102, Australia | People frequently cross across the busway entrance on a red-man and almost get hit by buses. Need control gates or similar. | 0 | 0 |
| Walking | 109 Annerley Rd, Dutton Park QLD 4102, Australia | Cyclists almost kill child pedestrians here daily as they run this light. | 0 | 0 |
| Walking | 52 Bank St, West End QLD 4101, Australia | Create boulevard connection along Hosking, Mollison, Melbourne to connect river to river | 0 | 0 |
| Walking | 25 Ashington St, West End QLD 4101, Australia | Traffic calming to prevent rat-running in Ashington St | 0 | 0 |
| Walking | 188 Vulture St, South Brisbane QLD 4101, Australia | Unacceptably long period of closure for this section of footpath. | 0 | 0 |
| Walking | 27/11 Besant St, West End QLD 4101, Australia | Pedestrian Crossing needed | 0 | 0 |
| Walking | 23 Ernest St, South Brisbane QLD 4101, Australia | Roundabout used for pedestrian crossing, but it is not ideal. | 0 | 0 |
| Walking | 15B Tribune St, South Brisbane QLD 4101, Australia | Intersection appears to be on an automatic timer. Suggest signage to inform pedestrians and prevent buttons excessively. | 0 | 0 |
| Walking | 4133, Melbourne St, South Brisbane QLD 4101, Australia | Improvements needed at pedestrian level, poor legibility and wayfinding. | 0 | 0 |
| Walking | 102 Hardgrave Rd, West End QLD 4101, Australia | Hot for walking. Not enough shade or pedestrian crossings. | 0 | 0 |
| Walking | 210 Boundary St, West End QLD 4101, Australia | Hot for walking during the day and doesn't always feel safe at night. Poor lighting. Create a boulevard for pedestrians and cyclists. | 0 | 0 |
| Walking | 12 Sussex St, West End QLD 4101, Australia | Narrow the street. More shade trees, gardens, seats and public art to encourage walking. Improve lighting. | 0 | 0 |
| Walking | 48 Russell St, West End QLD 4101, Australia | Consider a traffic free boulevard along Russell St creating walking route to CBD via Musgrave Park and Goodwill Bridge. | 0 | 0 |
| Walking | 314 A7, Annerley QLD 4103, Australia | Dangerous angle on curb on St Kilda Place leads prams and wheelchairs straight into oncoming traffic | 0 | 0 |
| Walking | 180 Annerley Rd, Dutton Park QLD 4102, Australia | Crossing divided on 2. Why? pedestrians want to cross all the way because the pedestrian island is not their destination | 0 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|---------|--|---|-------------|----------------|
| Walking | 9 Dornoch Terrace, West End QLD 4101, Australia | This is a particularly bad and dangerous intersection for pedestrians. | 0 | 0 |
| Walking | 62 Orleigh St, West End QLD 4101, Australia | Requires wider/separate/better signed pedestrian and cycling paths through Orleigh Park. | 0 | 0 |
| Walking | 51 Mollison St, West End QLD 4101, Australia | Zebra crossing please. Dangerous for pedestrians. Cars continuing up Boundary turn quickly without ample indicating time (unavoidable). | 0 | 0 |
| Walking | Vulture St | So many (usually motorised) delivery bikes run red lights, passing at speed very close to pedestrians crossing. | 0 | 0 |
| Walking | Brewhouse Brisbane, 601 Stanley St, Woolloongabba QLD 4102, Australia | Cyclists unexpectedly mount footpath to avoid red light and back on road in 20m - centimetres from pedestrians - frightening and dangerous. | 0 | 3 |
| Walking | Unit 1/45 Browning St, South Brisbane QLD 4101, Australia | This is a good improvement to this intersection. Do the same further up on Edmondstone St. | 0 | 0 |
| Walking | 226 Logan Rd, Woolloongabba QLD 4102, Australia | This is an inappropriate location for a Community Health Centre, next to a primary school | 0 | 2 |
| Walking | 75 River Terrace, Kangaroo Point QLD 4169, Australia | footbridge built on the TOP of the cliff to avoid using stairs always taken by avid exercise fanatics | 0 | 0 |
| Walking | 43 Gladstone Rd, Highgate Hill QLD 4101, Australia | Pedestrian crossing is dangerous with vehicles (incl semi-trailers) speeding through traffic lights. Speed limit 40 -schools,shops,buses | 0 | 0 |
| Walking | 40 Blakeney St, Highgate Hill QLD 4101, Australia | Traffic calming required - road surface poor, noisy and speeding vehicles. Wider footpaths required for large number of pedestrians. | 0 | 0 |
| Walking | 39 Melbourne St, South Brisbane QLD 4101, Australia | Provide caution signage for pedestrian crossing the road to watch out buses that's coming though on yellow lights. | 0 | 0 |
| Walking | 7 Merton Rd, Woolloongabba QLD 4102, Australia | Add walking lanes on this bikeway - It would allow easy access to the river for pedestrians as well. | 0 | 1 |
| Walking | 187 Ipswich Rd, Woolloongabba QLD 4102, Australia | Create Publicly accessible green space here | 0 | 1 |
| Walking | 30 Boggo Rd, Dutton Park QLD 4102, Australia | Jackie Trad said this would be green space if it was not going to be a school. Please follow through on this Jackie. | 0 | 0 |
| Walking | 568 State Route 41, East Brisbane QLD 4169, Australia | There is no pedestrian crossing after La Trobe intersection. Heavy Churchie traffic and poor visibility (hill) makes crossing unsafe. | 0 | 0 |
| Walking | 14 Caswell St, East Brisbane QLD 4169, Australia | No crossing to get to the other side of Vulture St after La Trobe. Makes access to Stanley St and timely city bound transport difficult. | 0 | 0 |
| Walking | Shafston Ave at Salstone Street, stop 11, Kangaroo Point QLD 4169, Australia | Bus Shelter advertising blocks visuals. | 0 | 0 |
| Walking | 420 Main St, Kangaroo Point QLD 4169, Australia | Pathway closed to public for benefit of private development! | 0 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|---------|---|---|-------------|----------------|
| Walking | 154 Lytton Rd, East Brisbane QLD 4169, Australia | Will there be a pedestrian crossing at new intersection being built here as part of Wynnum Rd widening project? | 0 | 0 |
| Walking | 479 Stanley St, South Brisbane QLD 4101, Australia | walking tunnel(above or under) so many people/cyclists at peak times, it is dangerous | 0 | 0 |
| Walking | 347 Montague Rd, West End QLD 4101, Australia | A dangerous crossing when people alight from buses and cross the road towards Aldi. | 0 | 0 |
| Walking | 41 Juliette St, Annerley QLD 4103, Australia | No pedestrian crossings on Juliette St. Impossible to cross in peak times. | 0 | 0 |
| Walking | 6 Indooroopilly St, Dutton Park QLD 4102, Australia | On river path | 0 | 0 |
| Walking | 83 Annerley Rd, Woolloongabba QLD 4102, Australia | Cars are allowed to turn left here at the same time as pedestrians get the green man to cross Annerley rd. - very dangerous for walker | 0 | 0 |
| Walking | 176 State Route 10, Dutton Park QLD 4102, Australia | Pedestrians crossing here get the green man at the same time as cars get a green light to turn left onto Annerley Rd - Dangerous | 0 | 0 |
| Walking | 33A Sidon St, South Brisbane QLD 4101, Australia | This whole area is a mess of pedestrian, vehicle and bicycle activity. It's not very safe to cross through. | 0 | 0 |
