

Other considerations

Pedestrian and cycle river crossings

A number of river crossings are being considered to provide links from residential areas to education, shopping and employment centres. This list is what is being considered and why.

West End to St Lucia

- To provide a direct link between Boundary Street and the University of Queensland.

Fig Tree Pocket to Sherwood

- To provide a direct link between Fig Tree Pocket and the rail network at Sherwood.

Jindalee to Kenmore

- To provide a direct link between Jindalee and Kenmore.

Bellbowrie to Riverhills

- To provide a direct link between Bellbowrie, the Western Freeway cycleway and the rail network at Darra/Oxley.



Pedestrian and cycle zones

Why these options are being considered

- To support the use of active transport and public transport at key centres such as Cherside, Enoggera, Milton, Indooroopilly, Kenmore, Darra and the University of Queensland
- To link residential areas to education, employment, shopping and recreational facilities.

What's being considered

- Walking and cycling links to strategic cycle routes and local facilities such as community centres or parks
- Walking and cycling links for local trips such as shops and schools
- Improvements to existing infrastructure such as signage and line marking
- Cycle network signage
- Cycle facilities (storage, toilets, lockers) at public transport interchanges and railway stations
- Recreational cycling routes
- Residential cycling routes.

Have your say

Queensland Transport invites you to comment on these possible transport network improvement options for the western Brisbane area. Your input is important and will help the investigation team develop draft transport strategies.

To comment on these options:

- complete the Feedback Form attached to the Overview information sheet, or
- complete the online survey on our website www.wbtnei.net.au, or
- phone us on 1800 636 896, or
- visit our public displays and Information Day.

Contact the team

We'd like to hear from you. Please contact us with your questions or feedback:

Phone: 1800 636 896

Email: info@wbtnei.net.au

Write: Western Brisbane Transport Network Investigation
Reply Paid 246
Spring Hill Qld 4004

Visit: www.wbtnei.net.au

TTY: 13 36 77

For people of non-English speaking backgrounds

Interpreter: 13 14 50, or

Visit: www.qld.gov.au/other_languages/index.html

Western Brisbane Transport Network Investigation

Information sheet

The Western Brisbane Transport Network Investigation is a strategic study focused on the investigation of regionally significant transport links and travel patterns across western Brisbane.

April 2008

Active transport options

The Western Brisbane Transport Network Investigation is a Queensland Transport study guiding the development of the transport network for the western Brisbane region for the next twenty years and beyond. It includes all transport types – walking and cycling, public transport, roads and freight – and is guided by the Queensland Government's South East Queensland Regional Plan.

Queensland Transport and the Western Brisbane Transport Network Investigation team have developed a number of possible transport network improvement options.

While each option may improve transport in its local area, it is the way that options are combined that helps to meet long-term demand.

A series of information sheets is available to explain these options.

• Overview

• Northern

• North west

• South west

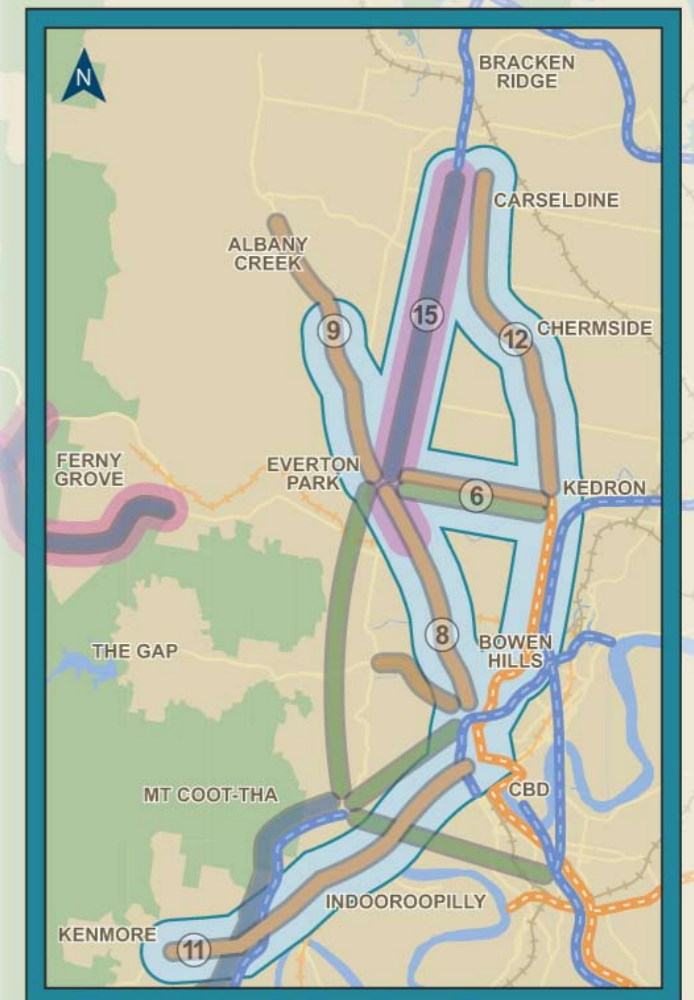
• Western bypass

• Rail

• Active transport

This information sheet describes some of the active transport (walking and cycling) options under investigation for western Brisbane.

To assist with understanding this information sheet, it is recommended that you have a copy of the Overview information sheet for your reference.



