



The Hon Dr Anthony Lynham MP  
Minister for State Development and  
Minister for Natural Resources and Mines

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20 APR 2017

Mr Neil Laurie  
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Dear Mr Laurie

Thank you for your letter of 23 March 2017 regarding petition numbers 2731-17 and 2684-17 regarding cyclist access to Neville Bonner Bridge and associated infrastructure.

Queen's Wharf Brisbane (QWB) will transform the Brisbane CBD with the development of four new five and six star hotels, 52 bars and restaurants, 12 football fields of redeveloped public space, and employ 2000 Queenslanders during construction.

In regards to the issues raised in the petitions, I note that the Department of State Development (DSD) has been working with key stakeholders such as Brisbane City Council (BCC) and the Department of Transport and Main Roads (DTMR) to ensure the successful integration of existing cycling infrastructure with this transformational project.

Consideration was given to the incorporation of cyclists however it is noted a number of existing river crossings in very close proximity to the precinct currently exist (Goodwill, Victoria and Kurilpa bridges). Additionally, there would be significant safety and conflict issues relating to the landings of the bridge and the existing pedestrian infrastructure should cycling infrastructure be incorporated.

The Neville Bonner pedestrian bridge is proposed to traverse the Brisbane River between the South Bank wheel and level 4 of the Integrated Resort Development (IRD). The bridge connects to the Riverview Plaza at this level and leads to a range of retail uses. Given the circulation distance required to access street level and the interaction with other uses, this route could not be considered desirable, safe or acceptable for cyclists nor is there adequate cycling infrastructure provided for in the CBD road network at the landing point.

This alignment is also constrained by level changes and the Riverside Expressway (REX), with the design of the bridge already adopting maximum acceptable grades for pedestrians, steps at the South Bank landing (plus a PWD alternative), and a minimum height clearance over the REX. On this basis, an extensive redesign of the bridge, the foreshore and the IRD would likely be required to effectively accommodate cyclists on the Neville Bonner pedestrian bridge. A change of this nature finally would trigger significant contractual costs and risks transferred to the state under the QWB Project Development Agreements.

However, given the transformative nature of the QWB project, DSD officers will continue to work with DTMR and BCC to look at opportunities to enhance the existing network.

If you have any questions about my advice to you, Mr Paul Woodland, Chief of Staff, will be pleased to assist you and can be contacted on 3719 7360.

Yours sincerely



**Dr Anthony Lynham MP**  
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