| Walking | South Bank Station, Grey St, South Brisbane QLD 4101, Australia | There should be better access between the bus station and train station. | 0 | 0 |
| Walking | Morry St, West End QLD 4101, Australia | My neighbourhood would be destroyed by a bridge crossing from Guyat Park. Access by ferry from here to UQ is excellent: quick and cheap. | 0 | 0 |
| Walking | 141 Merton Rd, Woolloongabba QLD 4102, Australia | Drivers routinely race through this crossing despite signage. | 0 | 0 |
| Walking | 127 State Route 10, Dutton Park QLD 4102, Australia | It takes ages for the lights to change which encourages kids to cross unsafely. Please change priority to pedestrians not vehicles. | 0 | 0 |
| Walking | 28B Merton Rd, Woolloongabba QLD 4102, Australia | Create a 'shared space' precinct in the Gabba Hill area bounded by Stanley St, Ipswich Rd, Park Rd and Annerley Rd. | 0 | 0 |
| Walking | 14-20 Hawthorne St, Woolloongabba QLD 4102, Australia | Really dangerous crossing, particularly late afternoon. Cars often don't stop for pedestrians. Lots of kids and elderly residents nearby. | 0 | 0 |
| Walking | 164A Grey St, South Brisbane QLD 4101, Australia | This would be a great candidate for a 'shared space' zone to reduce conflict between users. | 0 | 0 |
| Walking | 21 Dock St, South Brisbane QLD 4101, Australia | Footpath randomly ends here | 0 | 0 |
| Walking | 529/535 Stanley St, South Brisbane QLD 4101, Australia | ... | 0 | 0 |
| Walking | 669 Stanley St, Woolloongabba QLD 4102, Australia | no footpath to go eastward from here | 0 | 0 |
| Walking | 640 Stanley St, Woolloongabba QLD 4102, Australia | Footpath eastward randomly ends here. confusing | 0 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|---------|---|--|-------------|----------------|
| Walking | 247 Vulture St, South Brisbane QLD 4101, Australia | Pedestrian crossing to train station here. Stop fence-scaping as a pedestrian control mechanism. | 0 | 0 |
| Walking | 247 Vulture St, South Brisbane QLD 4101, Australia | If not a crossing here, then at least link the underneath tunnel directly to the train platforms! | 0 | 0 |
| Walking | 217 Grey St, South Brisbane QLD 4101, Australia | Eliminate need to press button to cross, just make the lights green when cars have red! | 0 | 0 |
| Walking | 179 Grey St, South Brisbane QLD 4101, Australia | pedestrian crossings across all four streets that feed into the roundabout with zebra and pedestrian priority, not lights! | 0 | 0 |
| Walking | 78 State Route 10, South Brisbane QLD 4101, Australia | Need a 4th crossing here! | 0 | 0 |
| Walking | 198B Vulture St, South Brisbane QLD 4101, Australia | synchronise lights to have fluent crossing from goodwill bridge all the way to somerville house and vice-versa | 0 | 0 |
| Walking | 217 Grey St, South Brisbane QLD 4101, Australia | Why does Brisbane not have ACTUAL zebra crossings? Proper markings that are visible to cars. | 0 | 0 |
| Walking | 281 Grey St, South Brisbane QLD 4101, Australia | crossing (zebra, not lights) needed here | 0 | 0 |
| Walking | 15 Tribune St, South Brisbane QLD 4101, Australia | cars should give way to pedestrians into little grey st or walking to south bank) | 0 | 0 |
| Walking | 180/7 Little Stanley St, South Brisbane QLD 4101, Australia | cars should give way to pedestrians everywhere along little Stanley | 0 | 0 |
| Walking | 802 Stanley St, Woolloongabba QLD 4102, Australia | This intersection has become part of a large pedestrian hub. Safer access for pedestrians and cyclists is crucial. | 0 | 0 |
| Walking | 33A Sidon St, South Brisbane QLD 4101, Australia | Tourists and cyclists don't mix well here. The bridge is difficult to navigate safely. | 0 | 0 |
| Walking | Orleigh Dog Park, 80 Hill End Terrace, West End QLD 4101, Australia | Can we have a pedestrian bridge here? (A car bridge might make traffic worse.) | 0 | 2 |
| Walking | Montague Rd near Victoria St, stop 10, West End QLD 4101, Australia | Pedestrian crossing urgently required outside of Aldi on Montague Rd. | 0 | 0 |
| Walking | 26 Bouquet St, South Brisbane QLD 4101, Australia | The corner of the footpath/bike path at the end of this street is badly lit and very narrow. There are sometimes also cars parked on it. | 0 | 0 |
| Walking | 95 Stephens Rd, South Brisbane QLD 4101, Australia | Informal walkway through school to Hospital and Mater Busway should be formalised. | 0 | 0 |
| Walking | 14 State Route 10, South Brisbane QLD 4101, Australia | Inefficient crossing - lights take far too long, there's always loads of pedestrians who need to cross | 0 | 0 |
| Walking | 7 Heaslop St, Woolloongabba QLD 4102, Australia | Cars speed down Heaslop Street when using it as a rat-run. | 0 | 0 |
| Walking | 345 Montague Rd, West End QLD 4101, Australia | Traffic lights needed to allow pedestrians to easily cross road after getting off bus. | 0 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|---------|---|--|-------------|----------------|
| Walking | 60A Ferry Rd, West End QLD 4101, Australia | Pedestrian and cycling bridge to let people easily get to Toowong to catch train and link to coronation drive bike path. | 0 | 1 |
| Walking | 43A Peel St, South Brisbane QLD 4101, Australia | Diabolical footpath camber on the corner | 0 | 0 |
| Walking | 60 Lytton Rd, East Brisbane QLD 4169, Australia | free exercise station | 0 | 0 |
| Walking | 60 Lytton Rd, East Brisbane QLD 4169, Australia | Yoga, Tai Chi space | 0 | 0 |
| Walking | 336 Montague Rd, West End QLD 4101, Australia | A proper safe crossing is needed - someone is going to get killed | 0 | 0 |
| Walking | Montague Rd near Victoria St, stop 10, West End QLD 4101, Australia | This is an extremely dangerous spot for pedestrians to cross Montague rd. | 0 | 0 |
| Walking | Merivale St | When it rains, a big puddle emerges in the pedestrian crossing across Russell St (crn Merivale St) and shoes get very wet. | 0 | 0 |
| Walking | 60 Edmondstone St, South Brisbane QLD 4101, Australia | Musgrave Park needs to be better developed. Pedestrian safety needs to be improved. | 0 | 0 |
| Walking | 171 Gladstone Rd, Highgate Hill QLD 4101, Australia | This pedestrian crossing is extremely dangerous particularly at night or when raining. Traffic lights should be installed. | 0 | 0 |
| Walking | 108 Montague Rd, South Brisbane QLD 4101, Australia | More public lighting at night for pedestrians | 0 | 0 |
| Walking | 20 Hope St, South Brisbane QLD 4101, Australia | Hope street needs more public lighting at night | 0 | 0 |
| Walking | 48 Montague Rd, South Brisbane QLD 4101, Australia | Montague Road from train line to GOMA needs more public lighting, specifically around Parmalat. | 0 | 0 |
| Walking | 80 Grey St, South Brisbane QLD 4101, Australia | Get rid of mountable kerbs and create safe, continuous, predictable surface | 0 | 0 |
| Walking | 260 Annerley Rd, Annerley QLD 4103, Australia | Unsafe to cross here. Need Ped x markings at least | 0 | 0 |
