



Brisbane Central Business District Bicycle User Group

CBD BUG

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The Right Honourable Cr Graham Quirk
Lord Mayor of Brisbane
GPO Box 2287
BRISBANE QLD 4001

Dear Lord Mayor Graham Quirk

The CBD BUG is contacting you in regard to the “Woollangabba Bikeway Project” that includes the Stanley Street and Annerley road bikeway and bikelanes. While as a whole the CBD BUG is very pleased with what has been proposed along Stanley Street, the BUG still has concerns regarding Annerley Road. While the CBD BUG is well aware that the project is now out to tender we would like to submit some amendments. Most of our suggested amendments are not onerous and should have very little impact of the cost of the project. The recommendations below apply only to Annerley Rd.

Lane widths

- The CBD BUG does not see the need for the kerbside general traffic lane to be wider than the centreline general traffic lane when there is a kerbside bikelane. The CBD would like the two general traffic lanes to be the same width to allow the bicycle lane to be wider. Please see attached amended plans for nominated locations

Hard protection

- Entering Intersections. An intersection is the location at which an incident between a person on bicycle and a person in a motor vehicle is most likely to occur. The CBD BUG suggests strategic installation of hard protection at intersections as has been applied to Gympie Road/Lutwyche Road by Transport and Main Roads. Please see Figure 1 and attached amended plans for nominated locations.
- Slip/turning lanes. Among the cycling community slip/turning lanes are known as “green strips of death”. This is due to the high likelihood of an altercation resulting in the person on a bicycle being injured. The CBD BUG would suggest the installation of hard protection as in place at the Gympie Road/Lutwyche Road intersection, installed by Transport and Main Roads. Please see Figure 1 and attached amended plans for nominated locations.
- Slip lanes at Park Rd and Stephens Rd

The CBD BUG is disappointed that Council has decided not to remove slip lanes as part of the project. As mentioned above, slip lanes are known among the cycling community as “green strips of death”. This term has come about due to the danger that they pose to people on bicycles. The CBD BUG was pleased to see the slip lane into Park Rd from Annerley Rd in the preliminary design was to be removed as part of the project. Unfortunately, the final drawings show the slip lane is now to be retained. The CBD BUG would like to stress the importance of removing the slip lanes at both Park Rd and Stephens Rd for the safety of all vulnerable road users. While the law places

the onus of responsibility on the individual in control of a vehicle turning at a slip lane it is the vulnerable road users placed with the potential for physical harm, whether they are a pedestrian crossing a slip lane or a person on a bike traveling straight. The CBD BUG is well aware slip lanes are an efficient road design for motor traffic but in an urban environment they are a design of the past. Surely the physical safety of the people of Brisbane is placed above reducing the travel time of a person turning their motor vehicle into a side street.

- Leaving Intersections. The CBD BUG has nominated two locations (Boggo Rd and Peter Doherty St) where the addition of hard protection after the intersection would significantly improve the safety and amenity of cyclists.

Please see attached amended plans for nominated locations

- Where space allows. The CBD has identified two locations where hard protection could be accommodated, with significant improvement of the safety and amenity of cyclists.

Please see attached amended plans for nominated locations

Soft Protection

- We have noted that there are reports that “audible line markings” are to be used as part of the project. We hope that this may be a product similar to the Riley Kerb (figure 2) that is used as a soft form of protection for on-road bike lanes. The CBD BUG would very much like to be informed about the selected product. We believe soft protection needs to be used wherever hard protection is unable to be applied due to width issues. Soft separation is required due to the frequency of people in control of motor vehicles driving in a manner in which the vehicle does not stay within a lane. This can clearly see in google street view. Please see figure 3 as an example.

The CBD BUG has also provided other examples of people driving in manner with which the vehicle is encroaching into the bikelane please see figures 4, 5, 6 & 7

As always, the CBD BUG is keen to work constructively with the Brisbane City Council to ensure the most effective and efficient solution is reached. We look forward to your response
Yours sincerely



Donald Campbell
Co-convenor
Brisbane CBD BUG
3 May 2018

Cc: Councillor Jonothan Sri – Councillor for The Gabba Ward
Jackie Trad MP – Member for South Brisbane



