



Brisbane Central Business District Bicycle User Group

CBD BUG

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convenors@cbdbug.org.au

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The Honourable Mark Bailey MP
Minister for Transport & Main Roads
GPO Box 2644
BRISBANE QLD 4001

Via email to: transportandmainroads@ministerial.qld.gov.au

Dear Minister

The CBD BUG is seeking your assistance in improving the proposal by Brisbane City Council to provide a link between the Kedron Brook Bikeway (KBB) and the TMR-delivered North Brisbane Bikeway (NBB).

The CBD BUG views the BCC proposal to link the NBB with the KBB via Wellington St as valid. This would become an important branch to the NBB, and on 19/7/2019 the CBD BUG provided feedback on the project (figures 2, 3, 4, 5, 6, & 7). While most of this is within the jurisdiction of BCC to amend, one part does require the co-operation of the State Government.

Currently between Bradshaw Park, Lutwyche and the Lutwyche Busway station, Lutwyche road ped/cycle underpass, BCC is proposing to upgrade/widen the footpath along Bradshaw St. While the CBD BUG commends the intent of such a measure its effectiveness as a piece of cycling infrastructure is unclear. This effectiveness will also be undermined as a mixed-use development is currently proposed on the formerly TMR owned land on the corner of Bradshaw St & Lamington Avenue. The CBD BUG has therefore proposed an alteration (figure 1) in the form of a ramp. BCC officers have confirmed that this option is practical and feasible. However they discarded this option to reduce the project delivery time, as the ramp requires co-operation between council and state.

A ramp in this location would be both aesthetically pleasing and practical, if designed correctly. It would be a much better and safer solution than the current BCC plan of a steep shared pathway past a number of shopfronts. It would be more convenient for people riding bicycles, and remove the conflict with people walking on the Bradshaw St path. It would also allow a safer, more convenient alignment for the crossing of Lamington St.

For these reasons the CBD BUG is seeking your support as the relevant ministers. With your support we hope BCC will revive the option of installing a ramp.

The CBD BUG looks forward to your response

sincerely

A handwritten signature in black ink, appearing to read 'D Campbell', written in a cursive style.

Donald Campbell
Co-convenor
Brisbane CBD BUG
25/8/2019

CC

Cr David McLachlan - Hamilton Ward
Tim Nicholls MP - Clayfield
Cr Adrian Schrinner - Lord Mayor of Brisbane

