



---

## Brisbane Central Business District Bicycle User Group

### CBD BUG

GPO Box 2104, Brisbane 4001

[brisbanecbdbug@gmail.com](mailto:brisbanecbdbug@gmail.com)

[www.facebook.com/cbdbug/](http://www.facebook.com/cbdbug/)

---

The Right Honorable Adrian Schrinner  
Lord Mayor of Brisbane  
GPO Box 2287  
BRISBANE, QLD 4001

Via email to: [lord.mayor@brisbane.qld.gov.au](mailto:lord.mayor@brisbane.qld.gov.au)

Dear Lord Mayor

Quest News recently reported that a development lodged for 104 Lambert St will not be constructing its section of the bikeway that borders the development. The CBD BUG has viewed the lodged plans (via PD online) and the omission of a riverfront bikeway is notable (figure 1). Failure of any development that fronts the river to construct its sections of the "Riverwalk" (that fronts a development) is a departure from City Plan 2014 (figure 2). It would also be a missed opportunity for the development as tenants are likely to make use of the Riverwalk if built.

The Mowbray Park to Docks side bikeway is listed as a Primary cycling corridor by the City Plan 2014 and a Priority "A" route by the TMR "Principal Cycle Network Plan" (figure 3 & 4). Considering the importance of this corridor the CBD BUG requests that yourself as Lord Mayor and council mandate that the development amend their plans requiring the developer to construct "their" section of the bikeway. It is fundamental that all developments adhere to the City plan 2014 and construct sections of bikeway where required.

Looking forward to your reply

Sincerely  
Donald Campbell  
Co-convenor  
Brisbane CBD BUG  
27<sup>th</sup> September 2019

CC

Cr Jonathan Sri	The Gabba Ward
Jacki Trad MP	South Brisbane
Rod Harding	Labor Candidate for Lord Mayor of Brisbane
Kath Angus	Greens Candidate for Lord Mayor of Brisbane

