Brisbane City Council is committed to expanding our city’s active transport network to deliver safe, convenient and connected bikeways and help improve active transport options for Brisbane residents, visitors and commuters.

Council’s CityLink Cycleway trial will deliver a network of dedicated cycling facilities to encourage even more Brisbane residents, visitors and commuters to use sustainable modes of transport and help reduce the need for car-based travel into the city centre.

On average, one car in Brisbane only carries 1.1 people, but takes up the same space as five people riding a bike. Since January 2020, active travel has increased by 16% in Brisbane with more people choosing to walk and ride compared to the same period last year, while the number of people riding a bike to work in the city more than doubled between 2006 and 2016.

CityLink Cycleway benefits
Council is trialling a new separated two-way bikeway in stages along selected streets in the city centre, which will separate cyclists from vehicle movements using raised yellow kerbing.

The overall benefits are to:

- provide a safe, connected and accessible cycleway
- provide more active travel opportunities by complementing the existing bikeway and shared pathway network for cyclists commuting into the city centre
- improve cyclist accessibility to places of work and local amenities such as shopping precincts and recreational parks and activities in the city centre
- improve safety for people walking, riding and driving, and decrease carbon emissions.
The CityLink Cycleway trial will be implemented in stages, and will include separated two-way bikeways to be installed on:

- Elizabeth Street, between William and Creek streets
- Edward Street, between Elizabeth and Alice streets
- Albert Street, between Alice and Mary streets
- William Street to Grey Street, via Victoria Bridge.

In each of these locations, the bikeway will occupy a kerbside traffic lane and will separate cyclists from vehicle movements using raised yellow kerbing.

The trial may also be extended to other parts of Brisbane’s city centre in future stages, including Alice Street, North Quay and Melbourne Street in South Brisbane.

### Key changes

There will be a number of key parking changes along Edward Street and Elizabeth Street, including the removal of 58 car parking spaces (including six disability parking spaces), 10 dedicated and approximately 40 night-time motorcycle parking spaces, 17 loading zones and three taxi zones.

Council is investigating options to re-allocate some of these uses where possible.

More information will be provided to the community in the coming months, ahead of any construction. Please refer to Council’s website for the latest information at brisbane.qld.gov.au and search ‘CityLink Cycleway’.

### Integration with other projects

- As part of the Brisbane Metro project, the Victoria Bridge will close to general traffic to provide three lanes for Metro and bus services and the CityLink Cycleway.
- The bikeway on Albert Street will connect the City Botanic Gardens with the future Cross River Rail station being constructed on Albert Street.
- The bikeway at the end of Edward Street will connect to the City Reach Boardwalk and future Kangaroo Point Green Bridge.
- The bikeway at William Street will connect to Queens Wharf Road, which will reopen as a shared zone on completion of the Queen’s Wharf Brisbane development.

Please see overleaf for more information about how the CityLink Cycleway trial complements the city centre’s existing bikeway network.

### Evaluating the trial

As part of the CityLink Cycleway trial, Council will measure the effectiveness of the bikeway activities, liaise with key stakeholders and community members during the trial period and seek feedback on, but not limited to:

- safety
- number of times using the cycleway and for what purpose
- what would encourage users to ride more often on the cycleway
- benefits (e.g. time saving).

You will be invited to have your say on the trial bikeway in early 2021.

### Next steps

Construction of the CityLink Cycleway trial on Elizabeth Street and Edward Street is anticipated to start in late 2020 and take three months to complete, weather and site conditions permitting. Design for the CityLink Cycleway trial on Albert Street and Victoria Bridge will be provided to the community later this year.
CityLink Cycleway trial – Elizabeth Street and Edward Street

Key changes on Elizabeth and Edward streets:

- 16 car parking spaces removed, including six disability parking spaces
- 10 dedicated and approximately 10 right turn exclusions in parking spaces
- 17 loading zones removed
- Three bus lanes removed
- Two trees to be removed and replaced

Legend:
- Road surface
- New traffic island
- New separated two-way cycleway
- Existing shared path
- Future Kangaroo Point Green Bridge connection
- New bus stop
- New bus stop to be relocated
- New post box
- Post box to be relocated
- Trees to be removed and replaced
The missing link

The CityLink Cycleway will fill in the missing link for cyclists journeying into Brisbane’s city centre. Now, dedicated bikeways will make the journey by bicycle safer and more efficient.

**Key cycling entry points to the CBD**

- Bicentennial Bikeway ramps at Herschel Street, Ann Street, Victoria Bridge, 1 William Street
- Kurilpa Bridge
- Goodwill Bridge
- Victoria Bridge
- City Reach Boardwalk
- Eagle Street
- Parkland Boulevard

**Alignment**

The chosen alignment helps to meet the overall long-term city centre network requirements to reduce the volume of vehicle movements within the city and improve safety for all road users.

A range of criteria was used to determine the alignment, including:

- connectivity to existing, future and proposed bikeways and active transport bridges
- accessibility to activity sites within the city centre
- topography, gradients and directness of travel within the network
- ability and desire for use by cyclists to reduce congestion on footpaths.