



**Brisbane Central Business District Bicycle User Group
CBD BUG**

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Cr Julian Simmonds
Chair
Brisbane City Council Active Transport Committee
GPO Box 2287
BRISBANE QLD 4001

Dear Councillor Simmonds

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

This letter requests you meet with representatives of the Brisbane Airport Bicycle User Group, Royal Brisbane and Women's Hospital Bicycle User Group 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 Department of Transport and Main Roads data indicates the level of cycling on Brisbane's north side is languishing in comparison to other regions where 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 required cycling facility, but the Queensland Government decided to undertake this project itself. Since this time the CBD BUG has been aware of the Department of Transport and Main Roads (TMR) planning this route. However, there has been a growing level of frustration among cyclists with the route's very slow progress.

One of the major issues the CBD BUG understands to be delaying the project is Council's reluctance to allow sufficient space on council-controlled roads for enabling a safe route for cyclists. Given the additional road space provided for motorists via the tunnels, which cyclists as tax/rate payers have made contributions towards, the CBD BUG suggests there should be additional ground level road space available to allow for the small amount of space cyclists require in order to ride safely.

The open-ended timeframe for this route's delivery and an apparent lack of commitment by Council to this project is likely to lead to a view forming among cyclists that Council statements about fostering cycling do not align with the actions required "on the ground" to deliver essential and long overdue cycling infrastructure.

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 lane in each direction.

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

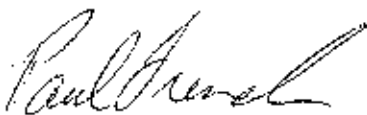
1. Completing a comprehensive safety audit of the existing cycling route through the (U11) corridor.
2. Reinstating the cyclist refuge on O'Connell Terrace.
3. Installing lighting along the Breakfast Creek section of bike path (as per Aaron Ball's letter to Council dated 28 April 2011)
4. Replacing faded 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 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 would be on Council land.

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

Yours sincerely



Paul French
Co-convenor
Brisbane CBD BUG

3 June 2011

Cc:

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