



Brisbane Central Business District Bicycle User Group

CBD BUG

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The Honourable Rachel Nolan MP
Minister for Transport
GPO Box 2644
BRISBANE QLD 4001

Dear Minister

I refer to the letter dated 11 November 2009 (copy attached) advising of the Queensland Government's commitment to spend \$150 million over the next five years to upgrade bicycle storage facilities at bus and rail stations as part of the Translink Station Upgrade Program.

This is a major funding injection for cycling and the CBD BUG commends the Queensland Government for taking this step. This letter now seeks your action to ensure the maximum benefit will be achieved from this investment.

The Brisbane Central Business District Bicycle User Group (CBD BUG) is a grass roots volunteer organisation of some 500 cyclists representing the interests of the very large number of Brisbane residents who ride bicycles to, from and within Brisbane's city centre. It is highly active in pursuing policy decisions at all levels of government relating to cycling, and in particular relating to improving cycling infrastructure, end-of-trip facilities, making the regulatory environment more cyclist-friendly and integrating cycling with other transport modes.

The CBD BUG sees the installation of high quality end-of-trip cycling facilities at public transport nodes across South East Queensland as an essential step towards alleviating this region of its chronic traffic congestion. This funding will go a long way towards making this happen and accordingly, the CBD BUG applauds the Queensland Government for this decision.

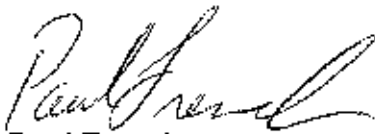
You may know of Translink's draft policy titled "Planning for Cycling Access to Public Transport Stations and Stops". The CBD BUG first became aware of this draft policy during a discussion with officials from the then Department of Transport about the provision of cycling facilities as part of the Eastern Bus Way. After reviewing this document, on 4 March 2008 the CBD BUG submitted its proposals for improving the policy (copy attached). However, apart from an acknowledgement letter the CBD BUG has since received no further correspondence relating to this policy. In light of this lack of information on this policy we now would appreciate advice on its status and a provision of a copy of the current version.

As mentioned already the CBD BUG sees the provision of high quality end-of-trip cycling facilities at public transport nodes as essential. To adequately cater for the variety of potential users these facilities need be provided in a layered approach i.e. a combination of racks, cages and lockers, depending upon the number and type of people using individual stops and stations. Applying a one-size fits all approach at a major stop/station e.g. bicycle cages only, may meet the needs of regular, all day users, but will not be appropriate for one-off or occasional users. Another key issue is the positioning of end-of-trip cycling facilities so they are protected from the weather and enable surveillance by security cameras and/or passers-by and thereby discourage theft and vandalism.

The CBD BUG is concerned that without proper consultation and a revised Translink policy on end-trip facilities at Translink stops and stations the Queensland Government's large financial commitment may be misdirected. Therefore, the CBD BUG would like to be consulted on the policy and how the allocated funds will be spent so as to obtain the maximum benefit.

I look to your response on these issues.

Yours faithfully



Paul French
Co-convenor
Central Business District Bicycle Users Group

17 March 2010



**Queensland
Government**

11 November 2009

Mr Paul French
Co-convenor
Brisbane CBD BUG
GPO Box 2104
Brisbane Qld 4001

Dear Mr French

Thank you for your letter of 8 September 2009 to the Honourable Rachel Nolan MP, Minister for Transport about integrating cycling and pedestrian infrastructure with other transport infrastructure. The Minister has asked that I respond on her behalf.

The Department of Transport and Main Roads is currently developing *Connecting SEQ 2031: An Integrated Transport Plan for South East Queensland* (Connecting SEQ 2031). The draft plan establishes priorities and policies for investment in the transport system between 2010 and 2031 and will provide a framework to guide the integration of land use planning with all the transport modes in a single process. The plan will include detailed policies and actions for cycling and walking to guide more detailed transport planning and projects included in the *South East Queensland Infrastructure Plan and Program*, the *TransLink Network Plan* and the *Transport Implementation Program*.

Connecting SEQ 2031 will also include an active transport strategy which will elevate cycling and walking as significant modes making a key contribution to the future transport task. The strategy will focus on building a complete active transport network that integrates with public transport trips and which will also embed active transport planning in wider land use planning.

