



Brisbane Central Business District Bicycle User Group

CBD BUG

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The Right Honourable Graham Quirk
Lord Mayor of Brisbane
GPO Box 2287
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Dear Lord Mayor

This letter seeks your advice and action on the restoration of provision for cycling on the Inner City Bypass (ICB) in the vicinity of its connections to the Clem7 and Airport Link tunnels.

The ICB is just as an important cross-town link for cyclists as it is for motorists, and arguably even more so given the dearth of other cycle connections on the north side of the city. Prior to the commencement of the Clem7 works the ICB was quite accommodating towards cyclists, with wide shoulders and marked cycle crossings (including "Bicycles crossing" signage, painted lanes and holding rails) on the entrance and exit ramps.

However, over the last four and a half years of tunnel construction Brisbane cyclists have seen a creeping removal of cycling provisions and installation of signage increasingly hostile to cyclists. Despite assurances that cycling would continue to be permitted on the ICB, we have witnessed the partial closure of shoulders, the removal of the cycle crossings on exit and entrance ramps, and the introduction of anti-cycling signage starting with advisory "Bicycles should exit" signs on the ICB itself, later being changed to "Bicycles must exit", and now new "No bicycles beyond this point" signs.

When these changes were first instituted the Brisbane CBD BUG was assured by BCC officers that these were only temporary measures, and on completion of the works ICB access for cyclists would revert to the situation prior to the commencement of the Clem7 works.

Since then we have been reliant on the assurance that cycling on the ICB is still permitted despite the signage, which is a far from satisfactory state of affairs. The current signage makes motorists more hostile to cyclists, and was almost certainly a significant factor in several cases reported by our members of aggressive behaviour from motorists, such as driving onto the shoulder to attempt to physically intimidate cyclists, along with verbal abuse, even on sections of the ICB that do not currently have any anti-cycling signage. We are very concerned the more permanent appearance of the newer signage will create even more aggression from between motorists towards cyclists.

As the Clem7's construction is now complete but the ongoing Airport Link works mean the ICB has not yet been restored for full cycle access, we are anxious to find out what the current timetable is for removal of the temporary signs and the restoration of the positive provision for cyclists, particularly at the entrance and exit ramps, and how that might be brought forward.

Accordingly, your advice is sought on when these changes are to be made, and your action is sought in ensuring it is as soon as possible. Furthermore, we request that we be given the opportunity to review the plans for the cycle provisions with sufficient time that changes can be made if appropriate.

Secondly, we request that in the interim you reverse the trend of unnecessarily hostile measures such as the new "No bicycles beyond this point" signs. Although we agree that the tunnel projects have been highly detrimental to cyclist safety in the area, the ICB is still the safest option for many trips, and this signage contributes to hostility to cyclists and makes the road even less safe. Unless and until Council is able to provide safe and direct alternatives for the wide variety of routes the ICB currently serves, actions to further decrease cyclist safety on the ICB cannot be justified.

I look forward to your response on these issues.

Yours faithfully

A handwritten signature in black ink, appearing to read "Paul French", written in a cursive style.

Paul French
Co-convenor
Brisbane CBD BUG
7 October 2011