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## Brisbane Central Business District Bicycle User Group

**CBD BUG**

**GPO Box 2104, Brisbane 4001**

[convenors@cbdbug.org.au](mailto:convenors@cbdbug.org.au)

0423 974 825

[www.cbdbug.org.au](http://www.cbdbug.org.au)

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The Right Hon Lord Mayor of Brisbane  
Councillor Graham Quirk  
GPO Box 2287  
Brisbane QLD 4001

Dear Lord Mayor

This letter seeks Council's action to address the range of Kingsford Smith Drive upgrade project planning deficiencies the Brisbane Central Business District Bicycle User Group (CBD BUG) has identified as highly likely to result in safety issues for people who ride bikes.

The CBD BUG views the upgrade of Kingsford Smith Drive, and most crucially Stage 3, as a once in a lifetime opportunity to provide a world class active transport corridor connecting the Brisbane CBD to the Inner North East and Trade Coast that would cater for anyone who may wish to ride a bike.

As you may be aware an Airport BUG representative (Mitch Blight) and myself met with the Kingsford Smith Drive team members on 23<sup>rd</sup> of May 2013. Overall, the meeting was very positive. However, the CBD BUG was disappointed by a few aspects of the project's plans, as the CBD BUG views the provision of high quality pedestrian and bicycle infrastructure as critical.

As per the CBD BUG submission for the Kingsford Smith Drive Upgrade, the CBD BUG strongly advocates for both on and off-road bicycle facilities to be provided. In that submission the CBD BUG stated that the minimum on-road bike lane width should not be less than 2 metres wide. During the meeting, it was revealed that the lanes have already been shrunk to 1.8 metres. Any further reduction in on-road bike lane widths will have highly negative affect on the quality of the facility, due to the high traffic volumes and high proportion of heavy vehicles that use this corridor.

While the CBD BUG is pleased that all bus stops along the route are to be indented with a minimum indent width of 3 metres clear of the bike lane, the length of the indent is of concern. During the meeting it was disclosed that each indent will only accommodate one standard bus (12metres), which the CBD BUG considers as insufficient. Both BCC in 2005 and most recently Translink in 2012 have released reports stating that Kingsford Smith Drive Corridor should have a BUZ/Cityglider service provided. This frequency of service will inevitably result in bus bunching as occurs on the other BUZ/Cityglider routes: resulting in buses not being able to pull into stops clear of the bike lane.

This will force on-road bicycle riders into the general traffic lane - a highly dangerous situation. Therefore, the CBD BUG call for the minimum length of each indented bus stop be two standard bus lengths. Even this may not be enough, with an increasing proportion of the Brisbane Transport fleet being tri-axle (14.5m) and articulated buses (18m). These type of buses (and larger) were recommended for the corridor in the BCC 2005 report.

To further increase on-road safety to people who ride bicycles, the CBD BUG would advise that kerb ramps be placed at the end of each indented bus stop to allow bicycle riders who feel uncomfortable on the road to quickly and safely access the off-road facility.

As well as the on-road facilities it is crucial that appropriate off-road facilities are also provided as part of the upgrade works in Stage 3. During the meeting it was disclosed that the off-road facility may be shared and not segregated as was previously shown in public documents. The CBD BUG would view a shared facility as a retrograde step when providing facilities along an arterial corridor. There is vast amount of latent demand in the area for a quality off road facility; making a shared facility far less than ideal. Also, shared facilities along the river are not ideal due to the natural desire of pedestrians to walk up against the river edge and not the road adjacent. This is demonstrated continually along the entire Riverwalk network. As has been shown on the Bicentennial Bikeway, the best way to provide for high numbers of pedestrian and bicycle traffic is to segregate the two modes. A minimum width of 4 metres for bicycle riders and 2 metres for pedestrians is the best way to provide a world class facility that will meet current and future active transport needs along the corridor.

The overbridge structures are another concern to the CBD BUG. Previously it was shown in the public documents that some of these structures were encroaching on the active transport paths. While these concerns were covered during the meeting disclosing that these structures would not encroach on the paths, their placement is still of concern. Their placement must be located so that there is the minimum potential for conflict.

Since Stage 3 is such an important part of on-road and off-road active transport infrastructure for the future. How these connect to existing facilities at either end is very important. Therefore, the CBD BUG would like to be consulted on how these connections are to occur.

The CBD BUG acknowledges the meeting also covered the Stage 2 upgrade. In general the CBD BUG was pleased with what was shown regarding Stage 2. However the CBD BUG still has concerns regarding the insufficient length of the indented bus stops and the fact that the stop lines for the bike lanes will not be forward of the general traffic lanes at all intersections.

As previously stated, the CBD BUG sees the Stage 3 upgrade to Kingsford Smith Drive as a once in a lifetime opportunity to provide a world class active transport facility along this key transport corridor. While the CBD BUG accepts the designs are still in their early stages, it is always best to identify and resolve possible issues well before detailed design begins. The CBD BUG greatly appreciates BCC officers taking the time to discuss the project and looks forward to further meetings.

I look forward to your response on these issues.

Yours faithfully  
Donald Campbell  
Co-convenor  
Brisbane CBD BUG



12 November 2013

Cc: Airport BUG