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Dr Richard Bean
Co-convenor
Brisbane Central Business District Bicycle User Group (CBD BUG)
GPO Box 2104
BRISBANE QLD 4001

Dear Dr Bean

Thank you for your letter of 22 May 2017 about the design of the planned upgrade of the Days Road and Kedron Brook Road intersection at Grange and Wilston.

I can assure you that safety for all road users is a priority for Council and is a key driver for this upgrade. The roundabout is exceeding capacity during peak periods with significant congestion, which creates issues for all road users attempting to travel through the intersection. This project is addressing these issues by signalising the intersection.

Currently, there are limited provisions at the intersection for cyclists and pedestrians, however, every effort has been made to provide accommodation for cyclists to traverse the intersection safely. The proposed upgrade provides both on-road and off-road cycle facilities and signalised crossing on all three approaches to the intersection to improve access and safety for cyclists and pedestrians.

The suggested path for cyclists travelling southbound along Uxbridge Street is to access the shared pathway on Days Road using the pram ramps at the entrance to Uxbridge Street. Cyclists will then cross at the signalised crossing and continue along the on-road bike lanes on Kedron Brook Road. With regard to the traffic island on Uxbridge Street, this will be replaced with a painted island to facilitate service vehicle access left in and left out of Uxbridge Street, which has been impacted by the new centre median on Days Road. However, I can confirm that the project team is currently investigating facilities on Uxbridge Street to improve access to the new shared path on Days Road.

Northbound cyclists are proposed to use the on-road bike lane on Kedron Brook Road and then have two options to traverse the intersection. Firstly, cyclists can use the dedicated bike kerb ramp to connect with the off-road shared pathway and signalised crossing points at the intersection. Alternatively, cyclists can merge into the right turning lane, prior to the lane splitting into a left and right turn lane, allowing cyclists to enter the dedicated bike lane on the approach to the signalised intersection. Cyclists can then use the controlled right turn movement to connect with the on-road bike lane on Days Road and turn into Uxbridge Street.

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The proposed signalised left slip lane is required to allow for the major traffic movement through the intersection in the afternoon of approximately 500 vehicles per hour. Closing the signalised left turn slip lane would impede traffic flow through the intersection and create congestion for all road users with impacts to the wider network travel patterns.

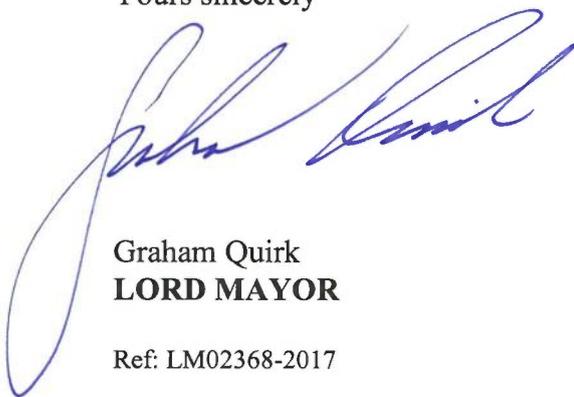
While I appreciate your proposal with alternative options for the intersection, I can confirm that Council's proposed design complies with the *Brisbane City Plan 2014*, including Austroads standards. The proposed Drawing B4.01 layout cannot be accommodated into the existing intersection without substantial land acquisition to provide segregated facilities in order to mitigate potential pedestrian and cyclist conflicts. Additionally, the high vehicle movements between Days Road and Kedron Brook Road in the afternoon peak of approximately 500 vehicles per hour, far exceed the guidance filtering limit of up to 150 left turns per hour.

I can confirm the project will provide dedicated crossing facilities on all three approaches to the intersection to improve cyclist access and safety. Dedicated kerb ramps will allow efficient and safe transition for cyclists when connecting between on-road and off-road shared pathways.

I can advise that all feedback received will be considered by the project team and where possible will be incorporated into the design. If you wish to discuss the matter further, please contact the project team on 1800 669 416 or by email at cityprojects@brisbane.qld.gov.au.

Thank you for contacting me.

Yours sincerely



Graham Quirk
LORD MAYOR

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