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The Right Honourable Graham Quirk
Lord Mayor of Brisbane
GPO Box 2287
BRISBANE QLD 4001
Via email: lordmayor@brisbane.qld.gov.au

Dear Lord Mayor

**Submission - Woolloongabba Bikeway project**

In response to the design for the Woolloongabba Bikeway project released for public consultation by Brisbane City Council the Brisbane Central Business District Bicycle User Group (CBD BUG) is very pleased to provide the attached submission.

While the CBD BUG submission does indicate a range of technical improvements to the design, on the whole it currently represents a major step towards a substantially increased level of safety for all road users travelling along Stanley St and Annerley Rd, and particularly for people riding bikes and walking.

Accordingly, Council is to be commended for the dedicated cycling facilities this project will provide.

With such a significant project we suggest Council conducts an official opening of this infrastructure following its completion. This would raise awareness across the broader community of the availability of this new infrastructure, and highlight the investment Council is making to enable people to use active transport as a safe, convenient and healthy alterative to driving.

Thank you for the opportunity to provide comment on the Woolloongabba Bikeway Project.

Yours faithfully

Paul French
Co-convenor
Brisbane CBD BUG
11 September 2017

**CBD BUG Submission on Woolloongabba Bikeway Detailed Design**

From the CBD BUG's perspective the significance of this project cannot be overstated - as its design is a breakthrough due to the retro-fitting of safe conditions for cyclists into an overtly hostile road environment.

**Stanley Street**

On the whole the CBD BUG is very pleased with this element of the project and commends BCC for the cyclist-safety focus clearly evident in its design.

Notable, positive features of the design the CBD BUG strongly supports include the following.

- Removal of traffic lanes and extensive installation of protected bikeway and widened footpaths.
- Providing cyclists using the protected facility with the same priority as the cars on Stanley Street, at intersections and driveways.
- Protection of cyclists at the Pacific Motorway on-ramp, by closing the left turn slip lane from Stanley St (noting that it is already closed during the afternoon peak travel period, although this is frequently ignored by motorists)
- Protection of cyclists from the significant volume of rat running motorists entering and exiting Merton Rd (especially during the morning peak travel period), by closing Merton Rd to motor vehicles at its intersection with Stanley St.
- Priority crossings for cyclists at intersections and driveways.
- Installation of a floating bus stop near the intersection with Leopard St.
- Two new CityCycle stations.
- Removal of traffic lanes and extensive installation of protected bikeway and widened footpaths.
- Removal of multiple kerbside loading bays and carparks (noting there is on-road parking in the side streets adjacent to these locations as well as off-road carparks at the rear of the affected premises. We would also draw Council's attention to the growing body of domestic and international evidence that the installation of segregated bike lanes increases business profitability – particularly for eateries, bars etc. Hence, the landlords of such properties along this corridor should be prepared to find ways to accommodate the changes e.g. replacement of on-street loading bays and parking with off-street substitutes- in view of the likelihood of their increased rental revenue.)
- Installation of signalised intersection at Trinity Ln (another route favoured by morning ran runners) intersection with Stanley St with default green signal for pedestrians and cyclists.

Notwithstanding these very welcome aspects of the project, the following points are provided to further enhance the road user safety and amenity.

- Adequate standing room should be provided at the Allen St intersection to allow cyclists from Stanley St to cross here.
- People cycling inbound on Stanley St turning left into Annerley Rd will be required to cross Annerley Rd at Stanley St, and back again at Clarence St. What is more likely is that they will simply turn left at Annerley Rd and continue on the carriageway.
- The phasing of the traffic lights at the intersection of Stanley St and Annerley Rd should prioritise cyclists, such that the inbound crossing of Annerley Rd, and subsequent crossing of Stanley St can be made in as continuous a movement as possible. Failing to do this will only encourage people to continue riding inbound along Stanley St in the carriageway.
- We also hold some concerns about how cyclists will negotiate the almost 90 degree turn when traversing Stanley St via the ungraded crossing on the western side of the intersection with Annerley Rd to enter / exit the new bike lane along the northern side of Stanley St.
- We are disappointed that people walking and cycling outbound for the entire length of Stanley St will now have a two stage crossing at Annerley Rd, whereas they formerly had only one.