| Walking | 260 Annerley Rd, Annerley QLD 4103, Australia | Unsafe and dangerous to cross | 0 | 0 |
| Walking | 34 Wilkins St E, Annerley QLD 4103, Australia | LOVE the walkway! Travelling through this area on foot/bike is lovely and legible (although not quick) | 0 | 0 |
| Walking | Montague Rd near Victoria St, stop 10, West End QLD 4101, Australia | Move the bus stop if we cannot get a proper crossing here | 0 | 0 |
| Walking | shop 19b/275 Grey St, South Brisbane QLD 4101, Australia | Pedestrians stop or go onto the road to go around delivery trucks accessing driveway. | 0 | 0 |
| Walking | Merivale St | During peak traffic pedestrians must walk between stationary/slow moving vehicles to cross to train station. | 0 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|---------|--|---|-------------|----------------|
| Walking | 7 Merton Rd, Woolloongabba QLD 4102, Australia | Put a Community Garden here! | 0 | 0 |
| Walking | 867A Main St, Woolloongabba QLD 4102, Australia | Development of this precinct should make the vast majority of it public space | 0 | 0 |
| Walking | 206 State Route 95, Woolloongabba QLD 4102, Australia | Cars in peak hour rarely stop for pedestrians at this crossing, especially heading outbound. It doesn't always feel safe to cross. | 0 | 0 |
| Walking | 788 Stanley St, Woolloongabba QLD 4102, Australia | Cars frequently queue across pedestrian crossing on pedestrian green. Forces pedestrians to weave out close to Ipswich Rd | 0 | 0 |
| Walking | Shop14 West End Market 79 Boundary Street, West End QLD 4101, Australia | The vehicle exit from Coles needs to be safer for pedestrians. | 0 | 0 |
| Walking | 97 Boundary St, West End QLD 4101, Australia | Footpath crammed, not wide enough | 0 | 0 |
| Walking | Mollison St near Boundary St, stop 5, South Brisbane QLD 4101, Australia | Footpath closure here has introduced additional danger for pedestrians and removed the possibility for children to safely walk to school. | 0 | 0 |
| Walking | 393 Annerley Rd, Annerley QLD 4103, Australia | Too much traffic on the road. No pedestrian friendly. | 0 | 0 |
| Walking | 14 State Route 10, South Brisbane QLD 4101, Australia | cyclists often run red light | 0 | 0 |
| Walking | 18/40 Annerley Rd, Woolloongabba QLD 4102, Australia | I walk here on my way to work, often see near misses between car and pedestrians | 0 | 0 |
| Walking | Dutton Park station, Dutton Park QLD 4102, Australia | need clearer signage/paths to go from station to PA busway station | 0 | 0 |
| Walking | 37 Kent St, Woolloongabba QLD 4102, Australia | need clearer signage and pathway to bus stop and train station | 0 | 0 |
| Walking | 33A Tribune St, South Brisbane QLD 4101, Australia | Height between train and platform excessive, even for able-bodied. | 0 | 0 |
| Walking | Park Road Railway Station, Quarry St, Woolloongabba QLD 4102, Australia | Smokers frequently congregate in very close proximity to the station entrance and block the pathway - patrons must walk through smoke haze. | 0 | 0 |
| Walking | Park Road Railway Station, Quarry St, Woolloongabba QLD 4102, Australia | This alleyway is sometimes used as a toilet and at times has a urine smell. | 0 | 0 |
| Walking | 192 Vulture St, South Brisbane QLD 4101, Australia | Agree with all comments re: slipway and ped X-ings | 0 | 0 |
| Walking | 501 Stanley St, South Brisbane QLD 4101, Australia | Cars turn right across double-white lines to drop passengers off at QCH, or after dropping them off. | 0 | 0 |
| Walking | 98 Annerley Rd, Woolloongabba QLD 4102, Australia | Cyclists like to ignore the dedicated bike lane and cycle on the footpath instead. Not fun for pedestrians. | 0 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|---------|--|--|-------------|----------------|
| Walking | 43a Annerley Rd, South Brisbane QLD 4101, Australia | Cars turning into Gloucester and Crown have a bad habit of not giving way to pedestrians. Especially when cars cross direction of traffic. | 0 | 0 |
| Walking | 127 Ipswich Rd, Woolloongabba QLD 4102, Australia | Pathways linking to the park require shade - suggest trees to maximise pedestrian and recreational activity. | 0 | 0 |
| Walking | 64 Annerley Rd, Woolloongabba QLD 4102, Australia | Dedicated bike lane on both sides of road, but cyclists ride on footpath even when lanes are free. | 0 | 0 |
| Walking | 58 Merton Rd, Dutton Park QLD 4102, Australia | This walkway feels unsafe and requires additional lighting. | 0 | 0 |
| Walking | 134G Ipswich Rd, Woolloongabba QLD 4102, Australia | Pedestrian pathway under Motorway overpass is poorly lit and feels unsafe. | 0 | 0 |
| Walking | 102 Ipswich Rd, Woolloongabba QLD 4102, Australia | Pedestrian safety is a concern at this intersection due to traffic entering and exiting Ipswich Road. | 0 | 0 |
| Walking | Annerley Rd at Cemetery, stop 13/18, Dutton Park QLD 4102, Australia | Bikes, pedestrians & bus passengers share narrow pathway next to busy road. Very hard for users w mobility issues, prams | 0 | 0 |
| Walking | Annerley Rd at Palmerston Street, stop 20a, Annerley QLD 4103, Australia | Convenient local stop, but seldom-used seat blocks path for pedestrians with mobility issues..! | 0 | 0 |
| Walking | 508 Vulture Street (Corner, Wellington Rd, East Brisbane QLD 4169, Australia | Cars speed and run red lights here frequently. Very hostile intersection for local school children. Ped lights should go green automatically | 0 | 0 |
| Walking | 49 Geelong St, East Brisbane QLD 4169, Australia | Cars and small trucks and vans regularly speeding through street despite it being very narrow and visibility low. Needs traffic calming. | 0 | 0 |
| Walking | 719a State Route 41, Woolloongabba QLD 4102, Australia | Cars regularly stop and block the pedestrian crossing here as they queue to get onto freeway at peak times. | 0 | 0 |
| Walking | 479 Stanley St, South Brisbane QLD 4101, Australia | Right turn arrow on to Graham street does not sync with the pedestrian crossing. | 0 | 0 |
| Walking | 62 Graham St, South Brisbane QLD 4101, Australia | Crossing confusing for pedestrians and vehicles which are going at speed down the hill. | 0 | 0 |
| Walking | 79A Raymond Terrace, South Brisbane QLD 4101, Australia | Very dangerous pedestrian crossing particularly west bound toward Graham Street. Cars frequently do not stop. | 0 | 0 |
| Walking | 225 Vulture St, South Brisbane QLD 4101, Australia | Way finding around South Bank busway station needs improving, and there is poor legibility between South Bank busway and train stations. | 0 | 0 |
| Walking | 23 Glenelg St, South Brisbane QLD 4101, Australia | Can we make Glenelg Street a greener, more attractive pedestrian route connecting Musgrave Park to the river? | 0 | 0 |
| Walking | Building C, 66 Ernest St, South Brisbane QLD 4101, Australia | Can we make Ernest Street nicer to walk along for pedestrians? Need shade and green. | 0 | 0 |