Figure 1



Figure 2 - Riley Kerb®



Figure 3 – Google Street View



Figure 4



Figure 5



Figure 6

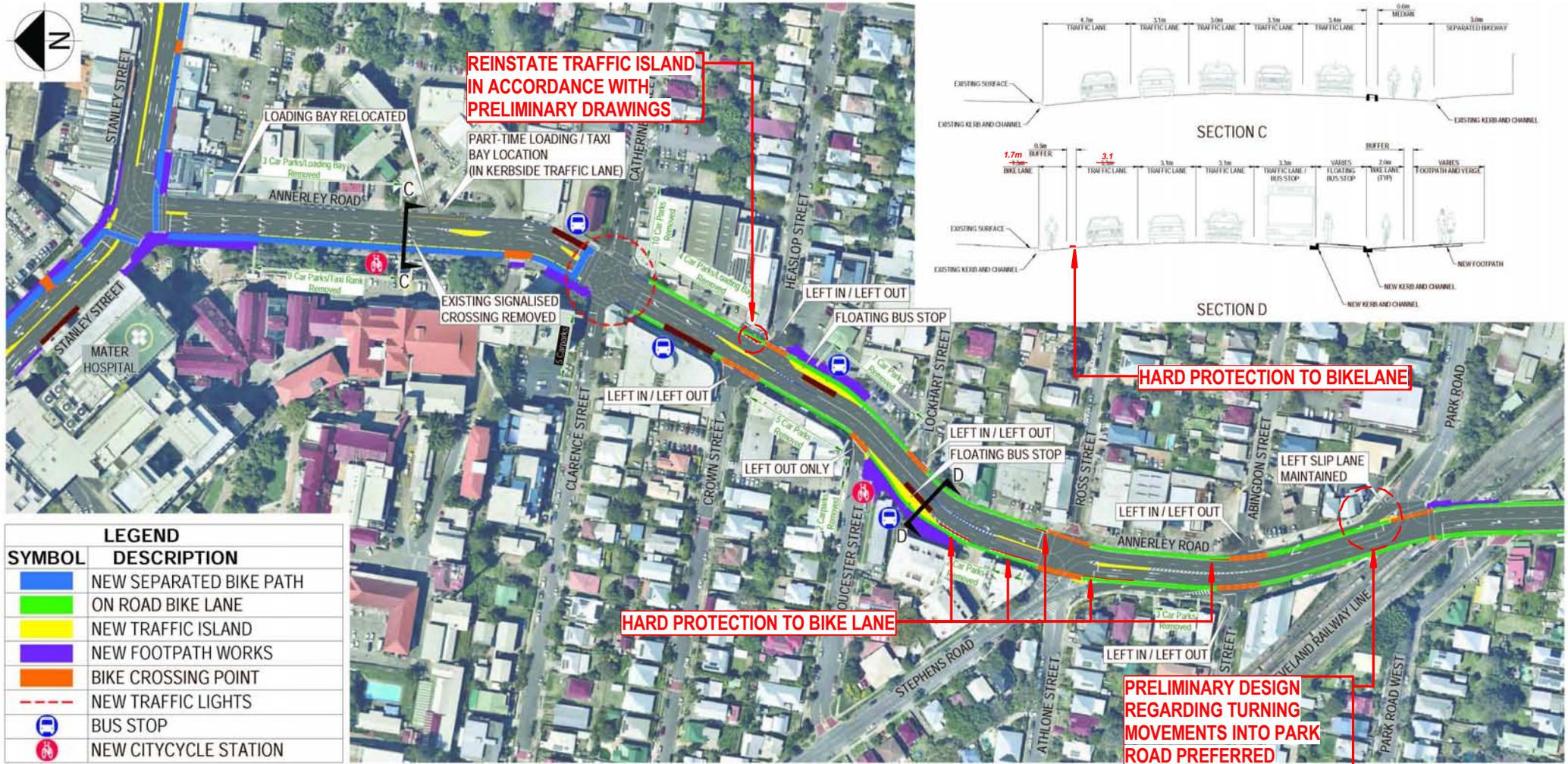


Figure 7



CBD BUG AMENDMENTS

WOOLLOONGABBA BIKEWAY ANNERLEY ROAD - STANLEY STREET TO GLADSTONE ROAD



LEGEND	
SYMBOL	DESCRIPTION
	NEW SEPARATED BIKE PATH
	ON ROAD BIKE LANE
	NEW TRAFFIC ISLAND
	NEW FOOTPATH WORKS
	BIKE CROSSING POINT
	NEW TRAFFIC LIGHTS
	BUS STOP
	NEW CITYCYCLE STATION

NOTE:
Car Park and Loading Bay losses shown are indicative only.

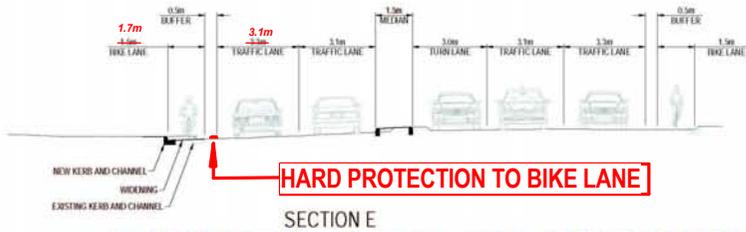


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CBD BUG AMENDMENTS

WOOLLOONGABBA BIKEWAY ANNERLEY ROAD - STANLEY STREET TO GLADSTONE ROAD



HARD PROTECTION TO BIKE LANE

SECTION E



SECTION F

LEGEND	
SYMBOL	DESCRIPTION
	NEW SEPARATED BIKE PATH
	ON ROAD BIKE LANE
	NEW TRAFFIC ISLAND
	NEW FOOTPATH WORKS
	DRIVEWAY
	BIKE CROSSING POINT
	BUS STOP



NOTE:
Car Park and Loading Bay losses shown are indicative only.



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