



Brisbane Central Business District Bicycle User Group – CBD BUG

Sebastian Tauchmann, 3224 8491 (w) or sebastian.tauchmann@gmail.com

Leslie Martin: leslie@cdbdbug.org.au

Paul French: 0423 974 825 (m) or paul.french@cdbdbug.org.au

GPO Box 2104, Brisbane 4001

The Honourable John Mickel MP
Minister for Transport, Trade,
Employment and Industrial Relations
GPO Box 2644
BRISBANE QLD 4001

Dear Minister

This letter seeks your action in relation to addressing the shortcomings identified by Central Business District Bicycle User Group (CBD BUG) members in the planned route for the Gateway Bikeway Project (GBP) on the Brisbane River's northside.

The GBP has been promoted as connecting with existing cycling infrastructure along Kedron Brook. The appropriate alignment for the GBP is for it to connect directly to the Kedron Brook Bikeway (KBB) by running parallel to the Gateway Upgrade Project (GUP) until it crosses Schulz Canal. However, the current GBP design diverges from the GUP at Kingsford Smith Drive, meaning cyclists seeking to travel between the bridge and the KBB via the GBP will have to negotiate numerous intersections.

In view of the high speeds and volumes of traffic in this area, which includes a considerable level of heavy vehicles, this indirect route means significant additional safety risk for cyclists. There is also the reduced functionality of such a meandering route, which at one point doubles back on itself for approximately 200 metres. In a complete contrast, motorists heading northwards after crossing the duplicated Gateway Bridge will reach the GUP's crossing point with the KBB uninterrupted by roundabouts, traffic lights and other traffic control mechanisms.

The lack of appropriate connectivity between these two key pieces of cycling infrastructure is another example of the different standard applied when developing new infrastructure for motorists, in comparison to that used for cyclists. The CBD BUG's view is that the current culture in Queensland of road infrastructure planners seems to still be one of designing firstly for motorists, with cycling infrastructure only coming into planning as an afterthought. This would explain why even though the announcement of the GDP included a cyclist pathway, the connection of this river crossing to the KBB via the GBP has been so poorly incorporated into the GUP's planning.

The term "interim solution" has been used in relation to the planned GBP route. However, past experience has shown that interim solutions for cycling infrastructure can be in place for extended periods. Therefore, the CBD BUG does not draw any reassurance from such responses.

The issue of the scheduling of these projects has also been put forward as the reason for this sub-optimal plan. To suggest the timing of the Gateway Upgrade Project (GUP) precludes the proper extension of the GBP indicates a lack of appropriate sequencing for these projects and the CBD BUG calls for the revision of their respective timeframes to enable installation of a truly appropriate bikeway route.

In closing, in view of the lack of appropriateness of the proposed GBP route CBD BUG members call on the State Government to review this situation and redesign the GBP so it appropriately links with the KBB, though paralleling the GUP to its crossing point with the KBB on the northern bank of Schultz Canal.

Yours faithfully



Paul French
Co-convenor
Central Business District Bicycle User Group
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cc Brisbane City Council
Bicycle Queensland
Airport BUG