



Brisbane Central Business District Bicycle User Group

CBD BUG

GPO Box 2104, Brisbane 4001

convenors@cbdbug.org.au

0423 974 825

www.cbdbug.org.au

The Honourable Anastacia Palaszczuk MP
Minister for Transport and Multicultural Affairs
GPO Box 2644
BRISBANE QLD 4001

Dear Minister

This letter seeks your action on the restoration of provision for cycling on the Inner City Bypass (ICB) in the vicinity of its connections to the Clem Jones and Airport Link tunnels.

Since the ICB was constructed it has been an important cross-town link for cyclists, providing direct connections between a number of locations, and serving a wide variety of routes. It has been just as important to cyclists as to motorists, and perhaps even more so, given the absence of other cycle connections on the north side of the city. Its importance as a key part of the cycle network is acknowledged by its status as a principal cycle route in the *South East Queensland Principal Cycle Network Plan*. Prior to the commencement of the Clem Jones Tunnel works the ICB was quite accommodating towards cyclists, with wide shoulders and marked cycle crossings (including "Bicycles crossing" signage, painted lanes and holding rails) on the entrance and exit ramps.

However, over the last four and a half years of tunnel construction Brisbane cyclists have seen a creeping removal of cycling provisions and the installation of signage increasingly hostile to cyclists. Specific changes have included the partial closure of shoulders, removal of the cycle crossings on exit and entrance ramps and the introduction of anti-cycling signage starting with advisory "Bicycles should exit" signs on the ICB itself, later being changed to "Bicycles must exit", and now new "No bicycles beyond this point" signs.

As these changes have been instituted the Brisbane CBD BUG has continued to be assured they were only temporary measures, and on completion of the works ICB access for cyclists would revert to the situation prior to the commencement of the tunnel works.

The current signage makes motorists more hostile to cyclists, which in turn makes the road less safe for cyclists, and for all road users. The signage is almost certainly a significant factor in several cases of aggressive behaviour from motorists recently reported by our members. This behaviour ranges from verbal abuse to swerving onto the shoulder at high speed, even on sections of the ICB that do not currently have any anti-cycling signage. The CBD BUG is extremely concerned that the more permanent appearance of the newer signage will provoke motorists into being even more aggressive towards cyclists.

As the Clem Jones Tunnel's construction is now complete but the ongoing Airport Link works mean the ICB has not yet been restored for full cycle access, we are anxious to find out what the current timetable is for removal of the temporary signs and the restoration of the positive provision for cyclists, particularly at the entrance and exit ramps, and how that outcome may be brought forward.

Accordingly, your advice is sought on when these changes are to be made, and your action is sought in ensuring it is as soon as possible. Furthermore, it is requested the CBD BUG be given the opportunity to review the plans for the cyclist provisions with sufficient time so changes can be made where appropriate.

In the interim it is requested you act to mitigate the negative impacts of the tunnel construction on cycle safety and connectivity on the ICB. Specifically, you need to ensure no more cycling-hostile signage is installed, arrange to have removed the anti-cycling signage already in place, leave as much shoulder space open as possible during construction, and restore marked cycle crossings on entrance and exit ramps as soon as possible.

In addition to the restoration of positive provision for cycling on the ICB itself, alternative safe and direct links are sorely needed for cyclists who prefer more physical separation from motor traffic. While the Victoria Park Bikeway provides an important north-south arterial connection, it has limited extent and connectivity, and does not provide the east-west orbital connection that the ICB does. There is little alternatives for cyclists in the vicinity of the ICB, and what exists is ad hoc, disconnected, unsafe, indirect and overall far below the standard of service enjoyed by motorists using the ICB.

Although the tunnel projects have been highly detrimental to cyclist safety in the area, suitable alternatives have not been provided, and the ICB is still the safest and most direct option for many trips. Until safe and direct alternatives are provided for the wide variety of routes the ICB serves, actions to further decrease cyclist safety on the ICB would be indefensible.

I look forward to your response on these issues.

Yours faithfully



Paul French
Co-convenor
Brisbane CBD BUG

// November 2011