



Brisbane Central Business District Bicycle User Group

CBD BUG

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The Right Hon Graham Quirk
Lord Mayor of Brisbane City
GPO Box 2287
Brisbane Queensland 4001
Dear Lord Mayor

Dear Lord Mayor

I refer to the final concept plan for the Wynnum Road corridor upgrade – stage 1 project released by Council on 12 July 2015.

Firstly, Council is to be congratulated on the decision to include active transport elements into the project's concept design that will see separated pedestrian and cycle paths installed between Mowbray Park and the Canning Bridge. This is a genuinely positive step towards enabling people to ride bikes and/or walk instead of driving their cars and CBD BUG members would encourage a similar approach with all of Council's future road projects.

With regard to the detailed planning for this project the CBD BUG would like to see this be based on best practice, and to this end the attention of Council is drawn to the Department of Transport and Main Roads (TMR) *Technical Note 128 Selection and Design of Cycle Tracks May 2015*

(<http://www.tmr.qld.gov.au/~media/busind/techstdpubs/Technical%20notes/Traffic%20engineering/TN128.pdf>). The CBD BUG views this technical note as providing the template that should be applied by Council for the next stage of this project's planning process.

In particular, it should be noted that best practice has the path for pedestrians situated furthest from the motor vehicles travelling along the road, and cyclists closer to the road. Pedestrians will want to walk furthest from the motor vehicles anyway, and therefore, will do so in the proposed paths regardless of any signposting.

Given the additional public space being created through the property resumptions on the river side of Wynnum Rd, there will be room for providing appropriate waiting areas for the bus stops and traffic light pedestrian crossings.

At the Scanlan St intersection, the cycle track and footpath crossing should be raised to the level of the continuing cycle track and footpath and be coloured - to give people riding bikes and people walking priority, and the motorists stop line set back from this crossing point. The Laidlaw Pde intersection should be configured so the bike waiting area is well in front of the car stop line, so drivers can easily see approaching cyclists (as per TMR's guide) and the kerb ramps should be widened as much as possible.

The CBD BUG is very keen to be consulted on this project's detailed planning prior to its finalisation and would welcome an opportunity to view the plans when Council has developed them to a suitable stage. I be contacted directly on 0423 974 825.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Paul French', enclosed in a thin black rectangular border.

Paul French
Co-convenor
Brisbane CBD BUG
6 August 2015

Cc: EaST BUG