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## Brisbane Central Business District Bicycle User Group

**CBD BUG**

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The Director  
Bus and Train project (Major Planning Projects)  
Department of Transport and Main Roads  
Via email: [batproject@tmr.qld.gov.au](mailto:batproject@tmr.qld.gov.au)

Dear Sir or Madam

### **Submission on proposed Bus and Train (BaT) project**

This submission details the views of the Brisbane Central Business District Bicycle User Group (CBD BUG) on the proposed Bus and Train (BaT) project.

The CBD BUG is a grass roots volunteer organisation of more than 700 members, representing the interests of the very large number of Brisbane residents who ride bicycles to, from and within the Brisbane CBD. CBD BUG actively seeks policy decisions at all levels of government that support cycling. In particular, CBD BUG seeks improved infrastructure, end-of-trip facilities, integration of cycling with other transport modes and a cyclist-friendly regulatory environment.

The CBD BUG is acutely aware of the risk motor vehicles create for people riding bicycles. Accordingly, the CBD BUG strongly supports this proposed enhancement of Brisbane's public transport as it has the potential to remove private motor vehicles and buses from the road.

However, the CBD BUG would also like to make the point that the road space freed up by this tunnel should be used to provide safe routes for people to ride bikes, rather than it being allowed to be taken over by yet more motor vehicles. With almost 80% of Brisbane residents travelling to work by private motor vehicle (Source: ABS 2011 Census data), excessive car dependency should not be further enabled.

Following the removal of the need for many buses to drive through the CBD, Adelaide Street is a prime example of a thoroughfare along which dedicated space should be provided for cyclists in the CBD. Adelaide Street is a major route through the city for cyclists but is shared with buses and is without dedicated cyclist facilities.

Apart from this in-principle support, in line with previous CBD BUG submissions on other major infrastructure projects we are limiting our comments to issues directly affecting cyclists.

## Tunnelling work impacts on cyclists

Previous tunnelling work in Brisbane e.g. Clem7 and Airport Link has resulted in diabolical disruptions for bicycle riders through bikeway closures lasting months and even years. Northern suburbs bicycle riders have been especially affected by these closures, with the combined effects of the Clem7 and Airport Link tunnels resulting in a key Herston route being closed from August 2006 to January 2014.

Not surprisingly, a particular concern of the CBD BUG at this time arises due to BaT draft reference design map #9 appearing to indicate the BaT will sever the land bridge connecting the CBD with the northside for cyclists.

Active transport modes such as cycling should always be the priority transport mode and on this basis the CBD BUG calls for the BaT project to avoid severing all existing bikeways.

Furthermore, if any bikeways are to be disrupted cyclists must be provided with alternative routes delivering them an equivalent level of safety & amenity.

Finally, the costs of bikeway detours/closures during the works, including the potential reductions in cyclist levels arising from same, and the permanent alignment of bikeways after the works are completed must be incorporated into the benefit/cost calculation for the BaT project.

## Integration of cycling and public transport

At this early stage the CBD BUG has already identified some key aspects where the transport modes of cycling and the bus/train can be appropriately integrated to deliver improved outcomes.

To ensure BaT stations have maximum catchment zones it is critical secure bicycle parking is provided. The CBD BUG strongly urges both long and short term parking options be provided at all proposed stations. The CBD BUG acknowledges that two of the three BaT stations are to be located at existing station locations namely Woolloongabba and Roma St. Both existing stations illustrate that even in central locations such as the proposed BaT stations there will be a need to provide high quality bicycle parking catering for short and long term parking. Currently, Woolloongabba has no bicycle parking and Roma St has poorly located short term parking, yet in both instances people continue to ride to these locations to access public transport. The CBD BUG points to this as evidence that when designing all stations for BaT, bicycle parking must be provided.

The CBD BUG is aware under the BaT proposal Dutton Park train Station will be removed. To support the removal of Dutton Park Station it has been documented that a pedestrian link will be constructed between the Princess Alexandra Hospital (PAH) and Park Road/Boggo Road Station. The CBD BUG calls for the proposed link to be constructed so that it caters for both pedestrians and cyclists. The PAH is a major trip generator and therefore catering for bicycle and pedestrian access is vital as any link will be used by not just public transport patrons.

To accommodate the proposed CBD station it has been well documented that George Street will be substantially affected with the removal of 80 and 100 George Street. Such works will have a natural effect of traffic flows in George Street. The CBD BUG sees this as a perfect opportunity for the Queensland Government to work with the Brisbane City Council in extending the existing protected George Street bike lanes all the way to the Queensland Parliament building.

Thank you for the opportunity to provide these comments on the BaT.

The CBD BUG now looks forward to the publication of the BaT Environmental Impact Statement for further opportunities to comment on areas where the BaT needs to be integrated with cycling.

Yours sincerely

A handwritten signature in black ink, appearing to read "D Campbell". The signature is written in a cursive style with a large, sweeping initial "D".

Donald Campbell  
Co-convenor  
CBD BUG  
17 April 2014