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## Brisbane Central Business District Bicycle User Group

### CBD BUG

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Indooroopilly Bikeway (Radnor Street) - Stage 1 project  
City Projects Office  
Brisbane City Council  
GPO Box 1434  
Brisbane Qld 4001  
Via email: [bikewayprojects@brisbane.qld.gov.au](mailto:bikewayprojects@brisbane.qld.gov.au)

Dear Sir or Madam

#### **CBD BUG Submission: Indooroopilly Bikeway (Radnor Street) - Stage 1**

The BUG supports this project as an important link between the Western Freeway Bikeway and the Jack Pesch Bridge. If the Kate/Witton Road intersection and Lambert Road are made safer for people riding bikes and walking, the project may eventually help students from Ambrose Treacy College and Indooroopilly schools travel safely by active transport between home and school.

The Stage 1 project is denoted IND-SP-001 in City Plan 2014, Schedule 3, Table APT1. In the latest plan version, an Excel spreadsheet<sup>1</sup> which appears to be dated 3 July 2017, the "estimated year of completion" of Stage 1 (Western Freeway Bikeway to Coonan St) is given as 2016-2021. Stage 2, IND-SP-002 (Coonan St to Jack Pesch Bridge) is estimated to be completed by 2026-2031.

The problem then is that Stage 1 will be very much an orphan project and underutilized until Stage 2 is built. Riding up Foxtan Street or Riverview Terrace will not be a realistic option for many people. The project webpage<sup>2</sup> claims "The project aims to provide a safe connection for cyclists and pedestrians and create a high quality, *connected*, accessible recreation and commuter route for Brisbane residents." If here "the project" refers to just Stage 1, then the statement that it is "connected" is clearly false.

The page states "Stage 2 will be delivered as a separate future project, when funding becomes available." Stage 2 needs to be delivered as soon as possible, immediately after or concurrently with Stage 1. Having to the project completed in 2026-2031 would be an unacceptable delay, especially considering that council is continuously failing to meet any of its active transport goals and has the lowest rate of female commuter cycling of any Australian capital.

We suggest that the Land Street tunnel duplication is an unnecessary project opposed by all cycling groups in Brisbane and not requested. If it were cancelled this would be welcomed and not seen as a "failed promise" by any group; then this considerable funding could be redirected to Stage 2 here (IND-SP-002) immediately. This would be a win for Council in terms of public relations, and groups lobbying for better active transport.

Thank you for the opportunity to provide comment on the Indooroopilly Bikeway Stage 1 project.

Yours faithfully

Dr Richard Bean  
Co-convenor  
Brisbane CBD BUG  
3 June 2018

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<sup>1</sup> <https://www.brisbane.qld.gov.au/planning-building/planning-guidelines-tools/brisbane-city-plan-2014/document>

<sup>2</sup> <https://www.brisbane.qld.gov.au/traffic-transport/roads-infrastructure-bikeways/current-bikeway-pathway-projects/indooroopilly-bikeway-radnor-street-stage-1-project-indooroopilly>