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20 December, 2007

Co-Convener
CBD BUG
(Brisbane Central Business District Bicycle User Group)
GPO Box 2104
BRISBANE QLD 4001

Attention: Paul Murdoch

Dear Paul

**North-South Bypass Tunnel Project
South East Bikeway**

Thank you for your letter of 28 September to Mark Marshall in which you comment on the design for the new South East Bikeway at Woolloongabba and raise two primary issues of concern:

- (i) unreasonable inconvenience occasioned to cyclists not being able to directly cross O'Keefe Street for which you propose that the new O'Keefe footpath be lowered to the same level as the lowered level of the O'Keefe Street vehicular roadway and;
- (ii) public safety, drainage and cleanliness in the Harrogate to Reis section of bikeway where a canyon like effect is created by a noise barrier on one side and retaining wall plus balustrade on the other side for which you propose that the bikeway surface level be maintained at the same level as Reis and Harrogate Streets. The only real reason for concern here is the question of user safety because drainage has been suitably accommodated in the design and QDMR is responsible to maintain the path in a clean condition. To improve the safe use characteristics we have included some glass panels at the top of the noise walls and glass panels have been to improve both surveillance and ambient light.

For surety in this matter, I enclose a copy of Drawing No. NSBT-3030-RP-SK-002831[02] which describes our most current design for the bikeway at this location and which may be different to the design previously provided to you. I can advise that the whole of the bikeway design has considered public safety by adopting the principles of Crime Prevention through Environmental Design (CPTED) and gradients have been designed to allow for improved sight lines for cyclists. In particular around O'Keefe Street prior to the NSBT development cyclists crossed O'Keefe Street at grade midway between the Southeast Freeway northbound bridge over O'Keefe Street and Carl Street using a pedestrian refuge without the benefit of a designated signalled crossing.

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Our current design provides for cyclists to cross O'Keefe Street at grade west of Carl Street with an additional approximate 150 metres travel but with the benefit of improved safety characteristics in the form of a designated signalised crossing.

QDMR the owner of this facility has agreed the current design and I understand the design of the O'Keefe Street connection is in keeping with DMR's future strategy for the bikeway. I have discussed both of the above matters with Brisbane City Council the Proponent for the NSBT development and Council is not willing to amend the bikeway at either location as there are simply too many constraints, a lot of which have already proven difficult to deal with in arriving at the current design.

I thank you for your input throughout this process.

Yours faithfully

NORTH-SOUTH BYPASS TUNNEL PROJECT



A J Spink
Project Director

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