



**Brisbane Central Business District Bicycle User Group**

**CBD BUG**

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Office of the Lord Mayor  
 GPO Box 2287  
 Brisbane Qld 4001

My dear Lord Mayor

The CBD BUG has recently become aware of Council plans to perform works at the intersection of Kedron Brook Road and Days Road in Wilston, replacing the existing roundabout with a signalized intersection (Figure 1).

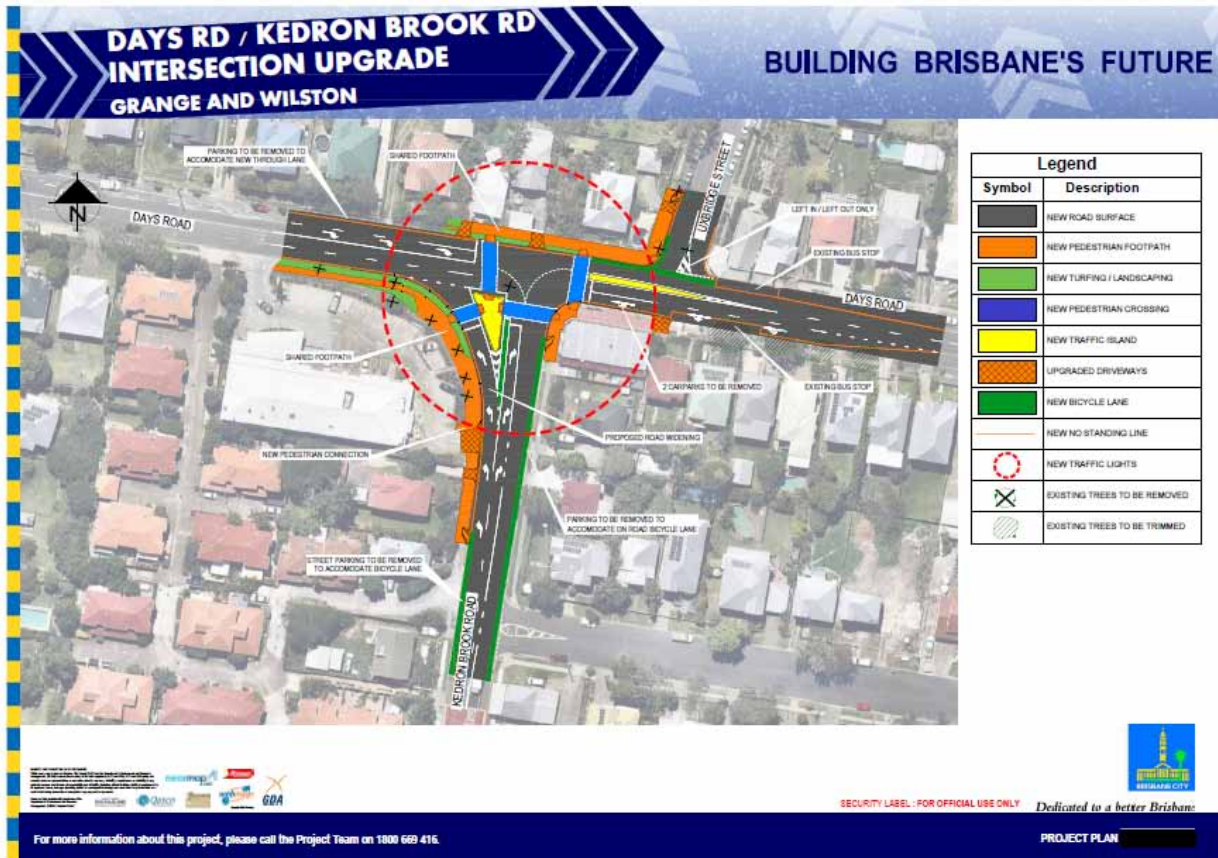


Figure 1

We are concerned that while council officers may claim the removal of the roundabout as an “upgrade”, amenity is being downgraded for people who ride bicycles. People riding bicycles will be required to chose between convenience or their personal safety with the current proposal.

At the northern end of Kedron Brook Road car parks will be removed to “accomodate” (sic) a unprotected bicycle lane. Just north of this point the bicycle lane disappears at the crucial point where a person riding a bike and wanting to turn right is supposed to perform a “weave right” maneuver if they intend to turn right at the lights in order to reach Uxbridge Street and the recently upgraded connection to Kedron Brook Bikeway.