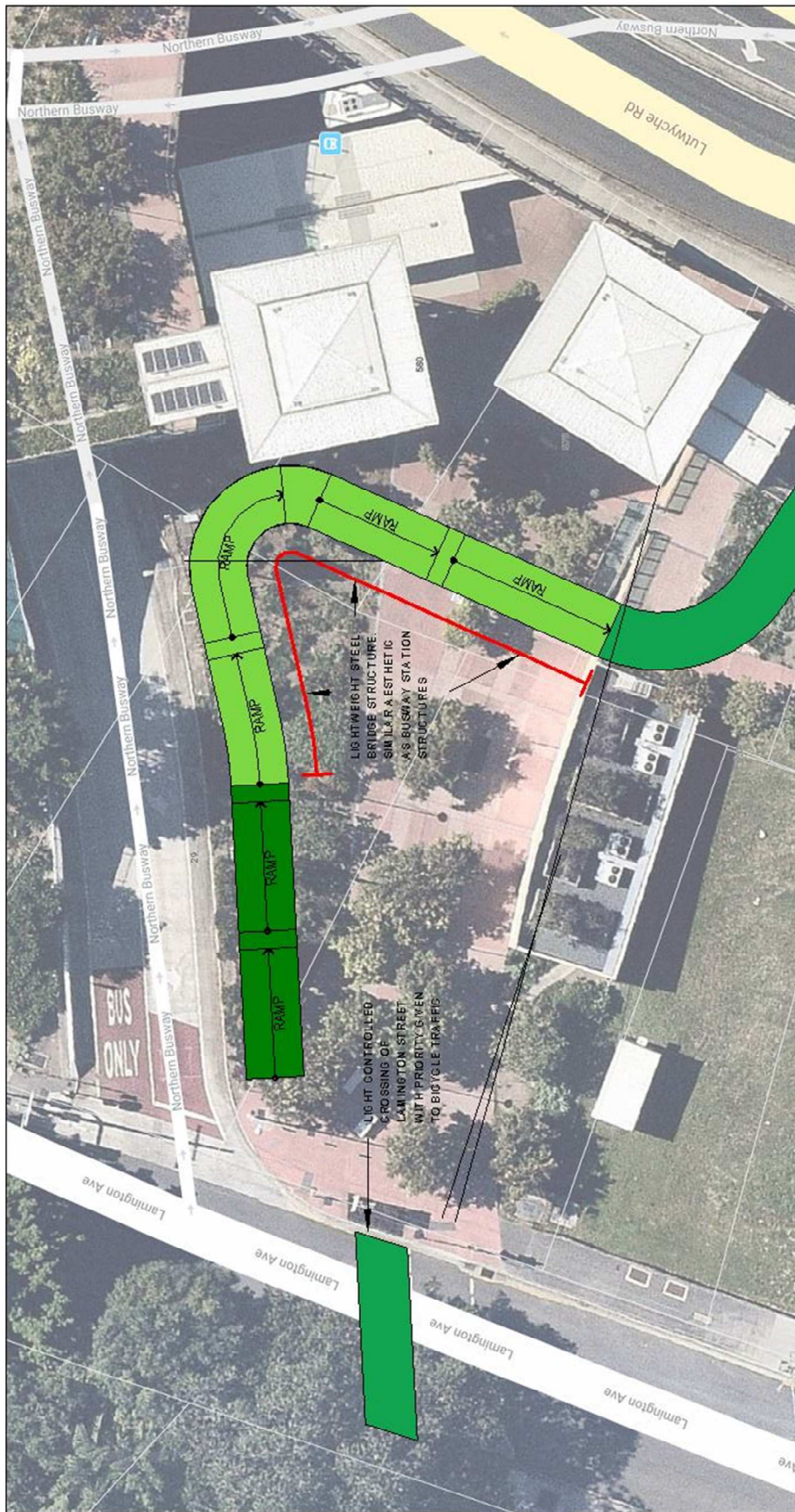


Figure 1



Brisbane Central Business District Bicycle User Group
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The Right Honourable Cr Adrian Schrinner
Lord Mayor of Brisbane
GPO Box 2287
BRISBANE QLD 4001

Via email to: lord.mayor@brisbane.qld.gov.au

Dear Lord Mayor

Please find below the feedback of the Brisbane Central Business District Bicycle User Group (CBD BUG) regarding the BCC project concept plan for the North Brisbane Bikeway: (NBB) Bridge St to Kedron Brook (also known as the "Western Branch" / "Wellington Diversion").

Broadly speaking the CBD BUG supports the BCC intention to link the NBB with the Kedron Brook Bikeway (KBB) via Wellington St and Chalk Street. However, there are sections of the plans that the CBD BUG views as needing amendments to ensure the facility is utilised to the maximum benefit.

Kedron Brook to Lamington Ave

- The CBD BUG supports the provision of a dedicated cycle path that travels behind the heritage bus stop structure.
- Continue path to existing lighted crossing of Lamington Ave (see next point)
- If the ramp down from the park to Kedron Brook Bikeway becomes well used, the acute corner for northbound cyclists riding down the steep slope will create a difficult merge. This presents a collision risk at the intersection between the diversion and the main bikeway.
- A large proportion of the bicycle traffic using the Wellington Diversion is likely to come from the west, as it will provide a safer (and less hilly) alternative to Kedron Brook Road for access to the CBD. This should be considered in designing the intersection between the two bikeways, as the right turn off the Kedron Brook Bikeway from the west is currently at an awkward angle.