| Mode | Location of comment | Comment | Agree votes | Disagree votes |
|---------|---|--|-------------|----------------|
| Walking | Corner Grey St and, Melbourne St, South Bank QLD 4101, Australia | Paris, London and NY are pedestrianising their cities. Make Melbourne St pedestrian only from Merivale to Vic Bridge. Get buses underground. | 0 | 0 |
| Walking | 38 Lockerbie St, Kangaroo Point QLD 4169, Australia | Footpath is uneven and narrow. Given school and vehicle traffic - it's a cut through for many, this footpath needs upgrading | 0 | 0 |
| Walking | 41 Lytton Rd, East Brisbane QLD 4169, Australia | Need more shade along this part of Layton Rd. Is off putting for pedestrians | 0 | 0 |
| Walking | 96 Lytton Rd, East Brisbane QLD 4169, Australia | Good spot for a community garden when works are done | 0 | 0 |
| Walking | 430 Montague Rd, West End QLD 4101, Australia | Rat-running from Montague makes Montague Road hard to cross at this point. | 0 | 0 |
| Walking | Unit 5/426 Montague Rd, West End QLD 4101, Australia | Concerned about traffic at Ferry Rd & Drake St with new full-line Woolworths as part of the Montague Markets & Residences Development | 0 | 0 |
| Walking | 406 Montague Rd, West End QLD 4101, Australia | What planning is in place to manage traffic in Rogers Street with new QLD Ballet development? | 0 | 0 |
| Walking | 8 Ferry Rd, West End QLD 4101, Australia | Need more trees for shade, and drinking fountains to make walking more comfortable along Montague Road. | 0 | 0 |
| Walking | 2 Melbourne St, South Brisbane QLD 4101, Australia | The Victoria Bridge needs shade - very hot for pedestrians. | 0 | 0 |
| Walking | 34 State Route 10, South Brisbane QLD 4101, Australia | Traffic lights along Melbourne St very slow. Don't seem to respond to traffic or pedestrians. Long waits in heat even when no cars. | 0 | 0 |
| Walking | City Cat Terminal South Bank, 100A Edmondstone St, South Brisbane QLD 4101, Australia | Casino bridge will ruin south bank | 0 | 0 |
| Walking | 2 Melbourne St, South Brisbane QLD 4101, Australia | Too hot - needs shade | 0 | 0 |
| Walking | 192 Vulture St, South Brisbane QLD 4101, Australia | Entry/exit to delivery bay & parking is dangerous for pedestrians, you have to dodge traffic on the footpath, then cross a really busy road. | 0 | 0 |
| Walking | 447A Stanley St, South Brisbane QLD 4101, Australia | Agree with all of these comments, I'm amazed there hasn't been a serious injury to pedestrians or cyclist in this area | 0 | 0 |
| Walking | 8 Melbourne St, South Brisbane QLD 4101, Australia | clearly marked pedestrian crossing required, not sure who has to stop for who, some motorists stop others don't | 0 | 0 |
| Walking | Linden Court Hostel, 44 Russell St, West End QLD 4101, Australia | This street needs more street trees to facilitate walking up to / down from Southbank | 0 | 0 |
| Walking | 47 Mollison St, South Brisbane QLD 4101, Australia | wide boulevard opportunity after construction finishes | 0 | 0 |

