



Airport BUG



Brisbane Airport Bicycle User Group
P.O. Box 338 Nundah 4012 email: airportBUG@gmail.com

23 March 2019

Re: Response to Productivity Commission's Draft Report on the Economic Regulation of Airports.

Airport BUG is pleased to have the opportunity to respond to the Productivity Commission's Report into the Economic Regulation of Airports. Airport BUG's submission was referenced in the report on page 326 in the following paragraph:

"Airport BUG (sub. 88), a group that represents bicycle users at Brisbane Airport, argued that there is inadequate access to some areas of Brisbane Airport, such as the General Aviation Precinct, for employees that cycle or walk to work. Brisbane Airport has a 15 km cycle network that connects the domestic and international terminals, Skygate (retail precinct) and other areas such as, General Aviation Maintenance to the city of Brisbane (Brisbane Airport 2017; Minister for Infrastructure and Transport 2017)."

Whilst the report's statement that the Skygate (retail precinct) has a bicycle and pedestrian path connection is correct, the statement that the domestic and international terminals and General Aviation Maintenance are connected by bicycle infrastructure is incorrect. The only way to access these precincts using active transport is to ride or walk on the shoulder of the road as there are no pathways for pedestrians or cyclists. Walking and riding across the two lane roundabout at the domestic terminal is not something many people would attempt, due to the speed and volume of motor traffic. Access to the domestic terminal using the quieter route on Hibiscus St would be suitable if Brisbane Airport Corporation had not banned cycling and walking on Hibiscus Street.

The concerns we expressed in our submission regarding the lack of access for people using active transport (walking and cycling) at Brisbane Airport are valid and based on easily verifiable facts. The absence of pathways and signs banning access can be verified in a short journey around the airport.

Our concerns remain relevant to this review by the Productivity Commission. The Federal Government has asked the Productivity Commission to determine whether the economic regulatory oversight of these airports remain in line with community and industry expectations. We argue the community expects airports and their management to support social priorities, such as health, prosperity, and equity. Banning or preventing people who want to walk or cycle to work does not align with community expectations.

Our concerns are well within the scope of the Productivity Commission Inquiry, as the scope includes: "the provision and quality of land transport facilities providing access to the airports."

As we detailed in our submission, the lack of provision for active transport users at Brisbane Airport is inconsistent with both the Brisbane Airport Masterplan and The Brisbane Airport Development Control Document. The 2014 Brisbane Airport Masterplan commits the Brisbane Airport Corporation to: "Expand the active transport network across the airport". and "Improve footpaths, aiming to improve pedestrian connectivity between key precincts" (Ch 12. pages 262 and 269). Initiatives for active transport in the Brisbane Airport Ground Transport Plan 2012 include: "encourage employees to use alternative modes" and "enable a mode shift to public transport, walking or cycling".

Item	Description	Lead Agency	Support Agency	Within GTP (Short-Term)					Beyond GTP Timeframe		
				2014 /15	2015 /16	2016 /17	2017 /18	2018 /19	Medium-Term	Long-Term	Ultimate
Initiative 7: Active Transport											
At1	Expand the active transport network across the airport. Identify areas within the airport where active transport is desirable, but impeded	BAC	BCC	[Bar from 2014/15 to 2017/18]							
At2	Provide connections between the external active transport network and on airport facilities, such as to Kedron Brook Cycleway	BCC	BAC & TMR	[Bar from 2014/15 to 2015/16]							
At3	Investigate a cycle hire facility linking airport precincts	BAC	BCC					[Bar from 2018/19 to Medium-Term]			
At4	Support the provision of cycle lanes along Kingsford Smith Drive through Hamilton and Eagle Farm	BCC	None	[Bar from 2014/15 to 2015/16]							
At5	Improve footpaths, aiming to improve pedestrian connectivity between key precincts	BAC	None	[Bar from 2014/15 to 2017/18]							

Above: 2014 Brisbane Airport Masterplan's initiatives for active transport.



Left: Pedestrians are prohibited from walking the short distance (450 m) to the Domestic Terminal on Hibiscus Street. Hibiscus St is a quiet street parallel to the Airtrain line and is the access for Virgin Valet parking customers.

Cyclists are also prohibited from using Hibiscus St and instead must ride through the busy two lane roundabout to access their workplaces at the domestic terminal.

Despite espousing support for active transport, Brisbane Airport Corporation has not installed active transport infrastructure in many of the new developments at the airport, ignoring mandates in the Brisbane Airport Development Control Document and initiatives in the Airport Masterplan. The number of workplaces accessible by active transport at Brisbane Airport has reduced with the recent ban of pedestrian access to the General Aviation Precinct.

Brisbane Airport Corporation has shown a systematic and persistent lack of good faith by not adhering to provisions in either the airport masterplan or the airport planning documents. We argue the existing arrangements for the planning and operation of land transport linkages to the airports for active transport users are ineffective, and the Government must step in with new regulations, oversight and enforcement to ensure airports comply with their own planning documents and with community expectations.

Yours sincerely

Mitchell Bright
 President
 Airport BUG Inc