



MEDIA RELEASE

Brisbane Central Business District Bicycle User Group

CBD BUG

www.cbdbug.org.au

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Brisbane North Side Residents Launch Cycle Corridor Campaign

Concerned northern suburbs residents are demanding immediate action by the Queensland Government and Brisbane City Council to build a safe and direct cycling route from northern Brisbane to the Central Business District.

The group has launched a campaign because they are fed up risking injury on the existing BCC suggested Albion-Wooloowin cycling corridor, where more than half of the trip is made in the dangerous door zone, sandwiched between parked cars and speeding motorists.

The campaigners are driven by a single simple goal -- they want everyone to be able to ride their bicycles to the Brisbane CBD without being frightened, intimidated, or placed in danger.

The solution is a well-designed, fully separated cycling route through Albion and Wooloowin, linking the Kedron Brook bikeway to the new bike paths being constructed as part of Airport Link in Bowen Hills.

“The growth in cycling from the western and southern suburbs clearly shows that safe, direct paths are all it takes to get people riding,” said campaign spokesman Aaron Ball. “If the existing Albion-Wooloowin corridor was fixed, commuter cyclists and recreational riders as well as motorists would benefit. Drivers would gain from reduced congestion, and through more people gaining the opportunity to leave their cars at home and ride bikes instead.”

“Cycling can capture a much larger share of travel from Brisbane’s north, as has happened in the inner west and inner south. Albion is just 5 kilometres from the CBD, while Wavell Heights and Toombul are only 7 kilometres out -- all within easy cycling distance for commuters, recreational cyclists and families, if there is a safe route to follow” said Mr Ball.

The campaign is timed to link with the upcoming completion and reopening of connecting bicycle paths as part of the Airport Link tunnel project. These paths require the North Brisbane Cycleway before they can be reached safely by thousands of existing and potential northside cyclists.

The campaign organisers are working with the Brisbane CBD Bicycle User Group (CBD BUG), which campaigns for better facilities, safer roads and easier access for all cyclists who travel to, from, or through Brisbane’s Central Business District.

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The North Brisbane Cycleway Campaign is an initiative of concerned local residents, working with the Brisbane CBD Bicycle Users Group. For more information, please contact Aaron Ball on 0411 145 667 or Stephen Wisenthal on 0414 649 976, e-mail north@cbdbug.org.au, or see <http://www.cbdbug.org.au/projects/north-brisbane-cycleway/>

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North Brisbane Cycleway Background

- The goal of the North Brisbane Cycleway Campaign is a safe bike path to the central business district for residents of northern suburbs including Kalinga, Woolloowin, Albion, Eagle Junction, Clayfield, Nundah, Toombul and Wavell Heights. The path will also benefit thousands of cyclists and potential cyclists from other suburbs connected to the Kedron Brook Bikeway, and to the Sandgate Road on-road bike lanes and the airport.
- The North Brisbane Cycleway would link to the Royal Brisbane Hospital complex and cycle centre, and the new developments in Bowen Hills and Fortitude Valley, and as well as enabling connections to the CBD.
- North Brisbane has some of the lowest rates of travel by bicycle to the CBD of any region of Brisbane within 12 kilometres of the city centre, according to a figures produced by the Department of Transport and Main Roads (DTMR) based on Census statistics (see <http://www.cbdbug.org.au/2011/08/the-importance-of-infrastructure/>).
- All existing cycling routes through Albion and Woolloowin require cyclists to share major roads with heavy motorised traffic, in 60km/h speed zones, on popular commuter routes for private motorised vehicles.
- The worst part of the trip is the northern missing link, which extends along the Albion-Woolloowin corridor, from Shaw Road at Kalinga Park, along Dawson St and Dickson St, to Bridge St and Hudson Rd in Albion.
- Most of the Albion-Woolloowin corridor requires cyclists to ride in the door zone, between cars parked along the road and speeding traffic. This forces bikes and cars to share the same lanes.
- More than 5% of trips from the western suburbs of Brisbane to the city are by bicycle, up from less than 1% in 1986, thanks to improved bicycle infrastructure, including the Bicentennial Bikeway (Queensland Cycle Strategy 2011-2021, DTMR). Less than 2% of trips from inner northern Brisbane are by bicycle.
- For more information, see <http://www.cbdbug.org.au/projects/north-brisbane-cycleway/>