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## Brisbane Central Business District Bicycle User Group

### CBD BUG

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To: The Coordinator-General  
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Dear Coordinator General

This letter details the concerns held by the Brisbane Central Business District Bicycle User Group (CBD BUG) about the potential impacts of the Bus and Train (BaT) tunnel project that may have on people riding bicycles between the CBD and the north and south side suburbs.

As background for you to this letter, the Brisbane CBD BUG is a grass roots volunteer organization of more than 700 members, representing the interests of the very large number of people riding bicycles to, from and within the Brisbane city centre. It is active in seeking policy decisions at all levels of government supporting people who want to cycle, and in particular relating to improved infrastructure, end-of-trip facilities, integration of cycling needs with other transport modes and a regulatory environment friendly towards people riding bikes. CBD BUG members meet monthly to exchange information and ideas, discuss issues of relevance and determine the direction of policies to benefit CBD cyclists.

The various tunnel building projects in Brisbane over recent years have resulted in closures of bikeways for months and even years, with little to no provision of safe alternatives for people riding bicycles. Adding insult to injury for bikeway users has been the many months they have had to wait before former busy bikeways were reinstated – with builders who have completed said projects having no reason for them to reinstate the bikeway components as they were seen as supplementary works instead of being included as primary works. Sadly, these bikeway closures have caused many people to simply give up cycling – leading to additional pressure on stretched public transport services and increased traffic congestion due to additional motor vehicle usage.

The CBD BUG is focused on ensuring such unacceptable outcomes for people riding bicycles are not repeated through the BaT tunnel project. Accordingly, CBD BUG members have analyzed the currently available BaT tunnel project EIS Reference Design maps and EIS from which the following issues of concern have been identified. It should be noted that due to the size of the EIS it will not be possible for the CBD BUG to note every issue that may affect cyclists and relating to the BaT project. In short it is the BaT projects responsibility to ensure any issues that affect cyclists are kept to an absolute minimum.

## City Center

A recent petition to the BCC for the installation of George St protected bike lanes, the council resolved that any further extension of the existing lanes would be done in conjunction with proposed works for BaT project. On that note it is observed that Figure 4-56 (page 166) that two lanes of George St will be blocked during construction of BaT. This should be used as an opportunity to work with BCC for the installation of protected bike-lanes along George St. The document (Page 4-133) makes no note of the disruption that this project will pose to cyclists that use George St. This is simply an unacceptable oversight.

## North side

The BaT tunnel is anticipated to particularly impact on northern suburb bicycle riders because it intersects with the heavily used bikeway connecting Bowen Bridge Road, Herston to Roma Street that runs through Victoria Park and the Roma Street Parkland. The CBD BUG is also intent on ensuring that the BaT works do not obstruct the planned delivery by the Department of Transport and Main Roads (TMR) of the North Brisbane Bikeway Stage 1A, a 710 metre bikeway to connect Victoria Park at Gilchrist Avenue, Herston to O'Connell Terrace, Bowen Hills.

- The CBD BUG does not view the closure (page 4-189) of the North Brisbane Bikeway Stage 1a as desirable in light of the current poor provision for cyclists coming from the North. With that in view any detours or works that may require the North Brisbane Bikeway to be closed should only be done outside of daylight hours. If this is not practical any complete closure should be for the shortest time possible and any detour will only affect the travel time of any cyclist by the bare minimum with minimal deterioration of quality of the facility.
- Closures of Parkland Boulevard and Parkland Crescent for construction of new Roma Street BaT station.

Parkland Boulevard and Parkland Crescent are part of the primary route for commuter cyclists between Brisbane's northern suburbs and the CBD. The essential role of these thoroughfares with relatively low level of motor vehicle traffic is clear, as the CBD BUG understands TMR data points to an average of approximately 600 cyclists per day using this route – the equivalent of almost 15 fully seated Council buses. Therefore, it is critical that safe and direct alternative route be provided for cyclists while Parkland Boulevard and Parkland Crescent are closed for the BaT works.

