



Brisbane Central Business District Bicycle Users Group

CBD BUG

GPO Box 2104, Brisbane 4001

0423 974 825

convenors@cbdbug.org.au

www.cbdbug.org.au

The Right Honourable Campbell Newman
Lord Mayor of Brisbane
GPO Box 2287
BRISBANE QLD 4001

Dear Lord Mayor

Improving cycling safety along Bridge Street and Dickson Street, Woolloowin

This letter seeks your action to improve the safety of cyclists riding on-road along Bridge Street and Dickson St, Woolloowin.

The background to this request is that these two streets in Woolloowin form a desirable route for Brisbane's northern suburbs cyclists. However, a large number of CBD BUG members have expressed their concerns about the current conditions along this route, describing them as "quite scary". This is due to a combination of factors that includes: the narrowness of these streets; the poor design of several of its intersections e.g. Fraser Street; its deteriorated surface markings; the undue number and speeds of vehicles using this route; and a range of poor driver behaviours such as - drivers cutting corners and passing cyclists too close and at speed, and drivers traveling along Fraser Street ignoring stop signs at the Bridge Street intersection.

The upgrading of Bridge Street and Dickson Street is essential given that the major north-south aligned roads in this area, Sandgate Road and Lutwyche Rd, are not options for cyclists due to the high speeds and large volumes of vehicles on these two arterial roads. Furthermore, this route is earmarked in the South East Queensland Principal Cycle Network as a Future Principal Cycle Route. As a Future Principal Cycle Route Bridge Street and Dickson Street are intended to form the spine from which to build local cycle networks and should comply with the best practice guidelines within the *Austrroads Guide to Traffic Engineering Practice Part 14 - Bicycles*. This route has also been identified as an "On road cycle path" in the draft Lutwyche Road Corridor Neighbourhood Plan. Finally, as you would be aware, Brisbane's northern suburbs are particularly lacking in appropriate on and off-road cycling infrastructure.

Upgrading this route has been discussed with members of Council's Active Transport Unit, who responded positively in committing to having the surface markings and signage improving as an interim measure. However, while the reinstatement of the paint work is appreciated, CBD BUG members have subsequently indicated the need for more substantial, long term changes based on physical upgrades that will deliver genuinely improved safety for cyclists and other vulnerable road users, a view endorsed by the CBD BUG.

The CBD BUG would like the entire length of both Bridge Street and Dickson Street upgraded to enhance cyclist safety, sections of particular concern are:

- Bridge Street, for its length between Marne Road and Chalk Street
- the intersection where the bridge crossing the railway line from Hudson Road meets Bridge Street, near its intersection with Marne Road - an intersection where numerous crashes have occurred because of turning/speeding vehicles;
- the old style steel rain water grate set in the gutter on Bridge Street at its intersection with Fraser St forces cyclists heading south along Bridge Street to move out of the bike lane and into the line of traffic; and
- the intersection of Bridge Street and Fraser Street.

As one remedy the CBD BUG's proposes that traffic lights be installed at the Fraser Street intersection, to reduce the incidence of drivers traveling along Fraser Street who do not stop before entering the intersection. Sight lines are very restricted at this intersection, meaning that the drivers using Fraser Street who actually stop, commonly then obstruct cyclists riding along Bridge Street because the current negligible setbacks lead to them stop with the front of their vehicles blocking the bike lanes.

The CBD BUG also suggests that the safety of cyclists and other vulnerable road users in this area, such as the primary school children attending the Holy Cross School at Woolloowin, would be genuinely improved through reducing the overall level and speeds of traffic using Bridge Street and Dickson Street, as they are essentially narrow, suburban back streets.

The CBD BUG's view is that Bridge Street and Dickson Street carry excess traffic volumes due to rat-running by drivers who are seeking to avoid the traffic lights and congestion on Sandgate Road and Lutwyche Road. The current 60km/h speed limit along Bridge St and Dickson St needs reviewing, as it is regarded as another attractor for rat-runners. Accordingly, the CBD BUG proposes that traffic volumes and speeds are reduced along both Bridge Street and Dickson Street via these streets being designated as a Local Traffic Area along with the introduction of traffic calming and a reduced speed limit.

Lastly, further out from the city, Dickson Street is a similarly dangerous proposition for cyclists. On top of the previously mentioned vehicular speeds and volumes the space on both sides of Dickson Street where cyclists would like to ride is generally occupied by cars parked by people using Woolloowin Train Station. These parallel parked cars cause a significant hazard to cyclists, as they force cyclists to ride back out in the line of traffic. The CBD BUG sees the situation here as being very similar to the removal of on-street parking at Waminda Street in Morningside for enhanced cyclist safety, with the difference being that this is a much more important route for cyclists.

We look forward to your response on these issues.

Yours faithfully



Paul French
Co-convenor
Central Business District Bicycle User Group

26 November 2009

CC. Councillor David McLachlan, via email to hamilton.ward@ecn.net.au