



Brisbane Central Business District Bicycle User Group

CBD BUG

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The Right Honourable Campbell Newman
Lord Mayor of Brisbane
GPO Box 2287
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Dear Lord Mayor

This letter seeks your action to address a number of issues at the southern end of the Goodwill Bridge that are negatively impacting on the safety and amenity of cyclists. Many cyclists from the eastern and southern suburbs converge with large numbers of pedestrians in this precinct, where there is very limited room and inadequate design, leading to daily contests for space and crashes and near misses. Following are the situations and/or factors the CBD BUG has identified as contributing to these issues along with some proposed solutions. The precise location of each hazard is marked on the attached aerial photos of the area.

1) Vehicles illegally parked in Little Dock Street

Vehicles parallel parked in Little Dock Street cause a hazard to cyclists and pedestrians using the section of the bikeway that links Little Dock Street and Vulture Street (marked a Zone A in Attachment 1), through impeding their sightlines for observing oncoming vehicles. Attachments 2 and 3 provide photographs of two recent instances of illegally parked vehicles causing such a hazard.

The section of Little Dock Street where vehicles are parking illegally is at the northern end of Zone A, being the point where the bikepath from Vulture Street meets Little Dock Street.

The CBD BUG understands the centre dividing line in Little Dock Street means parallel parking here is illegal due to the distance between this line and parallel parked vehicles being less than the three metre minimum required under S208(6) Transport Operations (Road Use Management—Road Rules) Regulation 1999. However, given the repeated illegal parking and the resulting hazard to cyclists and pedestrians it is clear additional markings are required, which the CBD BUG proposes is affected via a continuous yellow line along the full length of the kerbing.

2) Bikepath connecting Vulture Street and the Goodwill Bridge

Because of poor design the bikepath connecting the southern end of the Goodwill Bridge and Vulture Street is heavily used by pedestrians. The section between Vulture Street and Little Dock Street is less than 2 metres in width and is used by many pedestrians. Pedestrians (and some cyclists) have also worn their own track, to parallel this section of

the bikepath, through the gardens immediately beside the Griffith University Film School. They then regain the constructed bikepath where it intersects Little Dock Street, behaviour which can be seen in the attached photographs.

The point where the bikepath meets the Vulture Street footpath is another squeeze point, with pedestrians and cyclists converging from four directions on a very narrow footpath. Large numbers of cyclists and pedestrians waiting to cross at the signalised crossings of Vulture Street and Dock Street block the passage of other pedestrians and cyclists.

The CBD BUG sees the South Bank harbour as a major obstacle to improving cyclist and pedestrian flows through this area, but recognises the likely significant opposition from the South Bank Corporation to any modifications to this structure, regardless of the current obstruction it poses. As an alternative, it is suggested there may be more potential to acquire additional space for cyclist and pedestrian traffic via conversion of part of the garden situated between the bikepath and the Griffith University Film School.

Due to poor design the section of the bikeway between Little Dock Street and the Goodwill Bridge (marked as Zone B in Attachment 1) is also frequently used by pedestrians. The CBD BUG recommends that to address the issues along this section of bikeway as a minimum additional signage be installed to clearly identify the bikeway for pedestrians, and that an improved crossing of the bikeway for pedestrians is installed. In addition to these improvements widening of the path is also highly desirable, along with modifications to the railing that separates the bikepath from the pedestrian path, so that pedestrians can quickly cross the bikepath rather than having to walk along it.

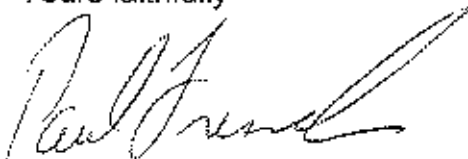
3) Parallel parked vehicles on Lower River Terrace obstructing the Maritime Museum driveway

Vehicles parallel parked on Lower River Terrace immediately adjacent to the end of the Maritime Museum driveway (marked as Zone C in Attachment 4) regularly encroach beyond the No Standing sign and impede cyclists existing the Goodwill Bridge precinct via this route. The photographs at Attachments 5 and 6 show two recent examples of this encroachment, while the parking of two vehicles in this space is also clearly visible in the aerial photograph at Attachment 4.