The CBD BUG has already considered and discarded options involving Countess Street, Gregory Terrace and Wickham Terrace. However, in their current configuration none of these heavily trafficked thoroughfares would enable a safe cycling alternative.

The CBD BUG has already identified one possible option for this alternative route via pathways through the Roma Street Parkland. This would likely involve additional signage and surface marking to avoid potential space conflicts with pedestrians. The CBD BUG requests a meeting with BaT project staff to discuss a resolution to this matter.

- Realignment of Victoria Park bikeway that parallels the Inner City Bypass

BaT Draft Reference Design maps 9 and 10 indicate a planned realignment of the Victoria Park bikeway that parallels the Inner City Bypass.

For safety and to cater for bike riders of all abilities the alignment and longitudinal gradient of this bikeway, both during, and after the tunnelling works are completed, need to conform to *Austrroads, Guide to Traffic Engineering Practice, Part 14 Bicycles*.

BaT Draft Reference Design map 10 also indicates a bus turnaround is to be located in vicinity of Gilchrist Avenue. The CBD BUG would prefer that land currently dedicated to car parking is removed to provide space for this new infrastructure, to alleviate the need to create a more circuitous route for bicycle riders.

### South side

- Direct cyclist/pedestrian connection linking Princess Alexandra Hospital and Boggo Road Ecosciences Building, Dutton Park

BaT Draft Reference Design map 2 indicates provision through the BaT project of a direct cyclist/pedestrian connection linking the Princess Alexandra Hospital and the Boggo Road Ecosciences Building, Dutton Park. However, it is understood this much needed and long overdue facility is now not planned to be delivered because of supposed community safety concerns. Instead it is apparently now planned that a new pedestrian and cycle bridge will be constructed on the northern edge of the existing Annerley Road Bridge providing improved access to Dutton Park Station.

The CBD BUG views this decision as a retrograde step that needs to be immediately re-visited.

While the CBD BUG still sees this as a retrograde step, during a briefing the CBD BUG was informed that proposed Dutton Park Station overpass structure was to be approximately 10 metres wide to cater for expected patronage and to mitigate potential for pedestrian bicycle conflict. Upon viewing the EIS it would appear in Figure 4-35 (page 4-117) the proposed structure does not appear to be 10 metres wide. The CBD BUG would not view a width of anything less than 10 meters wide a suitable solution to the proposal.

The current cyclist connection between the South East Bikeway and the University of Queensland that lies via Kent Street and Annerley Road is narrow, indirect and will continue to require users to cross T-intersections and building driveways. With the current proposal not providing the originally proposed link the existing path needs to be improved upon. It was discussed in the briefing that the current Boggo Road bikeway is sharply bended and should be realigned where it joins the ground. In Figure 4-36 this point does not seem to have been addressed. The CBD BUG would also point out that the existing segregated path that finishes where the bikeway hits the ground needs to be continued up Kent Street to the proposed Dutton Park Station Overpass Structure with a combined width of no less than 5 metres. Adding to this point the path should be as direct (straight) as possible resulting in any unnecessary bends being completely avoided.

Furthermore, the decision to not directly link the Princess Alexandra Hospital and Boggo Road Ecosciences Building is short-sighted – and will limit the opportunities for scientists and other technologists at two of the major research and educational facilities in Queensland to more easily interact and thereby create breakthroughs that would benefit the residents of this state.

### Overall

Continuing on from our previous submission bicycle parking has still not been catered into the design of the station even though cycling is identified and as catchment mode source in point 4.2.16. The CBD BUG does not understand this oversight. Further on, the list of mitigation measures (page4-212) does not go far enough. Trucks with dog trailers simply should not be involved in the construction works; there danger to vulnerable road users is too high. The list also says, maintaining safe access for pedestrians and a cyclist pass work sites, but does not mention maintaining level of service. Providing safe access around work sites should always maintain level of service and not result in vulnerable road users being diverted on convoluted or time consuming detours.

I look forward to hearing from you on these matters.

Yours faithfully

A handwritten signature in black ink, appearing to read 'D Campbell', written in a cursive style.

Donald Campbell  
Co-convenor  
Brisbane CBD BUG

12 October 2014