



OFFICE OF THE
LORD MAYOR
Brisbane

Office
2nd Floor, City Hall
King George Square
Brisbane 4000
Tel 07 3403 4400
Fax 07 3403 9930
LORDMAYOR@brisbane.qld.gov
Postal
GPO Box 2287
Brisbane Qld 4001 Australia

14 July 2008

Mr Paul French
Central Business District Bicycle User Group
GPO Box 2104
BRISBANE QLD 4001

Dear Mr French

Thank you for your letter of 18 June 2008 concerning the removal of road cycling facilities from the Inner City Bypass (ICB).

Prior to commencement of construction of the North South Bypass Tunnel (NSBT) Project, the ICB between the tunnel under the exhibition grounds and Abbotsford Road had the following ramps:

- Eastbound, one diverging ramp to Lutwyche Road was provided with a bike crossing. This had cyclist holding bars and adequate sightlines to traffic approaching up the gradient out of the tunnel. Owing to the lack of shoulders in the Breakfast Creek Tunnel, all eastbound cyclists were required to exit at Abbotsford Road; and
- Westbound, there was no specific provision at the merge over Campbell Street.

The NSBT Project will see the construction of the following ramps:

- Eastbound, a diverge immediately after the modified Lutwyche Road diverge (as above), to the tunnel southbound, and a merge before the Queensland Rail (QR) Mayne Yard Control Centre from the tunnel northbound. Please note that this has high barriers at the merge due to the requirements relating to QR tracks below, limiting sight distances.
- Westbound, a diverge beside the Newspaper building to the tunnel southbound, and a modified merge over Campbell Street from the tunnel northbound and Lutwyche Road southbound.

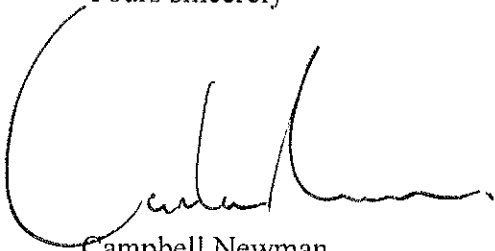
These ramps have high traffic numbers and are in the high speed environment of the ICB. Our designers have investigated the provision of dedicated bike crossing points at each of the new diverges. In each case, the approach geometry (i.e. sightlines) is inferior to the previously existing crossing above Campbell Street, and the additional space available for turning/holding is limited by adjacent retaining walls.

Given that there is now an increase in the number of ramp crossings from two to five in a short distance, and suitability for bicycle crossings of these ramps is limited, our traffic designers have concluded that it simply not safe to allow cyclists into this area, and thus the alternate routes were included.

Cyclists are still able to ride along the ICB but will need to exercise considerable caution at each of the diverges and on-ramps. Active Transport will continue to work with the NSBT project team to ensure the best outcomes for cyclists.

Thank you for writing to me.

Yours sincerely



Campbell Newman
LORD MAYOR

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I trust the more important
issue is how we work
together to deliver the
\$100 million in cycling
work over the next 4 years.