

Airport Link Corridor CBD BUG Planning Session Sunday 20th July 2:00 – 4:00pm

The NSBT, Northern Busway and now the Airport Link have affected cyclists on the Northside.

Detours started in 2006 and will continue until the Airport Link is opened in 2012.

When the Airport Link is completed cyclists will have their old routes reinstated, but basically no new cycling facilities will be built. In addition our access on the ICB will be severely restricted.

Goal of the planning session is to come up with a proposal or proposals to allow cyclists to commute in the Airport Link corridor to the CBD safely.

One of benefits of the Airport Link that is stated on the Airport Link website is;

“enhance the liveability of the northern suburbs with freed-up surface road space available for improved public transport and pedestrian and cycling links”

The current Airport Link adds produced for the state government state;

“The Queensland Government is building the largest road infrastructure project Australia has ever seen”

When are we going to hear the Premier announce:

“The Queensland Government is building the largest cycling infrastructure project Australia has ever seen”

We need a low risk route into the CBD.

Attendees

Paul French / Aaron Wray / Ian Lister / John Lister (CBDBUG)

Peter Berkeley (QT)

Carolyn Lister (RBWH)

Mitch Bright (Airport BUG)

Rob Sykes

Apologies

Leslie Martin (CBDBUG)

Key Outcome of the meeting

To call on the premier to preserve part of the Northern Transportation Corridor to enable the building of a cycling freeway from Kedron Brook to the CBD.

The state government announced in May 2008 that they would be selling off land that they own in the Northern Transportation Corridor, because it is now surplus to their needs given that the Airport Link and Northern Busway are going in different corridors. The Northern Transportation Corridor provides the only possible alignment to allow a bikeway to start at Kedron Brook and go all the way to the CBD.

Action Item – Paul has written a letter to the premier 25th July 2008

To ask the premier to hold off selling Main Road owned property in the Northern Transportation Corridor, and to instead set aside a portion of these properties to enable the construction of a cycling freeway on the Northside, to complement the V1 bikeway on the Southside.

Northern Busway - Bowen Bridge Road

During the construction of the Northern Busway RCH to Winsor section the two bus lanes on Bowen Bridge road were removed. When the busway opens in May 2009? these two lanes will not be required for bus lanes and will at this stage revert to car lanes.

Action Item

To write to the Lord Mayor requesting that the inbound lane of Bowen Bridge Road be reserved for bicycle use, given the narrow and heavily used footpath between Campbell Street and Gilchrist Avenue.

Northern Busway – O’Connell Tce, Bowen Park

The current crossing of O’Connell Tce is extremely dangerous due to increased traffic flows caused by the NSBT and cyclists being moved from Bowen Bridge Road.

Action – John Lister has emailed the NBA 29/7/08

The NBA (Northern Busway Alliance) and Phil Reeves Parliamentary Secretary to the premier has had advised us that an alternate route through Bowen Bridge Road and using a refuge on O’Connell Tce is being investigated. JL will contact the NBA to follow this up.

Northern Portal

Issue 1 – NSBT Enoggera Creek Bridge Width

The NSBT are building a 2.5m wide bridge over Enoggera Creek.

Action Item – Aaron Wray

Aaron to contact Alan Ballantyne from the NSBT to discuss with him Austroads part 14 that a recreational path has a desirable width of 3.5m and acceptable range of 3-4m. In fact under fig 6-19 a commuting and recreation path would be 3.5m. On new grade separated crossings, the minimum clear width should in general not be less than 3m (Between handrails).

Issue 2 – Connectivity Windsor to Bowen Hills & Windsor to RBWH

The northern portal of the NSBT / Airport link will be a spaghetti of new roads, however cyclists will have to cross up to four sets of traffic lights to cross Lutwyche Road at the intersection of Northey Street.

The current connectivity between Windsor and the Bowen Hills is via O'Connell Tce.

Action Item

To make contact with City North Infrastructure (CNI) about improving connectivity between;

- Windsor and the RBWH
- Windsor and Bowen Hills

CNI is a wholly owned state government owned company to manage the delivery of the Airport Link and Northern Busway on behalf of the state government. CNI board has representatives from Main Roads, Transport, Treasury, Infrastructure, and the BCC.

BrisConnections

Brisconenctions have announced the "Bowen to Bay Urban Parkway – an exciting new connection for Brisbane's north providing a continuous path with cycle and pedestrian routes from Bowen Hills to Moreton Bay"

Action Item

Letter to be sent to Brisconnections inviting them to attend our next CBDBUG meeting to explain the Bowen to Bay Urban Parkway

Western Brisbane Transport Network www.wbtnti.net.au

QT study guiding the development of the transport network over the next 20 years and beyond

A range of long-term options for possible corridors

“Western Brisbane is Brisbane north to Caboolture, NW to Kilcoy down to ESK then to Ipswich and back to town

Additional Ideas

Delegation to see the Premier or Main Roads Minister to push our case re the Northern Transportation Corridor.

Media Strategy

If the premier decides to go ahead with the Northern Transportation Corridor Land Sale should we be developing a media strategy?