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Mr Andrew O'Brien
Brisbane CBD Bug Representative
GPO Box 2104
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Dear Mr O'Brien

Thank you for your letter of 12 May 2016 about the cycle facilities to be included in the Kingsford Smith Drive upgrade. Please accept my apologies for the delay in responding.

I am aware you have raised these matters with Lendlease in your role as the CBD BUG representative on the project's Community Reference Group. I also understand a meeting was held with you on 25 May to discuss the points you have raised in more detail. I am told the cycle facilities incorporated into the upgrade were explained in more detail and your concerns addressed as follows.

1. Connection from the Urban Development Area (UDA) to the RiverWalk section.

As discussed at your meeting with the project team, I can confirm that where the segregated pedestrian/cycle path comes together at Bretts Wharf as a shared path, cyclists are directed away from the section of boardwalk near the Bretts Wharf ferry terminal. This is intended to slow cyclists wanting to access the boardwalk along the river front where the ferry terminal and direct property accesses from residential developments access the boardwalk.

To minimise the potential for conflicts, the section of boardwalk where the segregated path merges into the shared path and the ferry terminal along the waterfront will be marked as pedestrian access only. Cyclists will access the boardwalk by travelling via the shared path along Kingsford Smith Drive and through the new plaza in Bretts Wharf approximately opposite Racecourse Road.

2. The use of channelised left turn lanes.

The project team confirmed that left turn slip lanes have been included at all four approaches to the Kingsford Smith Drive, Nudgee Road and Remora Road intersection to cater to high left turn traffic volumes at this highly trafficked intersection.

The on-road cycle lanes in this section will be marked with green paint in the conflict zones to clearly identify the cycle lane to motorists.

The slip lanes have been confirmed as having two-aspect signals to stop left turning vehicles using the slip lane through the use of amber and red signals when a pedestrian calls the signals. No green signal is included (that is 'two-aspect' amber and red) as the left slip lane resumes under give way control when pedestrians have crossed after the red signal is extinguished.

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This intersection is also designed to include hook turns for cyclists. The project team confirmed their agreement with you about the left turn slip lane into Hercules Street and are investigating removing the left turn slip lane for west-bound Kingsford Smith Drive traffic turning into Hercules Street. Left turning vehicles would then turn under traffic signal control.

Unfortunately, due to road geometry, the left turn slip lane will remain at Harbour Road to accommodate the turning path of garbage trucks.

3. Conflict between people on bicycles and buses around major bus stops.

The project team has confirmed that while Council is working with the Department of Transport and Main Roads to trial Tech Note 128, Council's current position is not to incorporate this design into road projects until a trial has been completed. I understand the project team has since provided you with contact details for Council's Active Transport team to further discuss this trial and potential subsequent inclusion in Council road projects.

4. Conflict between people on bicycles and motorists around the on-street parking near Racecourse Road.

The project team is aware of the conflict in this area between pedestrians, cyclists and motorists. As discussed at the meeting, the approach taken has been to slow cycle traffic within this section through a shared path.

It was further discussed that a separated path placing cyclists closest to Hamilton Park (away from parked traffic) was considered confusing as it would require both cyclists and pedestrians to actively transfer their journey from one side of the path to the other and then back again (creating additional conflict points) between Harbour Road and Bretts Wharf.

I understand the proposed treatments for this and other conflict zones within the project area have since been provided to you.

I further understand the potential inclusion of an off-road facility between Bretts Wharf and Remora Road was discussed and this is now under investigation by the project team. The project team expects to be able to provide an update on this investigation in the coming months as design progresses.

5. Crossing from the separated cycle track along the river to the eastbound cycle lane to the east.

Two-stage pedestrian crossings across Kingsford Smith Drive have been incorporated to improve traffic flow and decrease waiting time at signals. Given the additional width of the road once the upgrade has been completed, a single crossing would require a longer walk time, causing additional queuing on Kingsford Smith Drive and increasing the traffic light cycle time required to clear the queues. This then flows on to increasing the wait for pedestrians between crossing signals.

As discussed in your meeting, the crossing of Kingsford Smith Drive at Racecourse Road has been widened to four metres to accommodate both pedestrians and cyclists. There is a large storage area in the median, which was increased from the Reference Design as a result of prior discussions with representatives from the CBD and Airport Bicycle User Groups.

In addition to the extra width provided at this crossing, the new traffic signals will include a call forward feature to ensure the traffic signal system provides for the pedestrian crossing lights to be called automatically for the second half of the two-stage crossing.

I understand that, since this meeting, additional information about the operation of the pedestrian signals has been provided to you, outlining signal behaviour and timing, as well as potential changes to signal operation outside of peak traffic times.

6. Connection to Moreton Bay Cycle path and the Gateway Bridge.

As you are aware, the current cycle network plan provides for a future connection through the Northshore Hamilton precinct. I understand you have expressed concerns that this route will not be developed until some time after the Kingsford Smith Drive upgrade is complete and there was some discussion at your meeting with the project team around extending the off-road facilities on Kingsford Smith Drive to Theodore Street.

I am told the project team outlined concerns with providing a safe connection where the current upgrade connects to the previous on-road cycle lanes completed in Stage 1 in 2011, near Theodore Street. At that time, it was agreed the priority was to investigate providing off-road facilities up to Nudgee Road. As previously mentioned, this is currently under investigation by the project team.

I understand there may also have been some confusion and concern prior to your meeting about the speed limit on Kingsford Smith Drive.

I can confirm the road design for Kingsford Smith Drive will safely accommodate vehicles travelling up to 70km/hr. However, I am pleased the project team was able to clarify the posted speed limit on Kingsford Smith Drive will be 60km/hr.

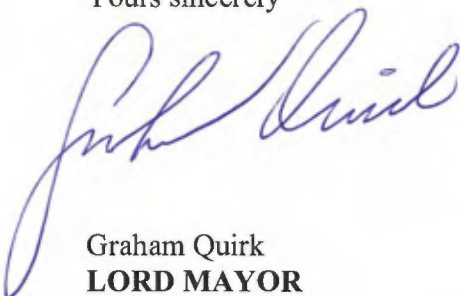
Please be aware that setting design standards 10km/hr above the post speed limit is consistent with Austroads design standards.

I trust the meeting and subsequent follow up from the project team have provided the information you need. I am confident in Lendlease's approach to this project and the way in which they manage community concerns.

I assure you that Council will continue to work with Lendlease as the project progresses, to ensure community concerns are addressed satisfactorily.

Thank you for contacting me.

Yours sincerely



Graham Quirk
LORD MAYOR

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