- There currently appears to be inadequate storage for pedestrians and cyclists waiting at the two intersections at the immediate ends of Stanley St where it intersects with Vulture St and Main St/Ipswich Rd, although we understand these will be addressed in the near future through other BCC projects.
- Lastly, the intersection of Annerley Rd and Stanley St should prioritise pedestrians and cyclists, by preserving the eastern crossing of Stanley Street. The lack of space at this intersection could be solved by operating the intersection as a "Barnes Dance" (a.k.a. scramble intersection) and allowing cyclists to cross diagonally, which would also improve the safety of all road users.

**Annerley Road**

It is recognised that with the many more driveways for residences and commercial premises and side streets along Annerley Rd, in comparison to Stanley St the Annerley Rd section is a more challenging environment to convert for safe cycling. Nevertheless, in the CBD BUG's view the current BCC proposal is a significant improvement on the current situation and will provide a safer route for cyclists.

Within this context we still see potential for further strengthening of the currently proposed cyclist safety treatments and offer the following proposals.

- Additional physical segregation between cyclists and motor vehicles is the highest priority. The current cross sections show a 1.5m bike Lane, 0.5m barrier, 3.3m general travel lane, 3.1m general travel lane then centre line. Both general travel lanes could be changed to 3.1m and the surplus 0.2m be applied to the bike lane. Examples include:
  - City-bound direction
    - between the rail bridge and Grove St
    - between Stephens Rd and Gloucester St (see Attachment 1)
  - University-bound direction
    - between the rail overpass new Annerley Rd bus stop 10 (school)
    - Between Boggo Rd and Peter Doherty St
    - the depart side of Annerley Rd and Peter Doherty St Lighted intersection - see Attachment 1.
- While generally, hard physical separation is not possible with a bike lane less than 2.0m in width, according to TN 128 Selection and Design of Cycle Tracks the application of soft physical separation should be considered. Products such as the Riley Kerb® or similar would provide a very minimal physical separation without restricting access in and out of the bike lane. Please see Image 1 at the end of this submission as an example.
- Protection at intersections. Due to motor vehicles regularly crossing a bike lane at these locations the CBD BUG suggests the installation of hard physical separation is required at the approach side. The installation of protection at such locations greatly enhances the cyclists' perceived and actual safety.
- Intersections the CBD BUG suggests this protection should be applied at (Detailed also in the plans at Attachment 1 to this submission) include:
  - Annerley Rd and Clarence/Catherine St light controlled intersection
  - Annerley Rd and Stephens/Ross St light controlled intersection
  - Annerley Rd and Park Rd light controlled intersection
  - Annerley Rd, Dutton Park State School, light controlled pedestrian crossing
  - Annerley Rd and Boggo Rd light controlled intersection (City-bound direction)
  - Annerley Rd and Peter Doherty St lighted intersection (City-bound direction)
- The "Left in – left out" changes at side streets e.g. Crown St, Heaslop St will also deliver additional safety for cyclists, not to mention also for motorists. However, we propose the same treatment also be applied at the Annerley Rd entrance to the Mater Hospital, Rawnsley St, Nelson St, Walton St, Toll St, and Tillot St.
- Left hand slip lanes are recognised as inherently less safe for people riding bicycles than intersections without slip lanes. Hence, the left hand slip lane into Stephens Rd should be removed and this intersection reconfigured so motorists are required to slow and make a 90 degree left hand turn into Stephens Rd. An identical approach should also be adopted with respect to the southbound left hand slip lanes at Boggo Rd and Peter Docherty St.
- Park Road West – should become an in-only street with the out-flow of traffic closed to reduce potential for conflict.

- Traffic signals at Annerley Rd and Clarence St should be coordinated so people cycling outbound from Stanley St to Annerley Rd can do so without an extra wait at the Clarence St lights. Failure to take this approach will encourage people to ride on the carriageway to avoid the delay of waiting to cross at Clarence Rd.
- The new traffic island to be installed at the intersection of Annerley Rd and Park Rd should have sufficient space to the kerb to allow outbound cyclists turning left into Park Rd to ride between this new traffic island and the kerb – so as to not require cyclists to make this turn via the traffic lane along with turning motor vehicles.
- The connection to the Eleanor Schonell Bridge bikeway can be improved by reconfiguring the intersection to allow cyclists to cross directly from Annerley Rd to the bridge without having to cross two lanes of traffic to access the bus lane. This can be achieved by placing a signal call button on the eastern side of Annerley Rd in the bike lane approaching Gladstone St, such that it will call the Annerley Rd to Eleanor Schonell Bridge bus signal phase. Buses and cyclists could cross at the same time.

**Image 1: Riley Kerb® Cycle Delineator**

Source: http://www.rtl.co.nz/p/827/Riley-Kerb-Cycle-Delineator.aspx