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## Brisbane Central Business District Bicycle User Group

### CBD BUG

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The Right Honourable Cr 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

I write to you on behalf of Brisbane Central Business District Bicycle User Group (CBD BUG) members in relation to Council's cancellation of the North Brisbane Bikeway (NBB) Stage 5 project and "pausing" of the two West End green bridge projects.

To say that CBD BUG members were disappointed by these announcements is significantly understating their views.

While the costs to ratepayers of the flood recovery works are clearly substantial this burden is not being shared between all infrastructure users given that Council's many road widening/"improvement" programs are continuing uninterrupted. This is particularly unfair given these road projects embellish an already extensive and excellent quality road network.

People can already safely travel anywhere they want across Brisbane by car. The same should be the case if a person wants to cycle, scooter or walk. Currently however, people riding bicycles for transport have so little safe / segregated infrastructure, and what there is, is fragmented and indirect.

### **North Brisbane Bikeway**

In relation to the NBB Stage 5 project - it makes no sense for Council to not continue this corridor in a north-easterly direction to connect it to the Kedron Brook Bikeway after the Queensland Government has already delivered the NBB's first four stages outwards from Bowen Hills.

Accordingly, Brisbane CBD BUG members call on Council to fill in this missing section and complete the 40 kilometre route that will connect the CBD to the Brisbane Airport and beyond to Redcliffe.

At the very least Council should continue the separated active travel facility along Dickson Street to Junction Road. While the section along Dickson Street remains incomplete, it renders the entire route very intimidating for many riders, especially families with young children, older riders and people less confident about riding a bicycle.

In contrast, the component of the former plan situated north of Junction Road along Sydney Street, which drew the most local opposition, involved quiet back streets and is far less important for enabling people to cycle safely than the section south of Junction Road.

## Green Bridges

With the pausing of the two West End green bridges now coming on top of the previous scrapping of the Bellbowrie-Wacol green bridge this flagship program you committed to in your first budget as Lord Mayor in 2019 now looks to be in considerable disarray.

The green bridge Council is building across Breakfast Creek will be nice, but is essentially duplicating an existing facility and offers only marginal additional benefit to cyclists. It is not increasing the catchment for people who want to cycle. Residential and employment density in its cycling catchment are significantly lower than the catchments that would be serviced by the two West End bridges – the CBD, University, St Lucia, Toowong, Milton and West End.

Brisbane will be on the world stage hosting the 2032 Olympics and this is a compelling reason to continue to deliver transformative active transport infrastructure. The last significant cycling project the City Council delivered was a few hundred metres of separated cycleway in the CBD.

The need for these two new river crossings was articulated in the preliminary business cases published by Council on these two projects. These documents pointed to these projects being “city-shaping” through supporting a clean, green and sustainable city and reducing reliance on private vehicle trips and decreasing vehicle emissions. These projects stand in stark contrast to road improvement projects do not reduce congestion and in fact only ever redistribute traffic.

To these statements we would add the need to enhance connectivity between the research and creative institutions forming the Brisbane Knowledge Corridor. To improve Brisbane’s future economic prospects this city needs to focus more on Knowledge-Based Urban Development (KBUD). These two green bridge projects will deliver on several of the KBUD foundational elements such as improving the quality of life and place and enhancing accessibility and connectivity.

We would point to the fact that Brisbane’s cycling mode share has significantly grown in the few regions where there has been major investment in separating cyclists from motor vehicle traffic, while the overwhelming majority of the “network” is still fragmented and means only a brave few will continue to cycle until the much needed connections are provided.

Therefore, we urge you to reconsider this “pausing” and re-engage these projects so they are delivered in the shortest possible time.

Yours sincerely



Paul French  
Co-convenor  
Brisbane CBD BUG  
7 August 2022

Cc: Airport BUG  
Bicycle Queensland  
Brisbane North BUG  
Cr Jared Cassidy - Leader of the Opposition in Council  
Cr Nicole Johnston - Tennyson Ward Queensland Walks  
Space4Cycling Brisbane  
Cr Jonathan Sriranganathan - The Gabba Ward