Active transport network improvement options

Carseldine to Bowen Hills

Why this option is being considered

- To provide a commuter route from the northern Brisbane suburbs to the Victoria Park cycleway and the city centre
- To connect to the existing Kedron Brook cycleway, which goes to the Australia TradeCoast
- To connect residential areas to education, shopping and employment centres.

What's being considered

- Off road walking and cycling link in the existing Gympie Road/Lutwyche Road corridor.

Everton Park to Kedron

Why this option is being considered

- To provide a commuter route; a more direct and visible route than the Kedron Brook cycleway
- To connect the western Brisbane suburbs to the Australia TradeCoast.

What's being considered

- Off road walking and cycling link in the existing Stafford Road corridor between South Pine Road at Everton Park and Gympie Road at Kedron.

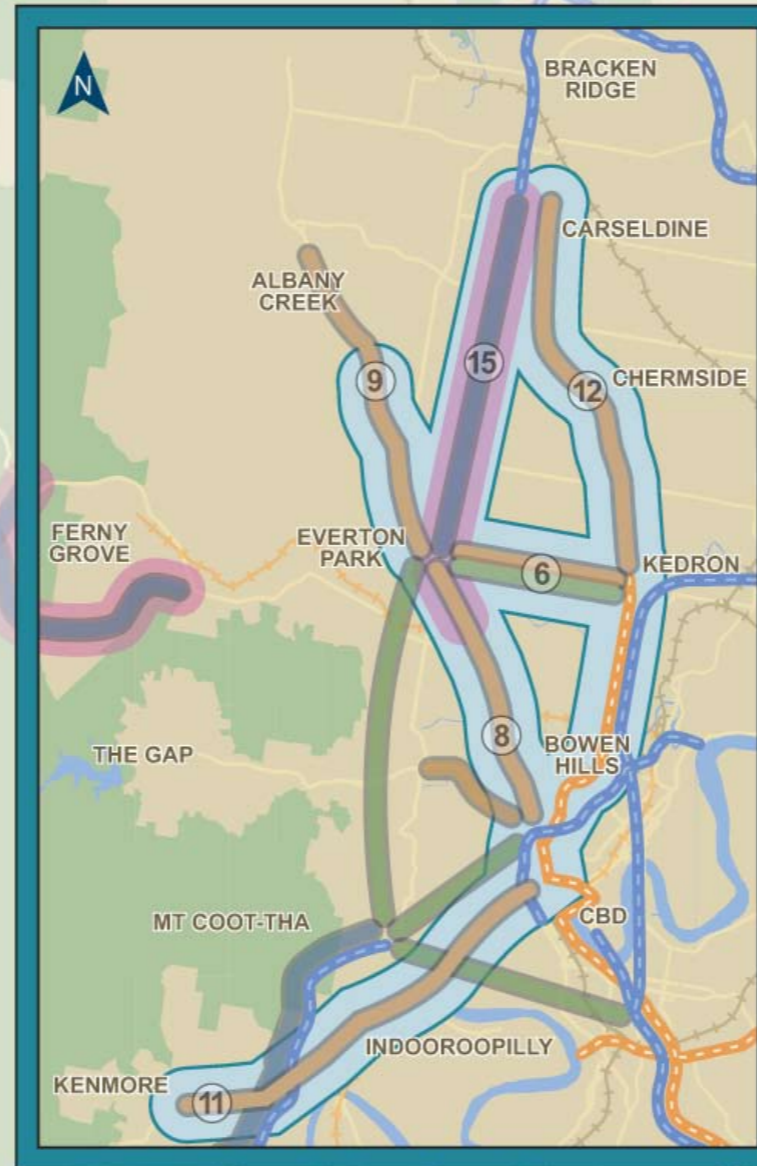
North West Transport Corridor

Why this option is being considered

- To connect the northern Brisbane suburbs to the existing Kedron Brook cycleway which goes to the Australia TradeCoast.

What's being considered

- Off road walking and cycling link in the existing preserved transport corridor between Gympie Road at Carseldine and Stafford Road at Everton Park.



Legend

- 2026 Urban Footprint
- Rail Corridor Improvements
- Road
- Public Transport
- Road Tunnel
- Preserved Corridor
- Active Transport

Existing or Committed Transport Infrastructure

- Motorway/Highway
- Rail
- Busway

McDowall to Red Hill

Why this option is being considered

- To link north western Brisbane to the Kedron Brook cycleway which goes to the Australia TradeCoast
- To provide a commuter route from north western Brisbane to the city centre
- To link Kedron Brook cycleway and Victoria Park cycleway.

What's being considered

- Off road walking and cycling link in the existing Kelvin Grove/Enoggera Road corridor.

Kenmore to Central Business District

Why this option is being considered

- To create a direct commuter link from Kenmore to the Bicentennial Cycleway to the city centre
- To link to the Centenary Highway cycleway
- To link western Brisbane to University of Queensland and the Eleanor Schonell Bridge.

What's being considered

- Off road walking and cycling link in the existing Moggill Road/Coronation Drive corridor.

No decision has been made as to whether any of these active transport options or combinations are required at this time. If an option is required, further work on its social, environmental, engineering and economic feasibility, including government affordability, will be undertaken along with community consultation. Any proposed option could only proceed if the government's environmental impact requirements are met.