Figure 2

The design is similar to the current situation at the south end of Annerley Road (Figure 2, shown above). People travelling up the hill in the bike lane towards the intersection (with Gladstone Road) have the bike lane disappear at the crease then reappear again. This requires people to weave right, across two motor vehicle traffic lanes with a 60 km/h speed limit to reach the relative safety of the bike lane adjacent to the bus lane (Figure 3). This is an unpleasant and uncomfortable environment even for experienced bike riders.<sup>1</sup> The CBD BUG would like to point out that such a design is effectively a bike lane crossing a slip lane, a highly unattractive design. Also no design of bicycle infrastructure should require a person to be experienced to travel safely on a bicycle.



Figure 3

It is due to infrastructure such as this that Brisbane City Council has the lowest percentage of female cyclists of any capital city in Australia and has never met its low active transport targets.

The Queensland Government Principal Cycle Network Plan shows Kedron Brook Road is marked as a “future principal route” linking the Enoggera Creek and Kedron Brook Bikeways (Figure 4). Brisbane City Council’s own cycle planning also shows Kedron Brook Road as a secondary bicycle corridor (Figure 5). The CBD BUG points out this route was also nominated as a corridor deserving of protected bike lanes as part of the Space4cycling Brisbane Campaign. As such the CBD BUG believes that if the roundabout is to be upgraded to a signalized intersection, to ensure public funds are not spend twice by any level of government on retro fitting, protected bike lanes should be intergrated in the proposed upgrade.

<sup>1</sup> <https://www.youtube.com/watch?v=PzIKJu2FVh0>



Figure 4



Figure 5

Guidance can be obtained from Queensland Government Department of Transport and Main Roads Technical Note 128 on “Selection and Design of Cycle Tracks”. For example, Drawing B4.01 shows an example design (Figure 6). A through lane on the main through road (Days Road) and an exiting lane on the terminating road (Kedron Brook Road) could be removed. A decision would then need to be made about whether motor vehicles could filter through riders going straight (TN128 suggests filtering up to 150 left turns per hour).



Figure 6

Using the Queensland Government's own guide the CBD BUG is providing an alternative proposal for the intersection upgrade (Figure 7).

- The proposed slip lane is removed. Slip lanes are highly dangerous for people riding a bicycle and completely unsuitable for people of all ages and abilities that may choose to ride a bicycle.
- Dedicated left and right turn lanes are provided for northbound motor traffic turning from Kedron Brook Road into Days Road.
- There is no change to Days Road as proposed in Council's design.
- A protected bike lane (of minimum width 1.8 m) is provided for north bound traveling bicycle traffic. The protective island widens from 0.5 m to 1 m in width.
- Bicycle traffic is provided with dedicated crossings of Days Road. This clearly identifies the presence and location of bicycle traffic.
- Uxbridge Street traffic Island is retained. Removing the traffic island on Uxbridge Street will reduce the safety of south bound bicycle traffic turning from Uxbridge Street onto the footpath of Days Road. The proposed painted island is not an effective form of protection and will do nothing to ensure the safety of pedestrians or people riding bicycles crossing Uxbridge St. The retention of the existing traffic will also reduce project costs.
- The kerb ramp from Days Road to Uxbridge street is widened.
- The intersection as drawn does allow for the northbound movement of a 19 m semi-trailer without placing northbound bicycle traffic at risk of serious injury.

The CBD BUG strongly recommends that Brisbane City Council install protected bike lanes as part of the intersection upgrade. We look forward to discussing this design further with you.