Heat map for private vehicle comments

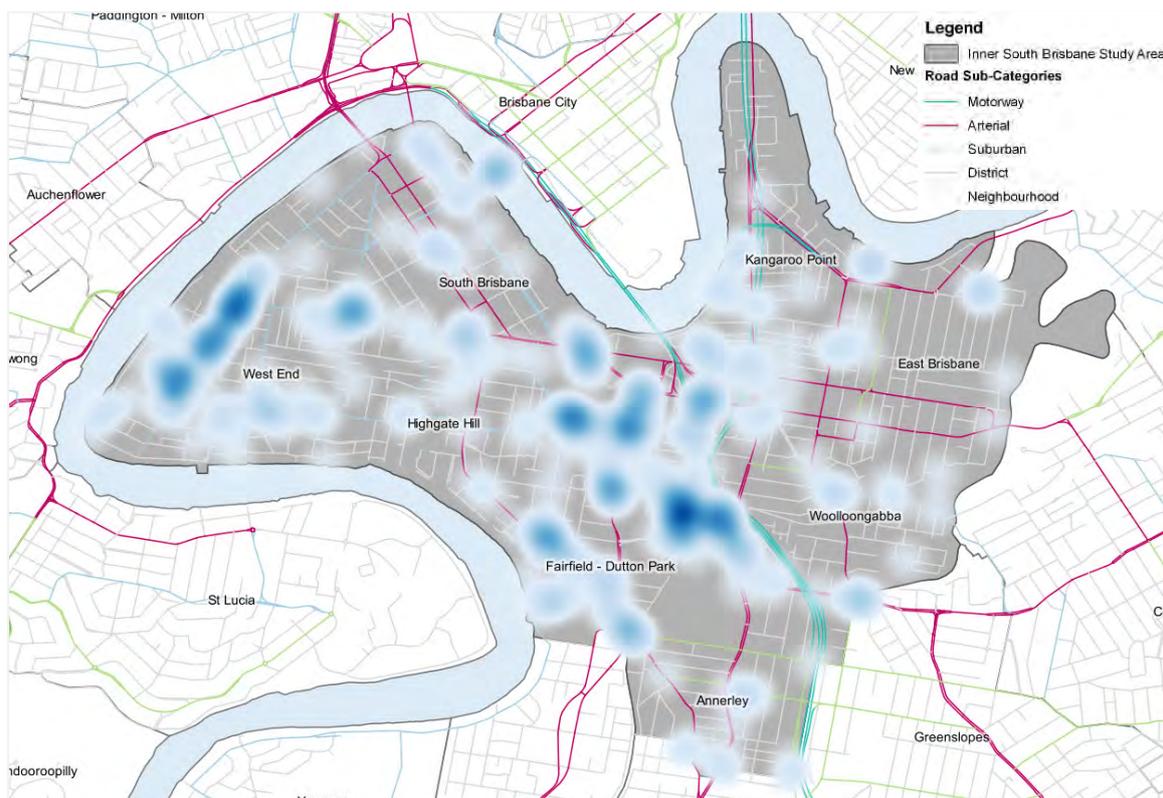


Figure 53 Interactive mapping tool private vehicle comments and votes, with colour density signifying the volume.

Heat map for walking comments

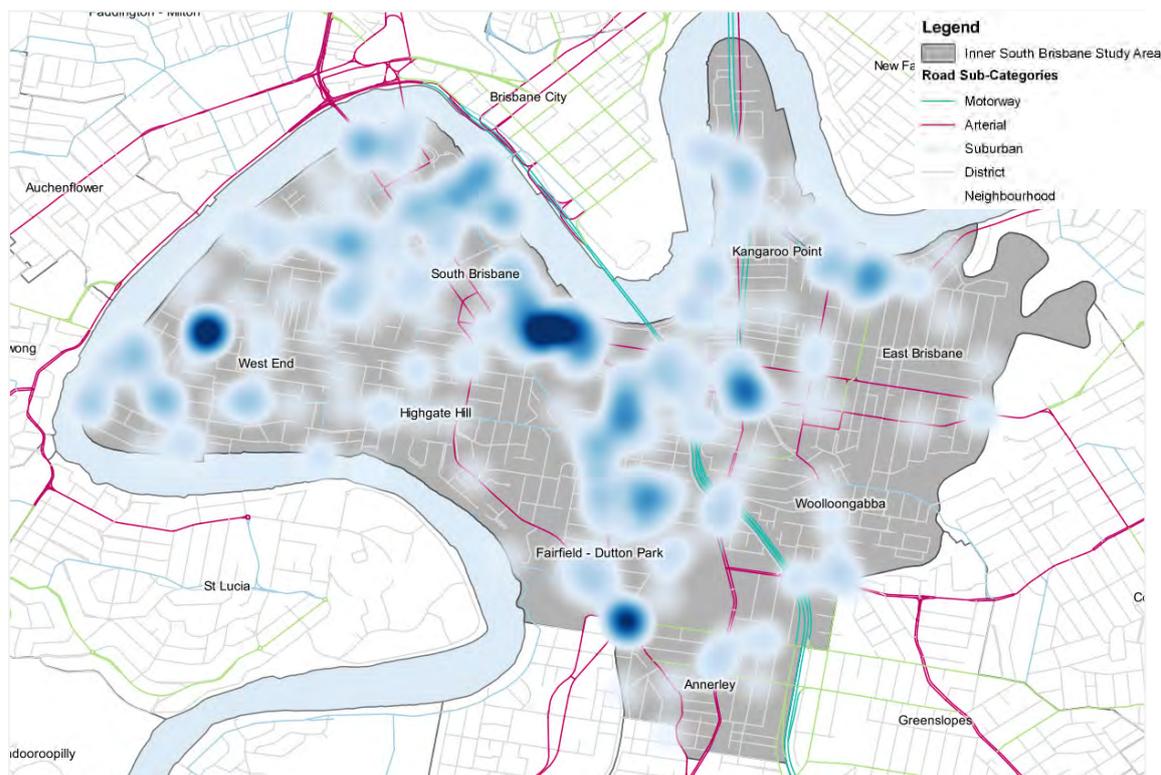


Figure 54 Interactive mapping tool private vehicle comments and votes, with colour density signifying the volume.

Heat map for cycling comments

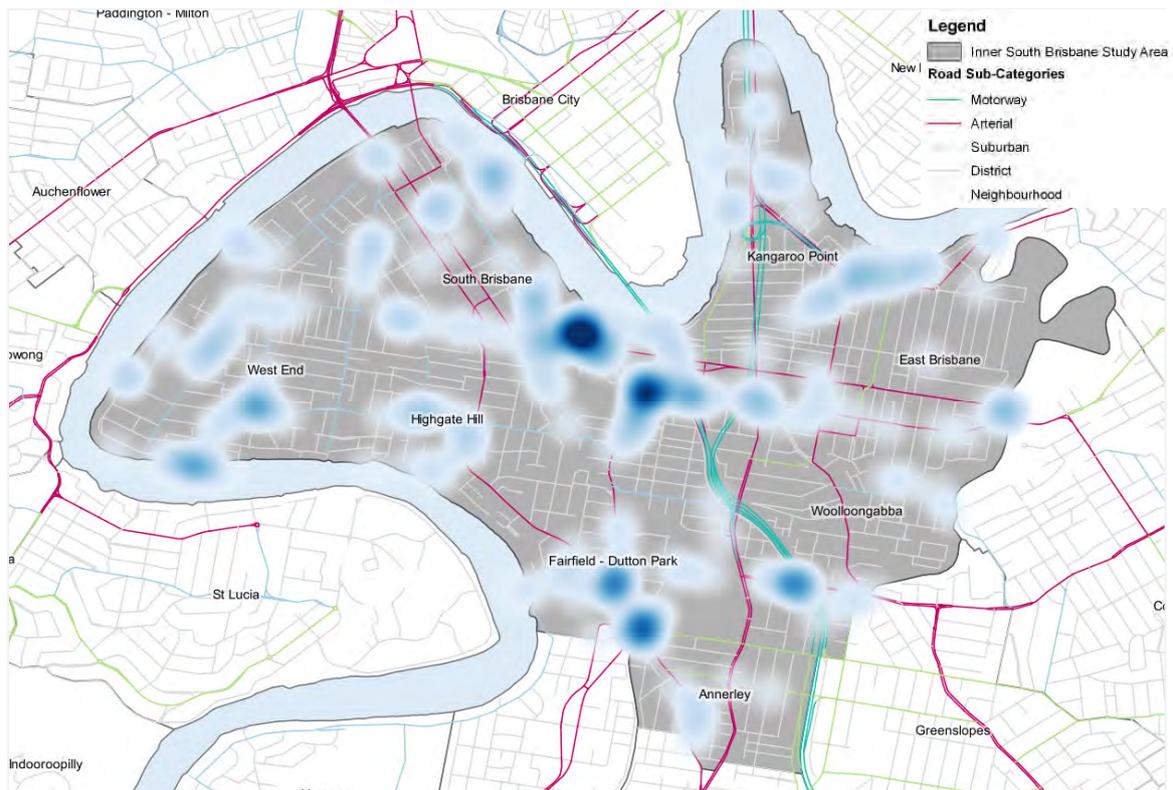


Figure 55 Interactive mapping tool cycling comments and votes, with colour density signifying the volume.

