



Brisbane Central Business District Bicycle User Group

CBD BUG

GPO Box 2104, Brisbane 4001

convenors@cbdbug.org.au

0423 974 825

www.cbdbug.org.au

Cr David McLachlan
Councillor for Hamilton Ward
42 Racecourse Road
HAMILTON QLD 4007

Dear Cr McLachlan

Cyclist Northern Veloway (U11) linking the Brisbane CBD and Chermside

This letter requests you meet with representatives of the Brisbane Airport Bicycle User Group, (Airport BUG) Royal Brisbane and Women's Hospital Bicycle User Group (RBWH BUG) and Brisbane Central Business District Bicycle User Group (CBD BUG) to discuss the creation of a safe route for cyclists to connect the CBD the northern suburbs along a corridor incorporating Albion, Lutwyche, Woolloowin, Kedron and Chermside.

The background to this letter is that Brisbane's northern suburbs are particularly poorly served by cycleways: resulting in very few people cycling for work, educational, shopping, social or other purposes because of the danger from motor vehicles. Exacerbating this lack of connectivity has been the years of tunnel construction works for the Clem7, Airport Link and now the Legacy Way.

While these multi-billion dollar investments in infrastructure for motorists have rapidly progressed, northern suburb cyclists feel they have been forgotten. The few northern suburb residents brave enough to currently cycle have been left to run the gauntlet of large volumes of fast moving motor vehicle traffic that commonly includes heavy vehicles, and use narrow streets with shoulders that are routinely blocked by on-street car parking.

With one of the principal reasons given by people for not cycling being their perception about safety it is not surprising that data held by the Department of Transport and Main Roads (DTMR) indicates the level of cycling on Brisbane's north side is languishing in comparison to other Brisbane regions where major cycling infrastructure has been installed. At the same time traffic congestion continues to choke the city and cost the community millions of dollars annually in economic, health, social and environmental losses.

In 2008 Brisconnections put forward a plan to build the cycling facility required on Brisbane's north side, but the Queensland Government decided to undertake this project itself. Since this time CBD BUG members have been aware of DTMR planning taking place for this route. However, there has been a growing level of frustration among cyclists with the route's very slow progress. While TMR is performing this planning this work has also had to take account of Council requirements. The shared responsibility for the route has meant cyclists enquiring about the planning process have received contrasting versions of the reasons for the slow progress.

The open-ended timeframe for this route's delivery and the apparent pre-occupation at both levels of government with rapidly delivering vastly more expensive projects benefiting motorists, regardless of their low cost-benefit, is highly likely to lead to cyclists forming a view that public statements about fostering cycling do not align with the actions required "on the ground" to deliver essential and long overdue cycling infrastructure.

Given the additional road space provided for motorists via the tunnels, to which cyclists as tax/rate payers have made contributions, the CBD BUG suggests there should be additional ground level space available to allow for the relatively small amount of room of cyclists require to ride in safety.

Cyclist groups are clear about what is needed, with the following dot points summarising the actions now sought.

1. A high capacity cycle corridor as identified in *Connecting SEQ 2031*, the *Principal Cycle Network Plan for SEQ* and *Brisbane Bicycle Plan* - linking the CBD with Brisbane Airport along the U11/Northern Transportation corridor.
2. This facility to be built within two years of the opening of the Airport Link to take advantage of funding offered by the State Government under the Airport Link EIS.
3. The facility to likely combine off-road and on-road facilities, with a physical separation between cyclists and motor vehicle traffic.
4. This high standard facility to be built with a cyclist lane in each direction.

Additionally, in the interim until this ultimate solution is installed, Council is called upon to commit to the following.

1. Completing a comprehensive safety audit of the existing cycling route through the (U11) corridor.
2. Reinstating the cyclist refuge on O'Connell Terrace.
3. Installing lighting along the Breakfast Creek section of bike path (as per Aaron Ball's letter to Council dated 28 April 2011) (see attached)
4. Replacing faded signage on road, and installing new signage and green paint as per the CBD BUG's February 2010 safety audit request to Council (see attached).
5. Establishing a peak travel period cyclists-only lane along the Shaw Road/Dawson Street/Dickson Street/Bridge Road/Macdonald Road route

In terms of funding these interim improvements the major component should be sourced from the Council's black spot identification program.

The Northern Bikeway 2014 plan would require funds from the Queensland Government with Council approval and active cooperation, as some of the key sections of the facility could be on Council land.

Along with the other BUG representatives I look forward to discussing with you the implementation of this cycling infrastructure, which is absolutely critical to Brisbane's liveability and sustainability.

Yours sincerely



Paul French
Co-convenor
Brisbane CBD BUG
/ July 2011

Cc:

Mitch Bright, Airport BUG
Carolyn Lister, RBWH BUG
Ben Wilson, Bicycle Queensland