



Brisbane City Council

Councillor Helen Abrahams

Chair Environment & Sustainability Committee

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Paul Murdoch
Co-Convenor
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Dear Paul

I write in response to your recent letter, and to advise that Civic Cabinet has decided that the current lane configuration on William Jolly Bridge will remain.

As you know, the Hale Street Toll Bridge Project Team proposed reducing the road space to one car lane each way with the introduction of off-road bike lanes. This proposal was a deliberate strategy to force motorists onto the Toll Bridge. I was torn between two conflicting objectives.

These being:

- A strong desire for safe on-road bike lanes
- Supporting a decision that meant West End residents would be forced into paying off the bridge via the toll, as this bridge is a local bridge, which will be tolling local residents.

As your minutes of 17 May 2006 state, I have been requesting information on how cyclists could safely access William Jolly Bridge from the north under the proposed changes. The solution proposed was via Roma Street Parklands and Herschell Street, contra flow along North Quay footpath and then onto the William Jolly Bridge. I do not consider this a satisfactory proposal.

It demonstrates, in my opinion, a cynical use of on-road bike lanes to justify traffic funnelling. Once the Tank Street Pedestrian/Bike Bridge is completed, the proposed on-road route via Roma Street Parklands becomes a direct, safe and important link from the northern suburbs to Montague Road, West End.

I trust that this explains my position on the issue. Please be assured of my commitment to improving facilities for cyclists.

I would like to raise another matter that may be important to your members. The Lord Mayor's 2006-07 Budget has scrapped bike lanes that were to be provided on Gladstone Road and Annerley Road. These were proposed to be built this year to provide safe access to the Green Bridge.



This is a serious situation, as the lanes were identified in the Environmental Impact Study for the Green Bridge to resolve potential safety issues for cyclists. It means cyclists from West End, Highgate Hill and Southbank will not have safe access by bike to the Green Bridge for some time after the bridge is opened.

I have enclosed a press release I have recently released on this issue for the information of your members.

Thank you for sending me a copy of your letter. I look forward to working with you to improve facilities for cyclists in our city.

Regards

Helen Abrahams

Councillor for Dutton Park

Chair Environment & Sustainability Committee



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CR HELEN ABRAHAMS CHAIR OF ENVIRONMENT & SUSTAINABILITY

MEDIA RELEASE

28 June 2006

Bike Lanes to Green Bridge Not Funded

Bike lanes due to be constructed to help cyclists access the new Green Bridge safely were dropped from this year's Council budget, Cr Helen Abrahams announced today.

Analysis of the Lord Mayor's budget, passed by Council last week, has revealed bike lanes due to be installed on Gladstone Road and Annerley Road in 2006/07 have not been funded.

"I am very disappointed, and I know residents will be also," Cr Abrahams said.

"These works came out of the Environmental Impact Study on the Green Bridge proposal, and were supposed to be in place before the Bridge opens in December to ensure cyclists can access the bridge.

"I'm concerned Council will be encouraging residents to cycle on very busy roads to access the bridge, before bike lanes and appropriate safety measures are in place.

"The Green Bridge is a bike bridge that will now open without safe access for cyclists," said Helen

The on-road bike lane proposed for Gladstone road was intended to provide a safe short bike ride for students from West End and Highgate Hill to University via the Green Bridge, and help reduce queues at the West End City Cat stop.

The other bike lane planned for Annerley Road was designed to link the Green Bridge to University campuses at Southbank and the Goodwill Bridge.

"I call on the Lord Mayor to review the budget at the first opportunity and include the bike lanes," Cr Abrahams said.

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