Heat map for bus comments

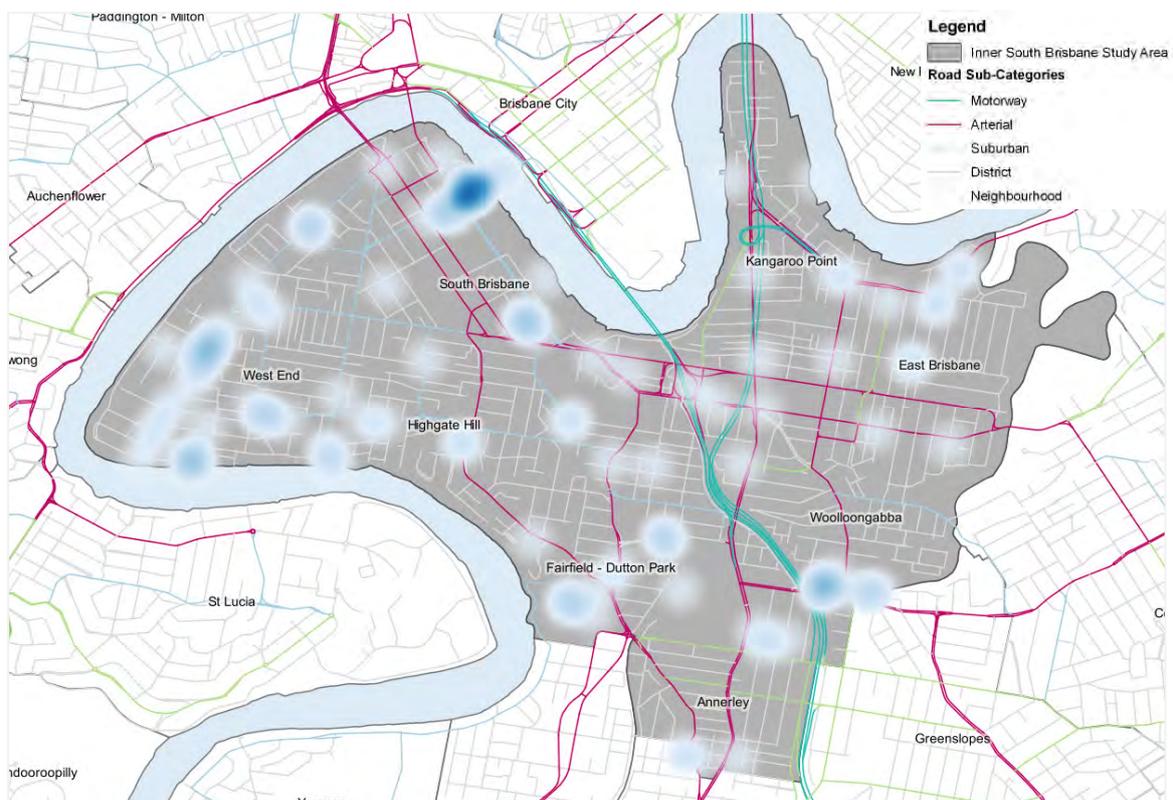


Figure 56 Interactive mapping tool bus comments and votes, with colour density signifying the volume.

Heat map for train comments

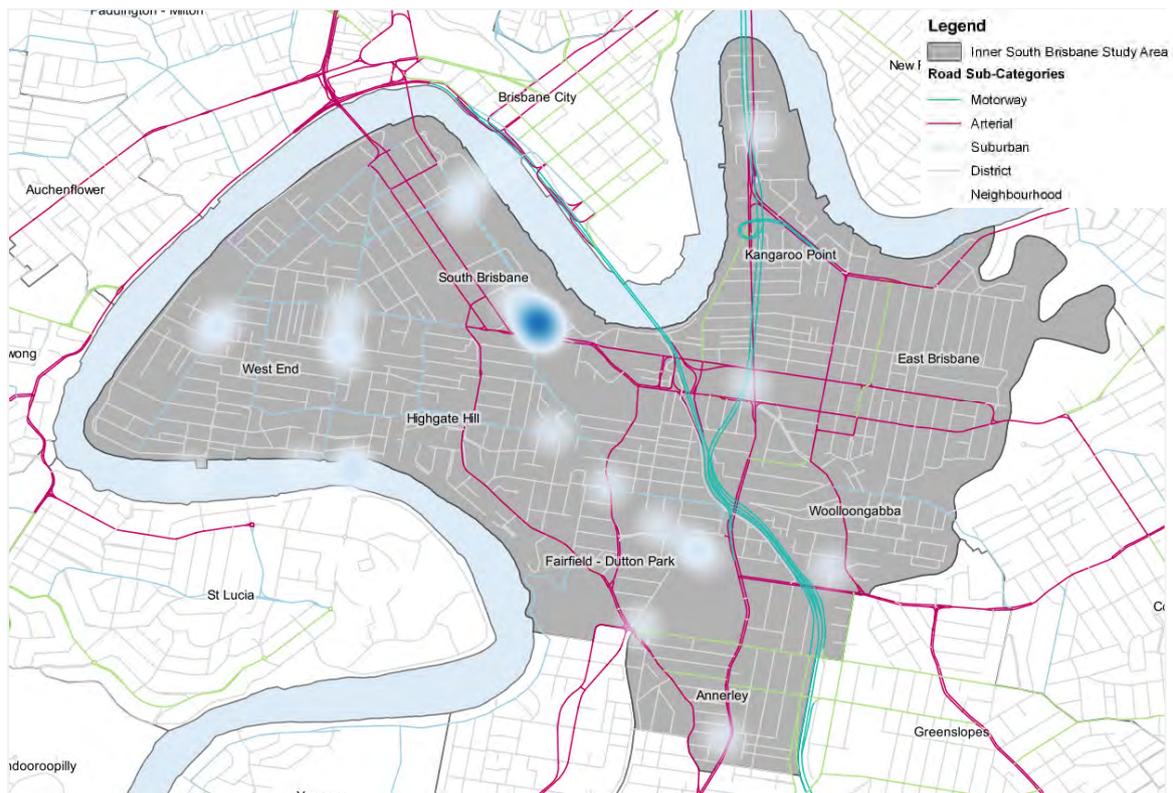


Figure 57 Interactive mapping tool train comments and votes, with colour density signifying the volume.

