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**Brisbane Central Business District Bicycle User Group  
CBD BUG**

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Transport Strategy and Planning  
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BRISBANE QLD 4001

Via email to: [qld.principalcyclenetwork@tmr.qld.gov.au](mailto:qld.principalcyclenetwork@tmr.qld.gov.au)

**Brisbane Central Business District Bicycle User Group (CBD BUG)  
submission on the review of the Principal Cycle Network for Queensland**

Dear or Madam

In response to the Department of Transport and Main Roads (TMR) invitation to the community to have its say on the review of the Principal Cycle Network for Queensland, the Brisbane CBD BUG is pleased to provide the following submission.

*Document format*

The table of contents should also enable users to jump to the relevant map by clicking on map listings instead of having to scroll down.

A major improvement to these maps for the final version to make them more user friendly would be publishing via an interactive / online format such as via Google Maps or the Qld Government website - <https://qldglobe.information.qld.gov.au/>

*Priority Route Maps*

Based on the current format to enhance legibility for users the route maps need to:

- indicate more landmarks and major roads, and
- highlight major destination points.

*Route design principles*

While the plan states "Prioritisation considered safety, demand, land use and network connectivity data, along with planning, feasibility and opportunities", the document is unclear about how these principles have been applied to prioritise routes.

The CBD BUG proposes the following principles for prioritising routes are applied:

1. Active transport should be accessible for everyone. Therefore, routes/infrastructure priority should be designed for people of all ages and abilities, and in particular women, children and older people.
2. Priority is given to direct routes connecting existing infrastructure in the direction of travel arising to/from major trip generators.

3. Connections to public transport stations, especially railway stations further from the Brisbane City CBD should be prioritised.
4. Connections should be prioritised to link between existing line haul / trunk infrastructure to popular/desirable/useful destinations. (Refer to Point 5 below)
5. More direct routes should receive a higher priority.
6. Recreational routes with existing infrastructure should be lower priority than new routes connecting major utility/commuter destinations, especially schools, shops, hospitals, major recreational and entertainment venues and public transport nodes.
7. Where there is a gap between the terminations of two existing routes - the completion of these missing links should a priority.
8. Route preferences revealed through bicycle rider applications should be used, along with other datasets, to indicate an existing bicycle rider preference.
9. Routes with catchments on both sides should be favoured over similar parallel routes with a catchment only one side.
10. Flat routes should be favoured over hilly routes. In hilly terrain, routes should be closer together.

Should TMR officers wish to clarify any aspects of this submission we would certainly welcome their inquiries.

We thank TMR for the opportunity to comment on this project.

Yours faithfully



Paul French  
Co-convenor  
Brisbane CBD BUG  
31 August 2022

Cc: Space for Cycling Brisbane  
Bicycle Queensland