

14 December 2018

The CEO
Brisbane Airport Corporation Head Office
PO Box 61
HAMILTON CENTRAL QLD 4007

And

The Honourable Michael McCormack MP
Minister for Infrastructure, Transport and Regional Development
PO Box 6022
House of Representatives
Parliament House
CANBERRA ACT 2600

And

The Honourable Alan Tudge MP
Minister for Cities, Urban Infrastructure and Population
Suite 4, Level 1
420 Burwood Highway
WANTIRNA SOUTH VIC 3152

Dear Sirs/Madams,

The Brisbane Airport Upgrade - Pedestrian and Public Transport Access

We write this letter on behalf of Airport BUG Inc.

We have been instructed that the Brisbane Airport Corporation ("BAC") refuse to make provisions for pedestrian and bicycle access between the Domestic Terminal and the General Aviation Precinct ("GAP") and Plane Spotters Area. Currently, the only way to get to the GAP is by private vehicle along the Dryandra Road Diversion. Brisbane Airport Corporation have also erected signage, restricting pedestrian access along the road. Currently the only way to get to the GAP will be via private vehicle or cycling through the underpass. Given that the Domestic Terminal is the only access point for public transport in that immediate area, this restriction has direct consequences for those who work in the GAP, as well as implications on a broader level.

In open correspondence BAC have written "Pedestrians will not be permitted in the underpass due to the significant security and safety risks. Cyclists, though not encouraged,

will be able to ride through the Underpass using the wide shoulders, but as you are aware there is no dedicated lane linking to or in the underpass".

As will be discussed, we write to raise a number of concerns in relation to the inadequacies, namely:

1. The need for employees to have safe and adequate access to their place of employment; and
2. A duty to ensure pedestrian and cyclist safety.

We implore the Federal Government, and the Brisbane Airport Corporation to address these concerns, by developing an innovative solution to provide both adequate and safe pedestrian access and cycling infrastructure between the Domestic Terminal and the GAP.

Safe Access to Workplace

The Queensland Government Department of Transport and Main roads website states *"walking is important to improve the future of Queensland's transport system... Councils need to provide safe and accessible pedestrian facilities to accommodate all pedestrians, including those with mobility difficulties."*

Whilst we recognise that the Brisbane Airport upgrade, in particular the Dryandra Road Underpass, is either wholly or in part a privately owned and funded project, the underpass has been subject to both State and Federal approval at many levels, including during the design process. Further, the Brisbane City Council has also been involved in the process as the project was within their boundaries.

The *Transport Plan for Brisbane – Strategic Directions* report (the "TPB report") highlights the importance of having both public and sustainable transport options to support Brisbane City's *"liveability and economic prosperity into the future"*. Paramount to this is the importance of access to public transport and adequate pedestrian and cyclist access to one's workplace. Owning a car should not be a requirement for working at the Brisbane Airport.

Previously, the now decommissioned Dryandra Road, was able to be used by both pedestrians and cyclists to travel safely to and from the GAP. Further, it was recognised as a route for cyclists and pedestrians by the commonly used Translink Journey Planner application, and other map applications for personal electronic devices. Now, the restrictions on pedestrian access could see those requiring such access to the GAP pay per day for parking, or see them have to pay additional fares for taxis and other rideshare services to access the GAP.

Further, and importantly, the TPB report states that *"the provision of affordable, accessible transport options also helps ensure people who may be disadvantaged can remain connected to people and services"*. It is our view that failing to provide any or adequate pedestrian access between the Brisbane Domestic Terminal and the GAP significantly and further disadvantages middle to lower socioeconomic income earners, who rely heavily on public transport and pedestrian access as an affordable means, and often their only means, to travel to work and earn an income.

It is our submission that Brisbane Airport Corporation, the Australian Government, and the Queensland Government and Local Governments, including the Brisbane City Council, have a collective responsibility to ensure that residents who are reliant on both public transport and

pedestrian access to commute to their place of work, have adequate and safe facilities within which to do so. Further, that these pedestrian facilities be disability friendly and adhere to the requirements set out in the Austroads Guide to Road Design, which outlines that *“proper allowance for the safe movement of traffic (including pedestrians and cyclists) through both the worksite and the completed project must be designed into the project”*. Given the scale of public access to the Brisbane Airport and immediate surrounds, it is imperative that the parties involved collectively address this issue as a matter of priority. The recent Australian Council of Road Safety conference in Sydney highlighted that a failure of early design focuses purely on motor vehicles and accordingly fails more vulnerable road users as an afterthought. Pedestrians and cyclists are vulnerable road users and we implore the early design of Brisbane airport upgrade to consider these vulnerable road users.

Pedestrian and Cyclist Safety

Pedestrians comprise the largest single road user group, because almost everyone is a pedestrian at some point in their journey. Although pedestrians travel, on average, a smaller distance than other road users, they still make up 13% of the annual Australian road toll.¹ Further, with the push for sustainable transport options becoming increasingly popular, cyclists are also becoming a growing road user group.

Unfortunately, there has been a rise in both pedestrian and cyclist injury and deaths in Queensland from 2017 to 2018. Whilst there are many variables which influence these statistics, there can be no argument that lack of pedestrian and cycling infrastructure in roadway design has a direct impact on pedestrian and cyclist safety.

Rather than provide safe and adequate pedestrian access between the Domestic Terminal and the GAP, the Brisbane Airport Corporation have not incorporated **any** measures to allow pedestrian use, which we believe will likely encourage the unsafe and improper use of the roadways by those pedestrians who rely on public transport and pedestrian access as a means to access their workplace. The Brisbane Airport Corporation have erected signs restricting any pedestrian access between the Domestic Terminal and the GAP, with **no** alternative for those who rely on pedestrian access.

Further, as part of the new upgrade, cyclists are expected to traverse the underpass alongside usual traffic. The Dryandra Road project is a 4 lane underpass structure, including 1.5km of roadway. It is effectively a tunnel. Whilst there are no specific road rules in relation to the prohibition of cyclists in tunnels, most tunnels restrict cyclists from entering by way of road signs. This is usually due to a number of factors, including the high speeds at which vehicles travel coupled with lack of cycling lanes and poor lighting conditions. It is considered a risk to cyclist safety to allow cyclists to travel through tunnels, particularly considering the transition between light to dark would require the switching on of both front and back lights, and the removal of glasses – a task which should require a cyclist to pull over, unlike those travelling in by way of vehicle.

The Brisbane Airport Upgrade Master Plan acknowledges the inadequacies, noting that ***‘Currently, some gaps still exist in the existing active transport network, however through initiatives and plans that will be delivered during the next five year period, walking and cycling will become more attractive.’***

We submit that the approach taken by the Brisbane Airport Corporation is both inadequate and counterproductive to encouraging pedestrian and cyclist use. Currently, there is a significant

¹ The Australian Government Department of Infrastructure, Regional Development and Cities Pedestrians and Road Safety Information Sheet.

push for individuals, business, and cities alike, to consider their carbon footprint. During a time where environmental accountability is more pertinent than ever, especially given the significant output of carbon emissions from the use of planes, it is submitted that these initiatives and plans should have been at the forefront of the upgrade, rather than an afterthought or a problem thought not to be worth an adequate solution. Owning a car should not be a requirement to travel safely to work at the Brisbane Airport.

We understand that the Brisbane Airport is the first precinct which specifically prohibits pedestrian access.

Again, we urge the Federal Government and the Brisbane Airport Corporation to address these concerns, by providing adequate and safe pedestrian and cycling infrastructure between the Domestic Terminal and the General Aviation Precinct.

Kind Regards

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Principal
MAURICE BLACKBURN