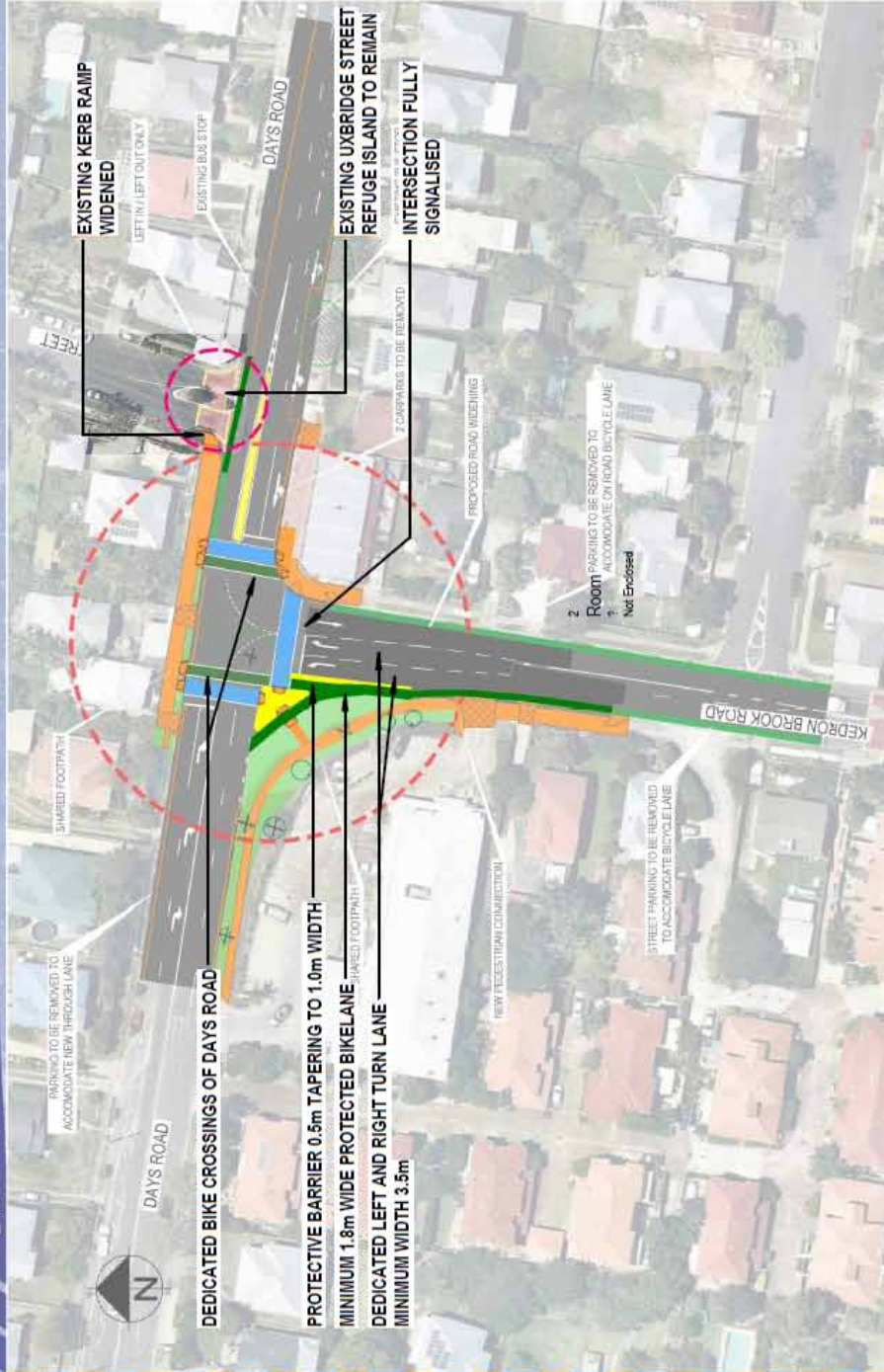
Yours sincerely

Dr Richard Bean  
Co-convenor  
Brisbane CBD BUG  
22 May 2017

Cc Mark Bailey  
Cr Adrian Schrinner  
Cr Amanda Cooper  
Cr Fiona King  
Cr Andrew Wines

# DAYS RD / KEDRON BROOK RD INTERSECTION UPGRADE GRANGE AND WILSTON

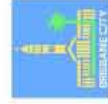
## BUILDING BRISBANE'S FUTURE



Symbol	Description
	NEW ROAD SURFACE
	NEW PEDESTRIAN FOOTPATH
	NEW TURFING / LANDSCAPING
	NEW PEDESTRIAN CROSSING
	NEW TRAFFIC ISLAND
	UPGRADED DRIVEWAYS
	NEW BICYCLE LANE
	NEW NO STANDING LINE
	NEW TRAFFIC LIGHTS
	EXISTING TREES TO BE REMOVED
	EXISTING TREES TO BE TRIMMED



## CBD BUG AMENDMENTS



SECURITY LABEL: FOR OFFICIAL USE ONLY Dedicated to a better Brisbane

PROJECT PLAN



For more information about this project, please call the Project Team on 1800 669 416.