Figure 1 – Clip of submitted landscape plan

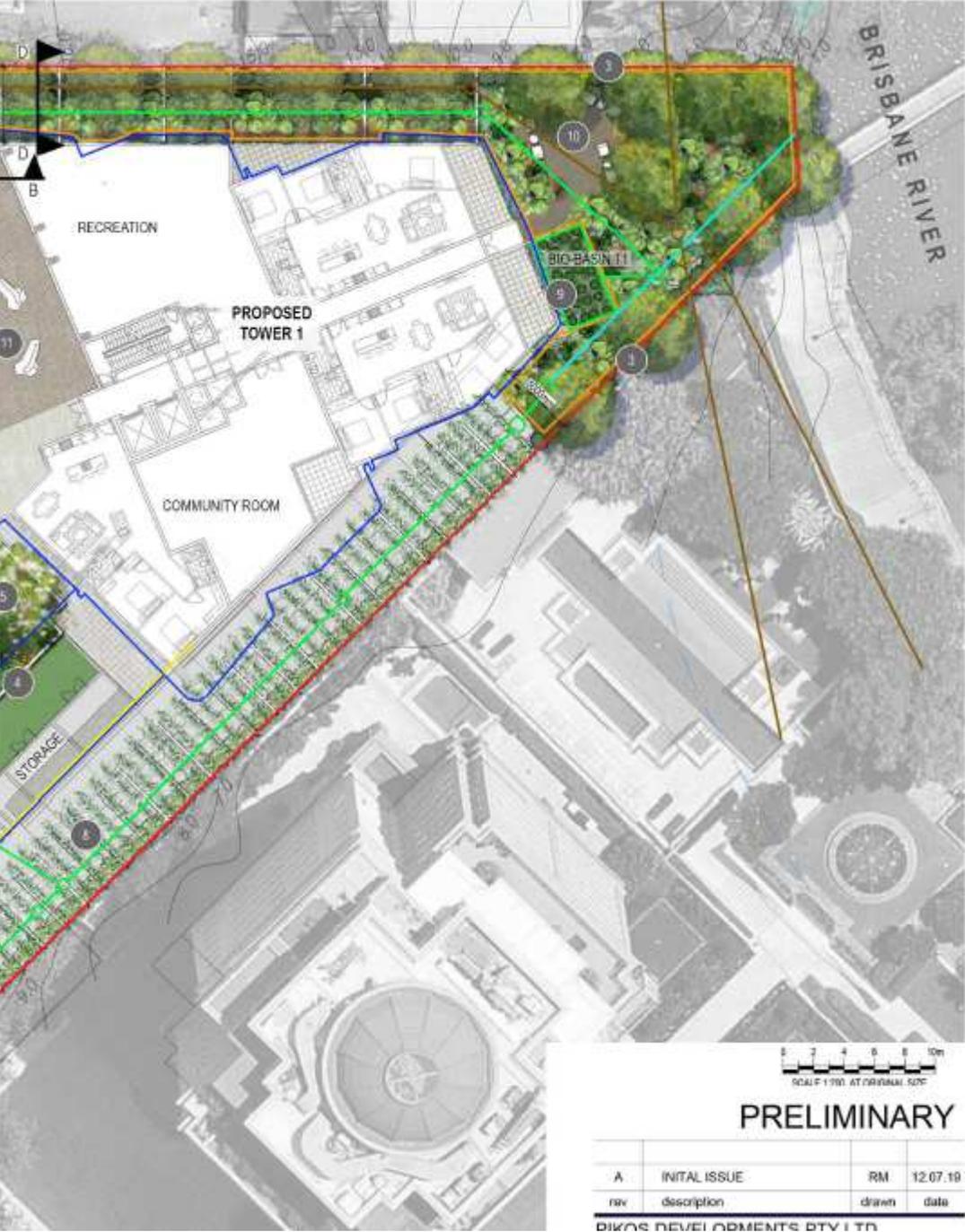


Figure 2

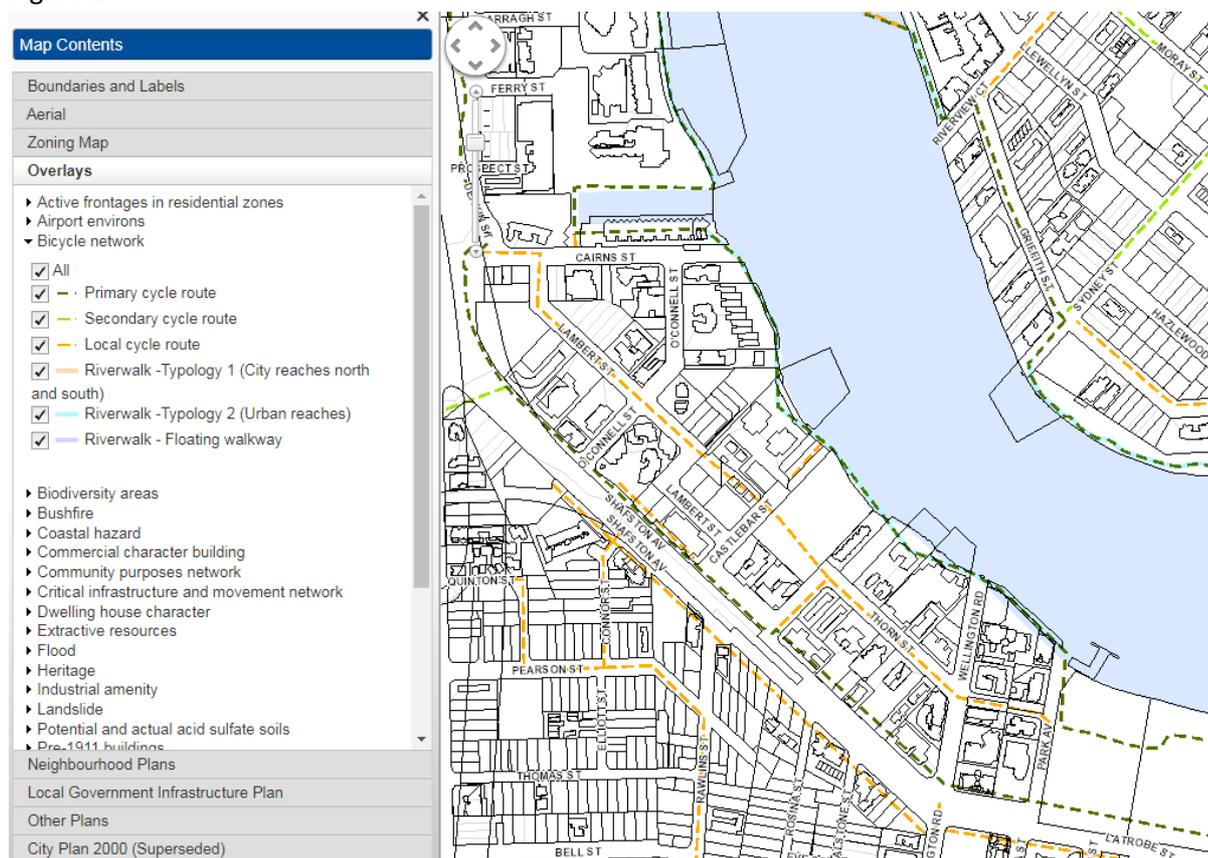


Figure 3

## 1.2 How were priority routes identified?

Principal cycle network routes were identified as Priority A (focus of delivery in the next 10 years), Priority B (10 to 15 years), Priority C (15 to 20 years), or Priority D (for delivery in the next 20 years or more). The priority given to each route was informed by workshops and consultation with local government and the Department of Transport and Main Roads regional officers, based on criteria focused on supporting trips to work, school, shops, and other major attractors. Consultation with cycling and other stakeholders will occur as part of future detailed investigations of the priority routes.

Prioritisation considered safety, topography, land use, current usage, and local knowledge of current or latent demand, planning, feasibility, and opportunities. A number of routes are shown as unprioritised. They are either already constructed or not considered a priority for investment at this stage. However, facilities may be delivered on unprioritised routes as part of other projects.

Figure 4 -

