

Our ref: MC41004

Queensland **Transport**

22 APR 2009

Mr Paul French
Co-Convenor
Brisbane CBD Bicycle Users Group
GPO Box 2104
Brisbane Qld 4001

Dear Mr French

Thank you for your letter of 24 February 2009 to the former Minister for Transport, Trade, Employment and Industrial Relations about the impacts of the detour around the closed section of City Reach Boardwalk. As you may be aware the Honourable Rachel Nolan MP is now the Minister for Transport. The Minister has asked me to respond on her behalf.

The City Reach Boardwalk is a valuable community asset well used by both pedestrians and cyclists. The popularity of this facility is well appreciated and the decision to close part of the Boardwalk was taken in the interests of public safety.

I am advised the boardwalk was constructed in sections by each of the developers that built the adjoining office buildings and apartment blocks. It is constructed over parts of the Brisbane River that were once the site of wharves and part of the port of Brisbane. The respective owners and bodies corporate of these adjoining buildings lease the areas over which the boardwalk is constructed from the Port of Brisbane Corporation Limited (the Corporation) and are required under the terms of their leases to keep their respective sections well maintained.

Even though the Corporation is not responsible for the maintenance of the facility, it has taken a leadership role in ensuring public safety and in working towards having the structure repaired and re-opened as soon as possible.

The inconvenience to pedestrians and cyclists caused by the detour around the closed Admiralty Quays section of the boardwalk is understood.

Public safety has been of paramount importance in initially closing the Admiralty Quays section and in planning the detours for the cyclists and the pedestrians.

Similarly the temporary fencing was erected in the interests of public safety by the Corporation along the entire length of the boardwalk except for some sections where the sub-lessees have exercised their contractual rights and refused to allow the fencing to be erected.

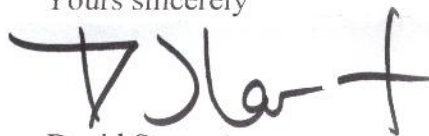
Also, as you indicate in your letter, the fencing in one section is arranged so as to reduce the width of the boardwalk. This is adjacent to a damaged section requiring both pedestrians and cyclists to proceed with caution.

The detour around the closed Admiralty Quays section of the boardwalk allows for separate paths where possible for cyclists and pedestrians. Cyclists can use the ramp between Admiralty Towers 1 and Admiralty Towers 2 when travelling between Howard Street and the boardwalk. Signage erected by the Corporation direct pedestrians to use steps between Admiralty Quays and Admiralty Towers 1. Also pedestrians can use the steps adjacent to City Plaza and walk along Arch Lane. This further separates the pedestrians from the cyclists who are directed by the erected signs to use Adelaide Street and travel around the Macrossan Apartments construction site.

While it is acknowledged that these arrangements are less than ideal, the detours and safety barriers have been erected to ensure public safety during the temporary closure of the Admiralty Quays section of the boardwalk. The Corporation is currently involved in legal processes involving the Admiralty Quays' Body Corporate and associated parties regarding undertaking the necessary repairs to its section of the boardwalk. Should these parties not commence the repairs within given timeframe, the Corporation is prepared to undertake the repairs itself and resolve the dispute with the Admiralty Quays' Body Corporate as a separate issue.

I trust this information is of assistance.

Yours sincerely

A handwritten signature in black ink, appearing to read 'D Stewart', written over a faint horizontal line.

David Stewart

Director-General