The CBD BUG's proposed method to address this issue is to remove the one parking slot at this location and paint a continuous yellow line along the kerbing to clearly indicate that vehicle parking is not permitted. This will significantly improve safety and sight lines for cyclists and pedestrians.

I look forward to your response on this important issue. Please do not hesitate to contact me on 0423 974 825 if you or your staff wish to discuss this matter.

Yours faithfully



Paul French

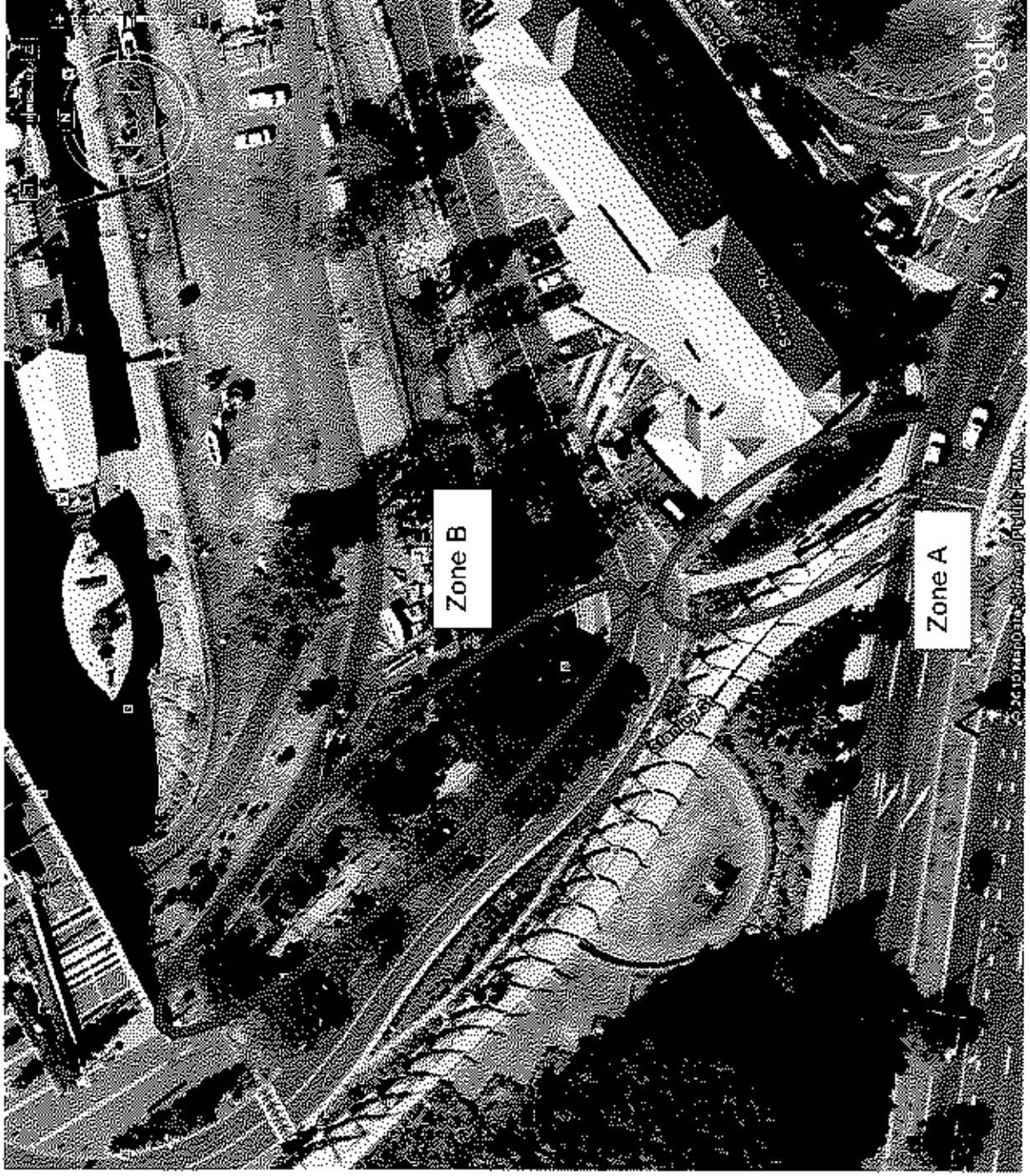
Co-convenor

Brisbane Central Business District Bicycle User Group

10 March 2010

Cc: Cr Helen Abrahams

Attachment 1

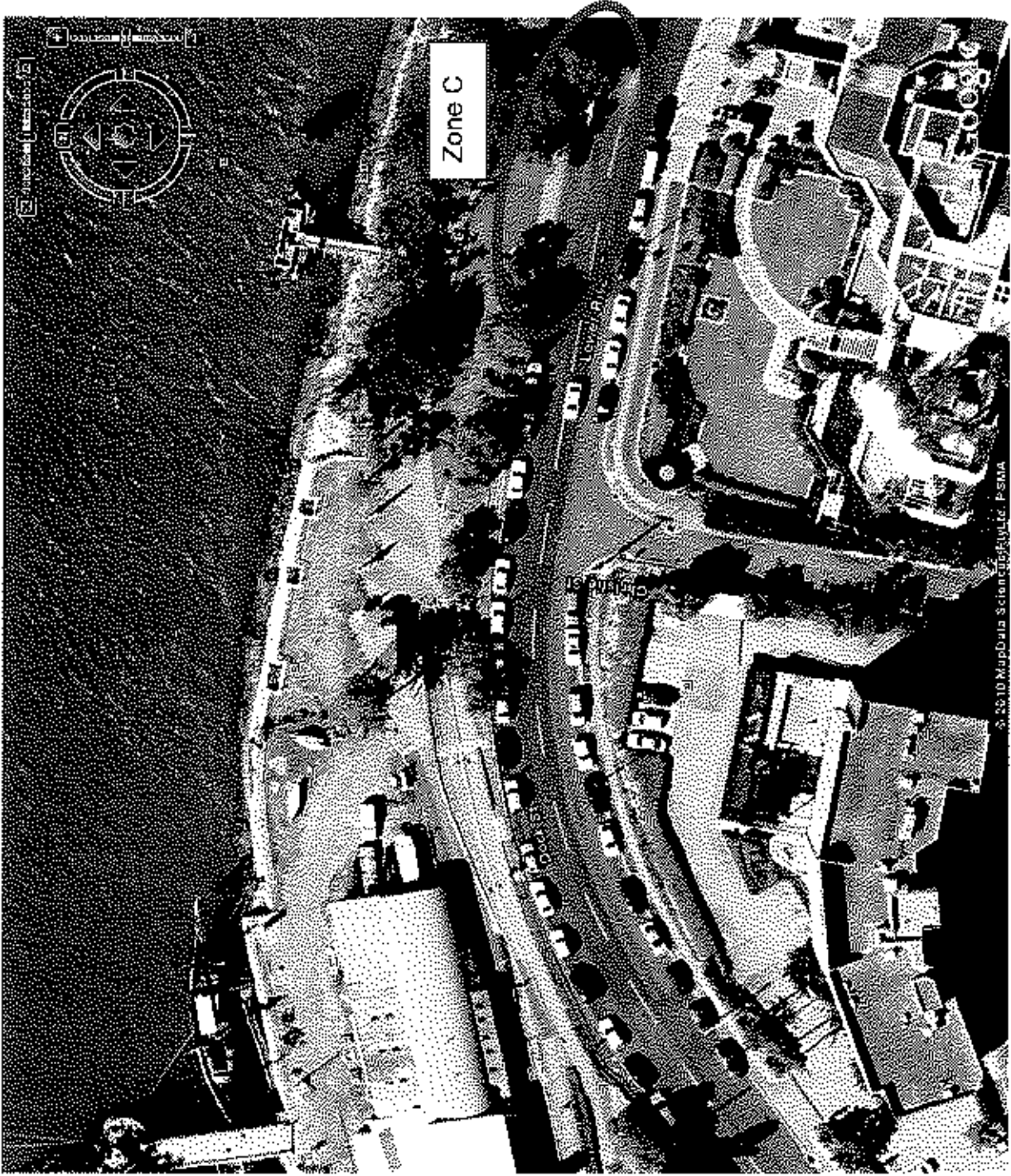




Attachment 3



Attachment 4



Attachment 5



Attachment 6