Heat map for taxi/rideshare comments

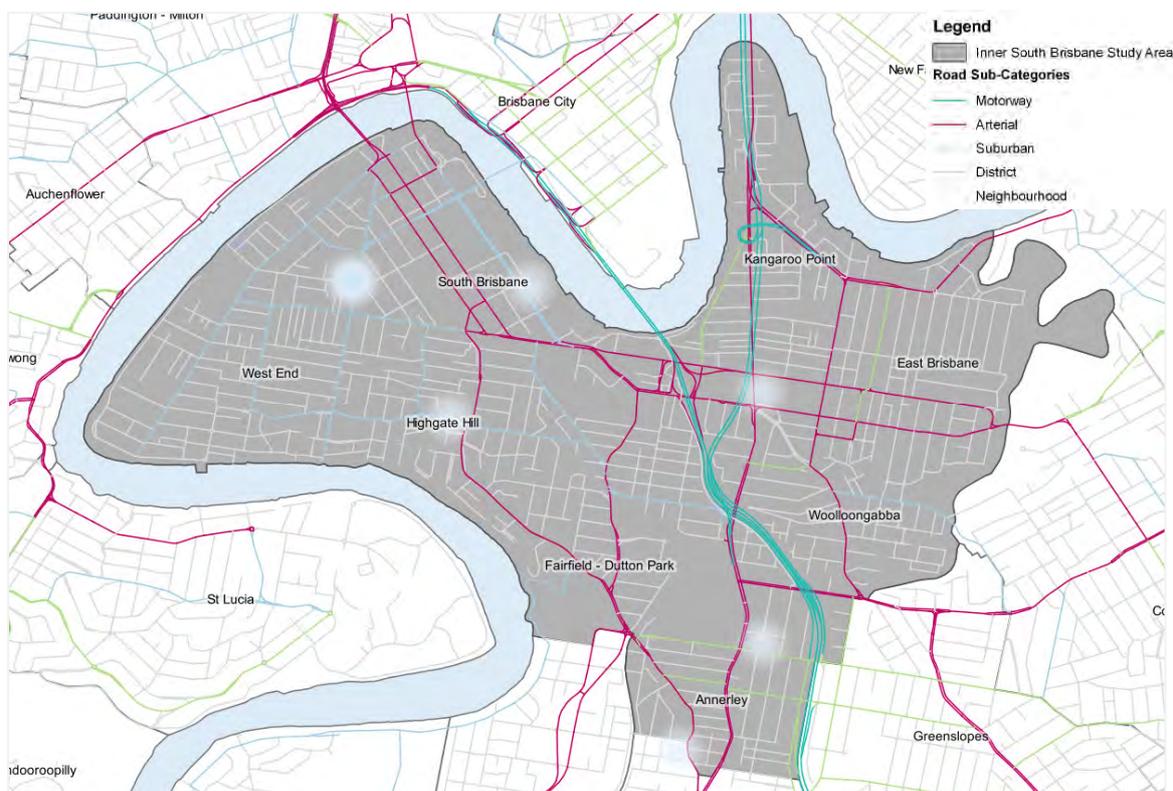


Figure 58 Interactive mapping tool taxi/rideshare comments and votes, with colour density signifying the volume.

Heat map for ferry comments

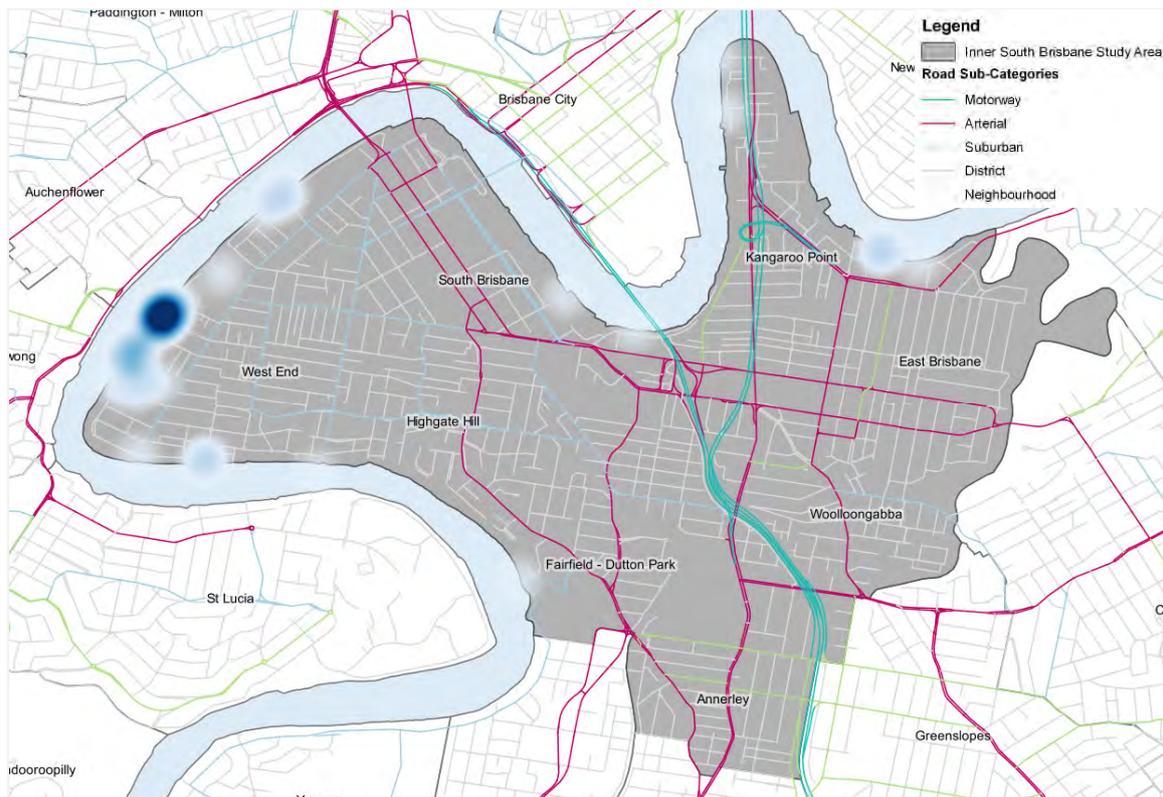


Figure 59 Interactive mapping tool ferry comments and votes, with colour density signifying the volume.

