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## Brisbane Central Business District Bicycle User Group

### CBD BUG

GPO Box 2104, Brisbane 4001

[convenors@cbdbug.org.au](mailto:convenors@cbdbug.org.au)

[www.cbdbug.org.au](http://www.cbdbug.org.au)

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Kangaroo Point Bikeway upgrade - stage 1  
City Projects Office  
Brisbane City Council  
GPO Box 1434  
BRISBANE QLD 4001  
Via email: [bikewayprojects@brisbane.qld.gov.au](mailto:bikewayprojects@brisbane.qld.gov.au)

Dear Sir or Madam

### **CBD BUG submission on Kangaroo Point Bikeway upgrade: stage 1 (Goodwill Bridge to Veloway 1) - South Brisbane**

We refer to the preliminary design for Stage 1a and 1c of the Kangaroo Point Bikeway upgrade project released by Brisbane City Council on 22 November 2017.

Improving conditions for people riding bikes in this area is very welcome. We recognise this project complements Council's Woolloongabba Bikeway project and are acutely aware of the importance of this entire area to people riding bikes. The Veloway 1 Bikeway is one of Brisbane's busiest bikeways with average weekday cyclist volumes at Park Rd, Woolloongabba ranging between 1,530 (Friday) and 1,930 (Tuesday).

We understand this project might have been designed in the context of a potential future cyclist overpass spanning Lower River Terrace linking the northern end of the Veloway 1 Bikeway. These elements include:

- expanding the triangular traffic island at the intersection of Dock Street and Vulture Street to better link the Kangaroo Point Bikeway with the Woolloongabba Bikeway
- widening several sections of the Dock Street footpath near its termination with Vulture Street
- removing parallel parking along Dock Street to enable widening of the bikeway
- retaining CityCycle Station 122 located on Lower River Terrace
- retaining the existing pedestrian-only footpath along the river's edge, and
- removing the stairs near the Queensland Maritime Museum to reduce the potential for conflicts between people riding bikes and people walking.

However, in the context of the current design, there are other improvements we view as essential, including:

- removing the slip lane for motorists turning left from Dock Street into Vulture Street (in accordance with Technical Note 128: *Selection and Design of Cycle Tracks*, Transport and Main Roads, May 2015)
- installing a priority crossing with default green for cyclists and pedestrians at the intersection of Lower River Terrace and the Veloway 1 Bikeway. This would also serve as a deterrent for rat running motorists, and

- marking a continuous footpath across the driveway of the Riviera apartments complex immediately adjacent to the current Veloway 1 Bikeway's end at Lower River Terrace.

Notwithstanding these improvements to the current design, we are very dissatisfied that this project not only ignores the large number of motorists rat running along Lower River Terrace and Dock Street, but also gives them priority over the greater number of cyclists travelling through the intersection of the bikeway and Lower River Terrace. During the morning peak we have observed an average of 60 vehicles per hour turning right from Leopard Street into Ellis Street, contrary to the traffic signs prohibiting this manoeuvre.

Because the ramp entering the bikeway at Lower River Terrace is quite steep, we envisage a significant proportion of commuter cyclists will continue to travel along Lower River Terrace and Dock Street, despite the new bikeway. Most south-bound cyclists are likely to continue traveling on the road to maintain their momentum for climbing this steep ramp. The proposed approach for south-bound cyclists will require them to stop and give way to motorists, making it less safe for them as they will take longer to clear this crossing (having lost momentum). It will reduce their amenity as they then have to slog up the ramp.

Accordingly, we contend that these local streets should be reconfigured to deter rat runners so the space can be shared with people riding bikes and walking.

In a very analogous situation, the following images show how traffic engineers in the Netherlands design streets to be friendly for people riding bikes and walking, while allowing motor vehicle access. We call on Brisbane City Council to apply a similar approach along Lower River Terrace and Dock St.

**Figure 1**



Source:

<https://www.google.com.au/maps/@51.8297431,5.8469611,3a,66.8y,359.14h,74.99t/data=!3m4!1e1!3m2!1sb3x7Zug-2nz2TQPMV10lqA!2e0>

**Figure 2**



Source: <https://www.google.com.au/maps/@51.8112041,5.8672141,3a,66.8y,351.25h,72.62t/data=!3m4!1e1!3m2!1sFEX2B76TicIRF8udvVSVUA!2e0>

These designs are now supported by the Queensland Department of Transport and Main Roads as per Figure 3 below.

