



**Brisbane Central Business District Bicycle User Group**  
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Office of the Lord Mayor  
GPO Box 2287  
Brisbane Qld 4001

My dear Lord Mayor

We wrote to you in February 2017 concerning car parking in a bike lane at 269-271 Gladstone Road, Dutton Park.<sup>1</sup>

*In a Council designated “bike lane” which has been recently “upgraded” priority has been given to car parking instead of people riding bikes in a location where this is completely unnecessary (just east of Pope Street). As many heavy vehicles use this route and there is a 60 km/h speed limit this is not a safe situation. Could these four car parking spaces outside 271 Gladstone Road be removed?*

We also wrote in August 2018 (ref LM03468-2018) asking Council to disallow car parking in bike lanes in general, but this request was rejected by Council on the basis that the law was a state government issue.

Your letter of 5 June 2017 (ref LM00605-2017)<sup>2</sup> stated:

*In addition, Council is currently investigating your request for the removal of parking spaces on Gladstone Road and you will be contacted about this matter in due course.*

We have not been contacted about this matter. The parking is as subjectively unpleasant for people riding bikes and as dangerous as ever.

The research of Parkin and Meyers in the UK (2009) found "In the presence of a cycle lane, a driver is likely to drive between the cycle lane line and the centre line in a position which is appropriate for the visible highway horizontal geometry ahead of the driver. A cyclist within a cycle lane does not seem to cause a driver to adopt a different position in his or her lane. This has important implications for the width of cycle lanes and implies that their width should never be compromised."<sup>3</sup>

This finding is exactly what is causing the danger here. The cycle lane width has been compromised by the adjacent car parks. Continued inaction concerning the hazard in this location will expose Brisbane City Council to legal liability.

According to the GIS data<sup>4</sup> this design may meet Austroads “absolute minimum” standards of 1.2 m width for a 60 km/h speed limit road – presumably depending on how well the adjacent car is parked! The points

<sup>1</sup> <http://www.cbdbug.org.au/wp-content/uploads/2011/01/correspondence/CBD-BUG-To-BCC-LM-OpenData.pdf>

<sup>2</sup>

<http://www.cbdbug.org.au/wp-content/uploads/20170606-CBD-BUG-From-LM-Open-Data-Sylvan-Gladstone-Kiosks.pdf>

<sup>3</sup>

<https://www.theguardian.com/environment/green-living-blog/2009/sep/11/bike-lanes>

<sup>4</sup> <https://www.data.brisbane.qld.gov.au/data/dataset/bikeways>

are (a) having cars parked in the bike lane entirely defeats the purpose of it – this is a standard for “exclusive” bicycle lanes, (b) given the above research and the legal requirement of 1 metre lateral separation between cars and bicycles in this location, allowing car parking here is in total contradiction to the spirit of Queensland’s minimum passing distance laws, and (c) good cycling practice involves riding out of the “door zone” of parked cars (see for example Queensland Government’s “Cycling Infrastructure Program” requirements).<sup>5</sup> Here, people riding bikes feel intimidated into riding in the “door zone” by fast moving motor vehicle traffic alongside, and this is another source of danger. Good cycling infrastructure provision requires cycling lanes that are not in “door zones”.

Designers should consider these factors when assessing the bicycle lane width required at particular sites. However, Table 4.3 shows the minimum bicycle lane widths for roads posted at various speeds in urban areas. These dimensions should also be applied to rural roads where a bicycle lane or satisfactory sealed shoulder is considered necessary (Section 4.3.4).

**Table 4.3: Exclusive bicycle lane dimensions in urban areas**

Road posted speed limit (km/h) <sup>(1)</sup>	Lane width <sup>(2)(3)</sup> (m)		
	60	80	100
Desirable	1.5	2.0	2.5
Acceptable range	1.2–2.5	1.8–2.7	2.0–3.0

1 The posted or general speed limit is used, unless 85th percentile speed is known and is significantly higher.

2 Interpolation for different speed limits is acceptable.

3 The width of the lane is normally measured from the face of the adjacent left-hand kerb. The width of road gutters/channels (comprising a different surface medium) should be less than 0.4 m where minimum dimensions are used. The figures in the table presume that surface conditions are to be of the highest standard. Where there are poor surface conditions (see GRD 6A, Appendix B) over a section of road adjacent to the gutter, then the width of the exclusive bicycle lane should be measured from the outside edge of that section.

Source: Austroads (2010b) Table 4.17.

There are no nearby businesses requiring parking here; alternative parking is available nearby. Also, St Ita’s school is adjacent and Council needs to encourage active transport. Thus, principles of “balance” endlessly quoted by Council would require the removal of parking here, not its retention.

There is high cycling traffic in this location, as it is part of the “river loop” recreation ride promoted by BCC itself on the “Cycling Brisbane” website.<sup>6</sup> There is also heavy vehicle traffic here, and a high volume of motor vehicle traffic.

The “Transport Plan for Brisbane - Strategic Directions” document also offers support for parking removal here. Page 69 states: “Management of parking can have an influence on traffic volumes and distribution as well as affecting street amenity and the movement of pedestrian and cyclists.” Point 69 states: “Allocate and manage parking to support sustainable transport and land use outcomes.”<sup>7</sup>

This location has been complained about by CBD BUG and three others on Council’s Move Safe cycling map.<sup>8</sup> Feedback included: *bike facility is too narrow, path should be separate from cars, cars travel too close or fast, and no safe cycle facilities*. One submitted stated: “Outbound on-road bike lane too narrow on very busy road with fast moving vehicles.”

The BCC GIS data for this location is: PLANT\_STRU: BK9006S00321, TRAFFIC\_TY: Bicycle Lane, SECTION\_TY: Asphalt, LOCATION: On Pavement, ON\_OFF\_ROA: On Road, WIDTH: 1.2, STREET\_NAM: GLADSTONE RD, SUBURB: DUTTON PARK.

The most recent Google Maps photo shows roadwork signs blocking the bike lane just east of the location.

<sup>5</sup> <https://www.tmr.qld.gov.au/-/media/Travelandtransport/Cycling/Cycling-infrastructure-grants/cip-technical-requirements.pdf?la=en>

<sup>6</sup> <https://www.cyclingbrisbane.com.au/bike-adventures/brisbane-river-loop>

<sup>7</sup> <https://www.brisbane.qld.gov.au/traffic-transport/transport-plan-brisbane/transport-plan>

<sup>8</sup> <https://yoursay.brisbane.qld.gov.au/movesafe/maps/mscycling>



The following photos are from Saturday 8 December 2018.





I look forward to your response on this issue.

Yours faithfully

Dr Richard Bean  
Co-convenor  
Brisbane CBD BUG  
10 December 2018

Cc Cr Jonathan Sri, The Gabba  
Cc Jackie Trad MP, South Brisbane