Lamington Ave to busway underpass (ramp preferred)

- The CBD BUG is of the view that a ramp should be built between Lamington Ave and the busway underpass (refer Figure 1) in preference to a widened footpath, for the following reasons.
 - This ramp would provide a significantly better and safer connection than a widened footpath.
 - The proposed development on the corner of Lamington Ave and Bradshaw St will effectively minimise the benefits of the widened footpath (to bicycle traffic).
 - If the Wellington Diversion ends up being well used, the capacity of the footpath next to the new building by the busway station will quickly be exceeded.
 - A ramp would be more appealing to riders and therefore a more effective use of money.
 - This footpath widening involves removal of a number of street trees, which typically generates a degree of community opposition

Advocacy

Advice

Action

Figure 2

- There is adequate space for a ramp.
- We will be contacting the Transport Minister Mark Bailey, to convey our strong preference for this ramp.
- With a ramp the lights controlled crossing of Lamington Ave should prioritize pedestrian and cyclist movements.
- The BCC proposed crossing of Lamington Ave adjacent to Bradshaw St will be unattractive for many riders and uncomfortable due to traffic conditions, even after the BCC-proposed changes.
- The Lamington crossing is one of the most dangerous parts of the route for existing users. Utilizing the existing crossing in conjunction with the proposed ramp would be much safer.

Busway to Bradshaw St

- Amend ramp from underpass (Refer Figure 2)
- The CBD BUG is pleased to see a new kerb ramp will be provided.
- Bradshaw, Wellington St "Cycle Street"
- There are concerns the intended "Green Street Pavement Markings" would not be visible at night. The CBD BUG instead suggests pavement markings using standard Dutch practice.
- The CBD BUG is keen for the "Speed control platforms" to be constructed in such a manner that bicycle traffic does not need to traverse the platform (i.e. go up and down).
- The CBD BUG is concerned that motorists traveling along Marita and Torrance Streets may ignore the stop lines. It would be preferred if this traffic had speed control platforms to traverse as they enter and exit the intersections.
- The CBD BUG is pleased that the cyclist street traffic will have priority at intersections.
- The CBD BUG commends BCC for planning that motorist entry to Wellington St from Kedron Park Road will be banned.
- The CBD BUG would stress the need for street tree planting. This will improve the street scape and encourage lower speeds by motorized traffic. The CBD BUG would also suggest a variety of species be planted to vary the street's appearance.

Kedron Park Road

- The CBD BUG is pleased that a dedicated cycle path is being provided.
- The cycle path marking needs to continue over property access crossovers (refer Figure 3). It is quite common for motorists exiting / entering the road to not give way to people riding / walking on paths and this path marking will reinforce Queensland road rule 74. Without this treatment the interpretation of Queensland road rule 74 will be made unclear

Chalk St – Kedron Park Rd intersection.

- The CBD BUG believe the proposed intersection needs amendment (refer Figure 4)
- The BCC proposed design with the crossing of Chalk St set back from the intersection creates difficult manoeuvres for a person on a bicycle.
- Sensors should be placed in the bikeway to trigger lights before cycle traffic reaches the intersection.
- If the wait time for cyclists is too long, they will look for ways to avoid the path, probably by using the 'straight ahead' lane westbound then cutting through to the bikeway after Chalk Street. Eastbound riders will use Torrance, then cut across to the Chalk St footpath after Morris St. This would be similar to the effect of long delays on use of the Gabba Bikeway. The long delays at the new Shaw Road lights by the rugby fields are also driving cyclists to find alternative routes.
- Cycle traffic should be given priority over turning traffic in the traffic light sequence
- Vehicular turn movements into Chalk Street should be by demand only.

