



---

## Brisbane Central Business District Bicycle User Group

### CBD BUG

GPO Box 2104, Brisbane 4001

[brisbanecbdbug@gmail.com](mailto:brisbanecbdbug@gmail.com)

[www.facebook.com/cbdbug/](http://www.facebook.com/cbdbug/)

---

The Director  
Bicentennial Bikeway –  
Kurilpa Bridge to Victoria Bridge Project Team  
Department of Transport and Main Roads  
Metropolitan Region  
PO Box 70  
SPRING HILL QLD 4000

Via email to: [metropolitanregion@tmr.qld.gov.au](mailto:metropolitanregion@tmr.qld.gov.au)

Dear Sir or Madam

#### **Submission on Bicentennial Bikeway - Kurilpa Bridge to Victoria Bridge upgrade**

This submission provides the views of the Brisbane Central Business District Bicycle User Group (CBD BUG) on the Bicentennial Bikeway - Kurilpa Bridge to Victoria Bridge upgrade proposed by the Queensland Department of Transport and Main Roads (TMR).

As background to this submission, the Brisbane CBD BUG is a grass roots volunteer organisation of more than 800 members, representing the interests of the very large number of people riding bicycles to, from and within the Brisbane city centre. We are active in seeking policy decisions at all levels of government supporting people who want to cycle for transport, and in particular relating to improved infrastructure, end-of-trip facilities, integration of cycling needs with other transport modes and a regulatory environment friendly towards people riding bikes. CBD BUG members meet monthly to exchange information and ideas, discuss issues of relevance and determine the direction of policies to benefit CBD cyclists.

CBD BUG welcomes the placement of the new segregated pedestrian path closer to the riverbank. It is regrettable this alignment may reduce views of the river for pedestrians. However, this positioning will mean a more direct pedestrian route and therefore it will be less likely pedestrians will use the bikeway. Additionally, by locating the pedestrian path under the motorway will better shelter pedestrian path users from Brisbane's hot/wet weather, which can disincentivise people to walk.

The CBD BUG also strongly supports installing stairs for pedestrians to use between North Quay and the river's edge. Through providing stairs these will be a more direct route many pedestrians will choose instead of a new shared ramp – which is expected to contribute significantly to improved user safety by segregating people riding bikes and people walking.

We recognise the space constraints, maximum gradient obligations, bikeway connectivity issues and other factors impacting the delivery of an improved ramp between North Quay and the Bicentennial Bikeway have made this element of this project very challenging. Accordingly, we commend TMR officials for developing the three options presented for feedback by bicycle user groups on Thursday 15 October 2020.

Taking into consideration all the issues the CBD BUG's position is the first option shown during this session i.e. provides a ramp gradient no greater than 5% for its entire length is the best option. This is based principally on the view that a gradient meeting Disability Discrimination Act requirements will best enable users of all abilities to use it, while also enhancing safety as it reduces the potential for inexperienced / less capable riders to lose control when descending or "postman" ride when ascending. A more gentle gradient will see slower speeds by descending cyclists – contributing to more harmony with the pedestrians and scooter riders who will also be travelling via this shared ramp.

From among the three options presented last week we would also indicate Option 3 as our least preferred – because not only would it result in a ramp with an average gradient of >5% but would as indicated also require expensive retaining wall works and the removal of quite a number of trees.

Option 1 would result in a new ramp junctioning with North Quay very close to the location of the current ramp, where there is no provision for pedestrians or cyclists to safely cross North Quay. We agree with statements made during Thursday's meeting that there are considerable time gaps in the flows of motor vehicles along North Quay that enable active transport users to cross safely. However, we would also point out there can be significant wait times for cyclists and pedestrians between these gaps in traffic flows, which can then lead to active transport users choosing an inappropriate time to cross North Quay.

Irrespective of which option is selected for this ramp – it would be desirable for it to be flared at its intersection with the Bicentennial Bikeway. This flaring would enable bicycle riders to maintain momentum and thereby more easily travel from the Bicentennial Bikeway to North Quay.

To deliver safety for path users we see it as imperative that a new lights-controlled crossing is installed at the top of these new connections. Such an installation would be ideally facilitated via a written agreement with Brisbane City Council detailing the funding and timely delivery arrangements of this new crossing.

In closing, the CBD BUG would like to thank TMR for building this essential and long overdue infrastructure that will connect communities, improve this city's transport system efficiency, by through busting congestion get locals home to their families sooner and safer.

We thank you for the opportunity to provide input on this project.

Yours faithfully



Paul French  
Co-convenor  
Brisbane CBD BUG  
25 October 2020

Cc: Space for Cycling Brisbane  
Bicycle Queensland