**Figure 3**

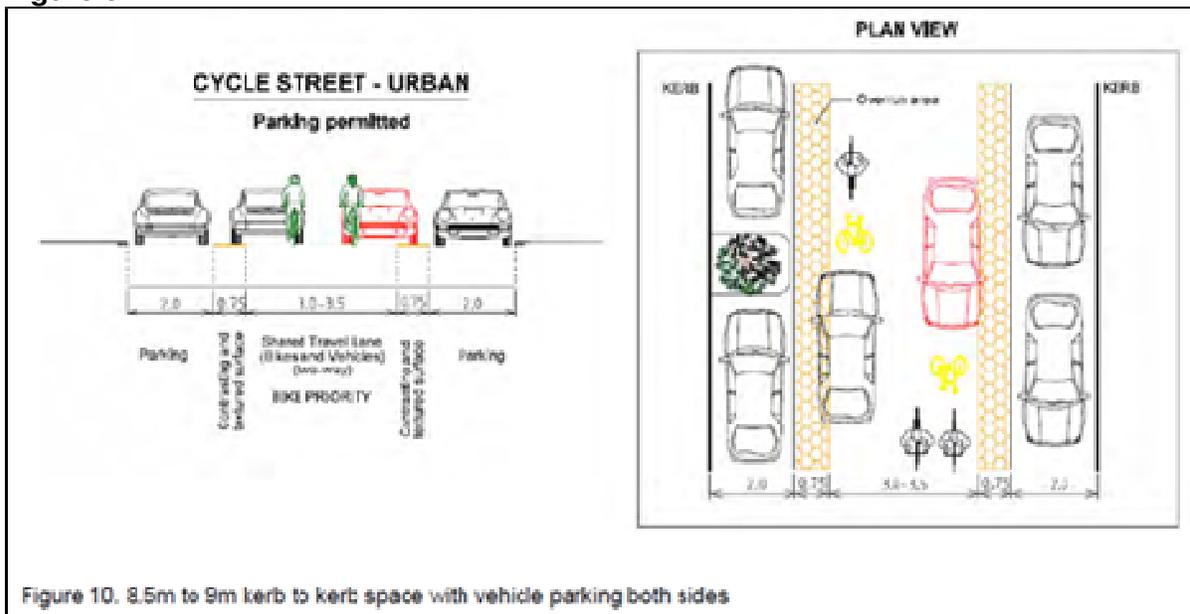


Figure 10. 8.5m to 9m kerb to kerb space with vehicle parking both sides

Source: <https://www.tmr.qld.gov.au/-/media/Travelandtransport/Cycling/Cycling-infrastructure-grants/cip-technical-requirements.pdf?la=en>

This design should be supported by changing the speed limit from 50km/h to 30km/h. This will provide a disincentive for rat runners, and reduce the risk they pose to people walking and cycling. Changing the speed limit will result in an only an extra 20 seconds travel time for legitimate motorists over the approximate 400 metres spanning from the northern termination of the Veloway 1 Bikeway to the intersection of Dock Street and Vulture Street. This marginal extra travel time is inconsequential compared to the health and potential life costs of someone injured or killed as a result of a crash with a motorist.

Thank you for the opportunity to provide feedback on this project design.

Should further information be required in relation to this submission Brisbane CBD BUG representatives would be very happy to meet with Council.

Yours faithfully

Paul French  
Co-convenor  
Brisbane CBD BUG  
11 December 2017

Cc:

Lord Mayor Graham Quirk  
Cr Adrian Schrinner, Deputy Mayor and Chair Public and Active Transport Committee  
Cr Amanda Cooper, Chair, Infrastructure Committee  
Cr Jonathan Sri (The Gabba Ward)  
Space 4 Cycling Brisbane  
Easy and Sustainable Transport Bicycle User Group (EaSt BUG) Inc.  
Bicycle Queensland