Appendix 4: Community listening booths

Location details

14 staffed community listening booths were held across a six week period and rotated across prominent 'inner south' locations at peak times. The below table outlines the booth locations, dates and times.

| Location | Date | Time |
|--|-----------------------|-------------|
| Corner Boundary Street and Russell Street, West End (Lizard sculpture) | Tuesday 25 September | 9am – 11am |
| Goodwill Bridge (South Bank side) | Saturday 29 September | 8am – 10am |
| Buranda Village Shopping Centre | Tuesday 2 October | 1pm – 3pm |
| Buranda Village Shopping Centre | Thursday 4 October | 10am – 12pm |
| West End markets (Davies Park) | Saturday 6 October | 9am – 11am |
| Kangaroo Point Cliffs Park (near Bar Spritz) | Tuesday 9 October | 7am – 9am |
| Gladstone Road shops (corner Gladstone Road and Blakeney Street) | Thursday 11 October | 7am – 9am |
| Ecosciences Precinct (near Cafe Eco) | Tuesday 16 October | 8am – 10am |
| South Brisbane Station (forecourt) | Wednesday 17 October | 7am – 9am |
| Woolloongabba Fiveways (Logan Road and Stanley Street) | Sunday 21 October | 10am – 12pm |
| South Bank Busway Station | Wednesday 24 October | 7am – 9am |
| Mowbray Park (near Ferry Terminal) | Thursday 25 October | 7am – 9am |
| West End markets (Davies Park) | Saturday 27 October | 9am – 11am |
| Aldi West End (Montague Road) | Tuesday 30 October | 3pm – 5 pm |

Appendix 5: Individual consultations

Individual consultations were held with key traffic generators across the study area to extract deep insights from influential and interested stakeholders including the following groups:

- Kurilpa Futures on 28 August 2018
- South Bank Corporation on 11 October 2018
- Queensland Ballet on 24 October 2018
- Brisbane City Councillor on 24 October 2018
- Queensland Children's Hospital on 25 October 2018
- Mater Hospital on 25 October 2018
- The University of Queensland on 29 October 2018
- Queensland University of Technology on 29 October 2018
- TMR Accessibility Group on 31 October 2018
- Princess Alexandra Hospital on 1 November 2018
- The Star Entertainment Group on 13 November 2018
- Griffith University on 15 November 2018
- Bicycle Queensland on 19 November 2018
- Parmalat on 28 November 2018
- Gabba on 6 December 2018
- Arts Statutory Bodies on 7 December 2018.

Discussion guide

The structure for individual consultations varied by stakeholder, however the below discussion guide was used to guide conversations.

Perceptions – current state

- What are your perceptions of transport and mobility in the South Brisbane area?
- Do you believe transport and mobility are well organised in the South Brisbane area?
- How would you describe the transport system in a few words?
- Do you have confidence in the system?
- What is done well in terms of mobility and accessibility around the area?
- What could be improved on in terms of mobility and accessibility around the area?

Visitor travel to your destination

- How do visitors typically travel to your destination?
- From your perspective, are there any issues with the travel choices your visitors make?
- In an ideal situation, how would you like visitors to travel to your destination?
- What is preventing visitors from travelling this way?
- Do you have any ideas on what could be done to encourage this change?
- What type of feedback do you receive from visitors about their travel to your destination e.g. are they able to enter and exit your facility with ease?

- What do you think is done well to encourage alternative modes of transport to your destination e.g. active travel or public transport?
- What do you think could be improved to encourage visitors to use alternative modes of transport to your destination e.g. more frequent public transport services/longer service hours, improved safety, better connectivity to walk/cycle paths, improved accessibility for those with mobility issues?

Staff travel to your destination

- How do staff typically travel to your destination?
- From your perspective, are there any issues with the travel choices your staff make?
- In an ideal situation, how would you like staff to travel to your destination?
- What is preventing staff from travelling this way?
- Do you have any ideas on what could be done to encourage this change?
- What type of feedback do you receive from staff about their travel to work?
- What do you think is done well to encourage alternative modes of transport to your destination e.g. active travel or public transport?
- What do you think could be improved to encourage staff to use alternative modes of transport to your destination e.g. more frequent public transport services/longer service hours, improved safety, better connectivity to walk/cycle paths, improved accessibility for those with mobility issues?

Freight and deliveries to your destination

- On average, how many deliveries do you receive at your facility each week?
- From your perspective, are there any issues receiving deliveries?
- What type of feedback do you receive from couriers and delivery drivers about visiting your facility e.g. are they able to enter and exit your facility with ease?
- What do you think is a solution is to these issues?

Active transport

- What do you think is done well for active transport in the area and at your destination?
- What could be improved to encourage more active transport in the area?
- What do you think is the single most important thing for active transport e.g. more dedicated footpaths and off-road cycleways, improved connections to surrounding areas, a sense of improved personal safety?
- Do you think more green bridge connections in the area for cycling and pedestrians would help?
- Where would you like to see these built?

Public transport

- In your opinion, how well does public transport cater for movement to your destination?
- What do you think is done well in terms of public transport to/from your destination?
- What do you think could be improved for public transport to/from your destination?
- Do you think transport infrastructure projects like Cross River Rail and Brisbane Metro will improve access to your destination?

Perceptions – future opportunities

- What are the main transport priorities for your organisation over the coming year?
- What do you believe the government and councils should be focused on for the next five years in the South Brisbane region?
- What do you think is the most important criteria for future investment – choice, convenience, safety, or amenity?

Appendix 6: Stakeholder Reference Group

The Stakeholder Reference Group consisted of representatives from significant and interested organisations with a geographical presence in or near the study area. One Stakeholder Reference Group meeting was held on 20 November 2018 with participants provided with an overview of the project and the sample key findings from community and stakeholder feedback. Participants were guided through an activity to uncover additional reactions.

This Stakeholder Reference Group meeting was attended by representatives from the following organisations:

- Somerville College
- Queensland Theatre
- State Library Queensland
- Queensland Gallery of Modern Art
- Brisbane Convention and Exhibition Centre
- Queensland Performing Arts Centre
- Business South Bank
- Queensland Children's Hospital
- Princess Alexandra Hospital
- South Bank Corporation
- Mater Hospital
- The University of Queensland
- Queensland Museum
- Arts Queensland
- Brisbane State High School
- Queensland University of Technology – Gardens Point.

Appendix 7: Community Consultation Groups

A cross section of community groups and representatives with strong ties to the study area were assembled in Community Consultation Groups to obtain area-specific feedback. Two Community Consultation Group meetings were held on 10 and 11 November 2018 with participants provided with an overview of the project and the sample key findings from community and stakeholder feedback to uncover additional reactions.

These Community Consultation Groups comprised representatives from the following organisations:

- Catholic Archdiocese of Brisbane
- CBD Bicycle User Group
- Space4CyclingBNE
- West End Community Association
- Dutton Park State School
- Kurilpa Futures
- Save Brisbane Residents' Historical Use of Victoria Bridge
- Dutton Park Bushcare
- East Bicycle User Group
- East Brisbane Community Care
- Gabba Hill Community
- St Joseph's Primary School P&C
- Junction Park State School P&C.