As part of the draft Connecting SEQ 2031 active transport strategy, all new road, busway and rail projects will take a multi-modal approach and make provision for cycling and walking, including delivering sections of the Principal Regional Cycle Network outlined in the *South East Queensland Principal Cycle Network Plan* that was adopted by the government in 2007. In addition, active transport policies will be developed to provide guidance to public and private developers and planners to positively provide for cycling and walking in all developments. This will include protection of active transport corridors under the *Integrated Planning Act 1997*.

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With regard to the South East Bikeway, the department recognises the significance of this link on the principal cycle network and is planning to progressively complete the missing links in the bikeway over the next five years. Funding has been provided for detailed design of the section from Ekibin Creek to Birdwood Road, with construction due to commence in the 2010-11 financial year.

Further works are planned to improve access for cyclists to the RBWH Cycle Centre. On-road cycle facilities are planned along Butterfield Street at Herston and at the Bowen Bridge Road/O'Connell Terrace intersection to assist cyclists entering and leaving the RBWH Cycle Centre. The RBWH Cycle Centre is a major commitment by the government to cycling in Brisbane's central business district providing state-of-the-art facilities in a convenient and central location.

The department is currently undertaking planning investigations to provide for a high capacity cycle facility between Brisbane central business district and Kedron Brook which is referred to as the Northern Veloway Section 1. This project was identified as part of the Western Brisbane Transport Network Strategy which was released in September 2009 by the Honourable Rachel Nolan MP, Minister for Transport. The department acknowledges that you raised the issue of retaining state owned properties in the Northern Transport Corridor for a cycle facility in previous correspondence and will be able to respond more fully once there is certainty over the status of this corridor.

The development of the PA Hospital Cycleway occurred as a result of a study of possible bikeway alignments around the hospital precinct. During the planning process for this project, several alignments were canvassed and the opportunity became available for the new cycleway to be built as part of the busway project. This cycleway was funded by the government's Cycle Network Program capital works budget and delivered by the Boggo Road Busway Alliance. It has provided a very safe and convenient path across Ipswich Road linking to Eleanor Schonell Bridge and beyond.

The department is also integrating active transport facilities at TransLink stations and stops, recognising that cycling and walking are the preferred modes of travel for many passengers to and from stations and stops, due to their inherent environmental, social and health benefits. Active transport facilities include clearly defined pedestrian and cycle paths with cycle storage at the station or stop if required, covered walkways for people transferring between services, passenger pick-up and set-down zones and bus interchanges.

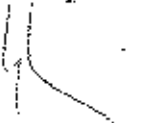
The Queensland Government, through TransLink, has invested \$440 000 since 2005 to provide additional secure bicycle storage facilities at stations across South East Queensland's public transport network. TransLink will invest a further \$150 million over the next five years in upgraded bicycle storage facilities at bus and rail stations as part of the TransLink Station Upgrade Program. For example, during 2009-10 a secure bicycle cage with swipe card access will be trialled at Bald Hills railway station as part of a major park 'n' ride upgrade. The design for the overall upgrade is currently being finalised but the secure bicycle facility is expected to hold up to 100 bicycles.

In regard to your concerns about developments in Adelaide Street, I am advised that Brisbane City Council has been working towards the introduction of a new Bus Rapid Transit service between West End and Newstead since mid 2008. In late 2008, Brisbane City Council commissioned AECOM to undertake an implementation plan for the proposed Bus Rapid Transit service. To date, a major component of this work has been examining corridor options through the Brisbane central business district, including along Adelaide Street. As part of the Brisbane City Council 2009-10 Budget, Brisbane City Council has decided to pursue implementation of the West End to Newstead 'CityGlider' project in 2010.

The department understands that the proposed design for Adelaide Street was developed with high priority given to accommodating pedestrians and public transport vehicles. However, the study noted that the corridor contains a mix of retail and office space as well as access to a number of public car parks. Completely removing private vehicle access would have a significant detrimental impact on the operation and viability of these properties and businesses.

To understand the specific details of the planning undertaken for Adelaide Street, I recommend you seek a briefing on the project from Mr Matthew Tilley, Senior Transport Planner, Brisbane City Council, who will be able to provide you with further details on the proposed recommendations from the study.

Yours sincerely



Ryan Huelin

A/General Manager (Passenger Transport)