Figure 3

Chalk St (segregated preferred)

- The CBD BUG views the currently BCC proposed shared path along this section as a highly unsatisfactory solution.
- A shared path would not provide consistent messaging for bicycle movements
- Instead, the CBD BUG has the following proposal (refer Figure 4)
 - 1.5m pedestrian path (as per the Aust Roads minimum)
 - 2.5m cycle path (as per the Aust Roads minimum)
 - 0.5m verge/barrier
- This proposal is only slightly wider than the current BCC proposal of 3.0m concrete path and 1.0m of verge/barrier (total 4.0m)
- The CBD BUG proposal is very similar to what currently occurs along Brisbane St, Toowong (refer Figure 5)
- Design considerations and restrictions for vehicle access must be placed on the development occurring at the former church site.

The CBD BUG views this project as providing an important additional link for people riding bicycles in Brisbane's northern suburbs. While we welcome BCC's planning in this regard, we would also point out that this route does not replace the requirement for the NBB to continue to head north along Dickson St.

Thank you for the opportunity to provide input on this project.

Yours sincerely



Donald Campbell
Co-convenor
Brisbane CBD BUG
19 July 2019

Cc: Bicycle Queensland
 Space4Cycling Brisbane
 Brisbane North BUG
 Tim Nicholls MP Member for Clayfield
 Cr David McLachlan Hamilton Ward
 Cr Fiona Hammond Marchant Ward

Figure 4

Figure 1: Proposed ramp to be built between Lamington Ave and existing underpass



Figure 2: Amend existing ramp to improve sight lines



Figure 5

Figure 3: Continue green paint over driveway crossover.



Figure 4: Intersection of Kedron Park Rd and Chalk St with preferred segregated bicycle lanes

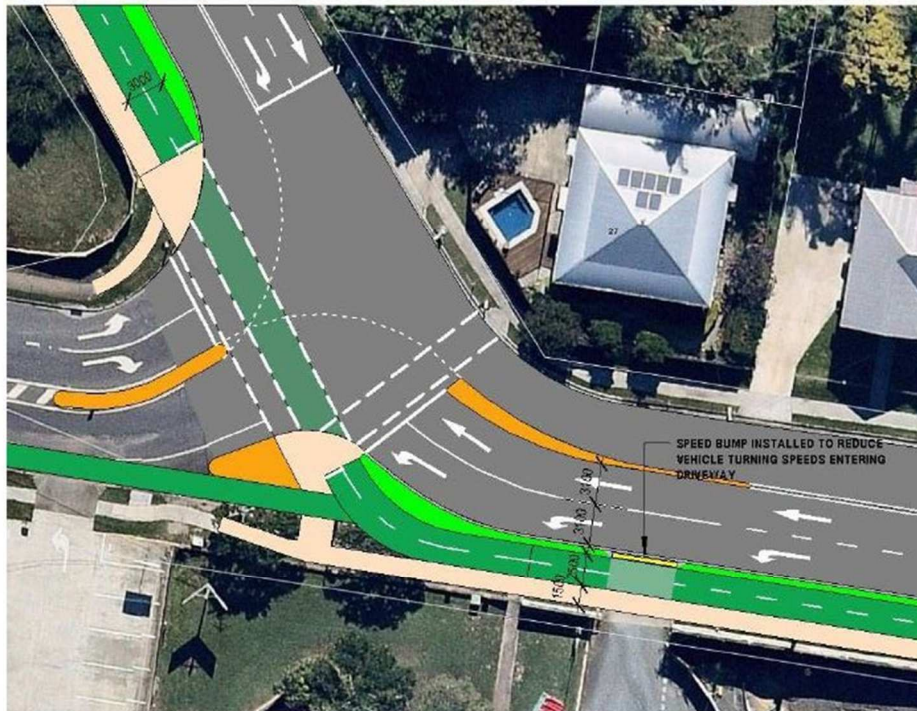


Figure 6

Figure 5: Existing segregated bikeway, Brisbane St, Toowong



Figure 7