



Brisbane Central Business District Bicycle User Group

CBD BUG

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

Dear Lord Mayor

This letter seeks your action to address the hazardous on-road conditions that cyclists travelling west along Stanley St now have to contend with when passing the new Lady Cilento Children's Hospital (LCCH). The Brisbane Central Business District Bicycle User Group (CBD BUG) views the changes to Stanley St approved by Brisbane City Council (BCC) to be installed by the contractor of the hospital as substandard and dangerous for bicycle riders. People riding bicycles to the city from both the southern and eastern suburbs of Brisbane converge along Stanley Street - making this thoroughfare a principal route for commuter cyclists. Accordingly, it is essential that BCC addresses the range of safety / amenity issues now evident following the recent changes to Stanley Street.

The CBD BUG is a grass roots volunteer organisation of more than 700 members, representing the interests of the very large number of people riding bicycles to, from and within the Brisbane city centre. It is active in seeking policy decisions at all levels of government supporting people who want to cycle, and in particular relating to improved infrastructure, end-of-trip facilities, integration of cycling needs with other transport modes and a regulatory environment friendly towards people riding bikes. CBD BUG members meet monthly to exchange information and ideas, discuss issues of relevance and determine the direction of policies to benefit CBD cyclists.

Since the announcement of the new children's hospital, now known as LCCH, the CBD BUG has been very concerned with how this affects people riding through the area. In August 2013 the CBD BUG called an on-site meeting, attended by the AbiGroup (hospital contractor), BCC representatives, Cr Helen Abrahams (The Gabba Ward), Department of State Development officers, Bicycle Queensland's Andrew Demack and CBD BUG co-convenors Paul French and Donald Campbell, to seek resolution to the many issues that had arisen.

During that meeting it was confirmed to the CBD BUG that the plans for the new intersection at the front of the LCCH had already been approved by Brisbane City Council. Nevertheless, certain points were agreed on to resolve potential issues. The first point was that the stop lines for the west-bound Stanley St bike lane at the signalised intersections with Raymond Tce and Graham St were to be stood forward of the stop line for the general traffic lanes to aid in cyclist visibility and reduce the likelihood of conflict with vehicles turning left from the general traffic lanes. The second point to be agreed on was that bicycle kerb ramps were to be provided before the intersection to allow cyclists to easily exit the roadway onto the footpath if the cyclist so wished. A copy of the email from the CBD BUG to the LCCH project manager who attended that meeting confirming the changes agreed at that meeting is enclosed for your reference.

In accordance with that meeting the bike lane stop lines were installed forward of the general traffic stop lines. However this has not been enough to resolve the potential for conflict (please see Figure 1 and 2). The CBD BUG has received complaints from bicycle riders that left turning motor vehicles travelling west along Stanley St have cut in front of west traveling cyclists at both the Stanley St and Raymond Tce intersection and the Stanley St and Graham St intersection.

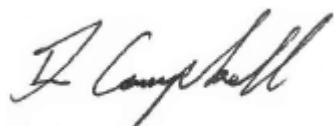
The CBD BUG has been advised that this conflict is mitigated when the pedestrian crossing light is activated because it holds a red arrow for Stanley St traffic turning left. Because this relies on pedestrian activation, the CBD BUG requests that bicycle press buttons be installed on Stanley St at both the intersections of Stanley and Raymond and Stanley and Graham for west traveling bicycle traffic. The bicycle press buttons should be similar to the one installed on Graham St (see figure 3). The period of time that the left turn arrow is held red should be the same as for the activated pedestrian crossing. A superior alternative would be for the installation of bicycle lane induction loops with the same lighting sequence as the bicycle press button. It is preferable that both bicycle press buttons and induction loops be installed as some bicycles do not have adequate magnetic conductivity. This would greatly enhance the safety of cyclists in the bike lanes when proceeding on a light change.

Unfortunately the second point agreed upon at the meeting has not been actioned. Bicycle kerb ramps allow a cyclist to exit the roadway if they so wish which greatly enhances both safety and amenity (please see figure 4). Bicycle kerb ramps already exist in the Brisbane road environment and have been quite advantageous. At the meeting it was agreed that such a ramp would be installed for cyclists traveling west along Stanley St ahead of the intersection of Stanley St and Graham St. The CBD BUG advises that such a ramp should be placed between five to ten metres before the bike lane stop line to avoid conflict between waiting cyclists and kerb ramp users. A ramp before the Graham St intersection would allow a cyclist to ride across Graham St on the lighted pedestrian crossing, a path used by many cyclists.

In closing, the CBD BUG would like to point out that BCC has missed a prime opportunity to provide protected on-road bike lanes at both the aforementioned intersections. Such protection would have resolved much of what this letter details and would have been entirely practical considering the scope of works that was included in the project.

The CBD BUG hopes that the issues outlined in this letter can quickly be resolved and looks forward to your response.

Yours faithfully



Donald Campbell
Co-convenor
Brisbane CBD BUG

30 July 2014

Cc: Cr Helen Abrahams (The Gabba Ward)
Bicycle Queensland
EaSTBUG



Figure 1 – Stanley St bike lane at the intersection with Raymond St. Bicycle press button required



Figure 2 – Stanley St bike lane at the intersection with Graham St. Bicycle press button and kerb ramp required



Figure 3 – Existing Bicycle press button, Graham St bike lane at the intersection with Stanley St



Figure 4 – Example - Existing bike kerb ramp Deakin St, Kangaroo Point