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**Brisbane Central Business District Bicycle User Group**  
**CBD BUG**

**GPO Box 2104**

**Brisbane Qld 4001**

[brisbanecbdbug@gmail.com](mailto:brisbanecbdbug@gmail.com)

[www.facebook.com/cbdbug/](http://www.facebook.com/cbdbug/)

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The Right Honourable Councillor Adrian Schrinner  
Lord Mayor of Brisbane  
Brisbane City Council  
GPO Box 1434  
Brisbane Qld 4001

Via email to: [Lord.Mayor@brisbane.qld.gov.au](mailto:Lord.Mayor@brisbane.qld.gov.au)

Dear Lord Mayor

The CBD BUG is contacting you regarding the need for safety improvements to James St, Fortitude Valley.

Currently there is no safe cycling corridor enabling people aged from eight to eighty to travel between New Farm and Fortitude Valley. This hazardous situation is especially true for the emerging commercial district surrounding Brookes St. Currently, James St functions as the connector as it is a less dangerous street to ride along than Brunswick St - due to less road traffic and flatter topography. A variety of people ride along James St, from the stereotypical "cyclist" to parents transporting their children to school. That said, James St is in desperate need of safety improvements to provide an increased level of safety as traffic volumes along the street increase. The CBD BUG acknowledges the recent speed limit reduction to 40kmph but this does not provide the safety outcomes required without further enhancements.

The CBD BUG proposes the following improvements to increase the safety of active transport users travelling on-road along James St.

1. James Street, Ann St to Fortitude St (Sketch Plan 1, red)

The CBD BUG requests that the existing south east BAZ zone lane be formalised into a bike lane with appropriate lane width. Further to this, segregation similar to that being installed as part of BCC's Metro project along Melbourne St (Figure 5) in South Brisbane could be installed to the bikelanes to prevent lane encroachment by motorists and enhance rider safety (Figure 1)

2. James Street, Fortitude St entrance. (Sketch Plan 1, aqua)

The current arrangement at the James St, Fortitude St intersection is dangerous for people on foot and driving motor vehicles. The existing kerb ramps for people crossing the entrance to Fortitude St do not line up and do not comply with current BCC standard drawing BSD-5231. Further to this, vehicles making right hand turns at this location create traffic congestion and pose the danger of impact with a pedestrian or another vehicle due to poor sight lines. To resolve these issues the CBD BUG suggests the installation of a continuous footpath similar to Rowes Lane in the CBD (Figure 6) and making Fortitude St left in, left out only.

3. James Street, Fortitude St to Doggett St (Sketch Plan 1, orange)

The current arrangement of James St results in conflict and confusion between people on bicycles and people driving motor vehicles. However, the CBD BUG's proposal will resolve this and increase road capacity (Figure 2). This proposal provides a South East (uphill) bike lane, reducing conflict and confusion when traveling in this direction and increasing road capacity. Due to the high number of people opening motor vehicle doors it is proposed the bikelanes be provided with a buffer. This is to provide a higher level of safety to minimise the potential of a person on a bicycle being "doored". Traveling North West (downhill) a bike lane is less necessary as bicycle traffic is able to more closely match the speeds of the general traffic flow. A similar example of this arrangement exists on Arthur St. (Figure 4 )

4. James St, Pedestrian Zebra Crossing (between Fortitude & Robertson St, Sketch Plan 1, blue)

Currently, the James St precinct can become heavily congested in the afternoon peak with drivers not always adhering to the road rules requiring them to give way to users of the Pedestrian Zebra Crossing. The CBD BUG requests that it be upgraded to a raised "wombat" crossing as this would enhance pedestrian safety. It would also reduce the incidents of drivers making unnecessary, reckless and often illegal overtaking manoeuvres of bicycle traffic traveling North West (downhill) along James St.

5. James St, Doggett St to Kent St (Sketch Plan 1, yellow)

The current arrangement of James St results in conflict and confusion between people on bicycle and in motor vehicles, what the CBD BUG proposes will resolve this and increase road capacity (Figure 3). This proposal provides a South East (uphill) bike lane reducing conflict and confusion when traveling in this direction and increasing road capacity. Due to the higher speed of general motor traffic in this area it is proposed the bikelanes be provided with a buffer but unlike the previous section it is proposed these be provided with tactile surface marking to give an audible notification when motor vehicles encroach, similar to Annerley Road (figure 7). Traveling North West (downhill) a bike lane is less necessary as bicycle traffic is able to match general traffic flow. This is proposed to provide a higher level of safety to minimise the potential of a person on a bicycle being "doored". A similar example of this arrangement exists on Arthur St. (Figure 4)

6. James St, Pedestrian Zebra Crossing (Arthur St, Sketch Plan 1, blue)

Currently, James St with many vehicles emerging from side streets can be mentally taxing, resulting in people not always adhering to the road rules regarding Pedestrian Zebra Crossings. This potential for error to occur resulting in danger to pedestrians is only made worse by the incline of James St. The CBD BUG requests that the zebra crossing be upgraded to a raised "wombat" crossing as this would enhance pedestrian safety. Further to this it would reduce the incidents of general motor traffic drivers making unnecessary, reckless & often illegal overtaking manoeuvres of bicycle traffic traveling North West (downhill) along James St.

7. James, Doggett and Robertson St Intersection (Sketch Plan 1, blue)

Currently, this intersection is a major source of conflict and confusion for all road users. This is made worse by general motor traffic drivers making manoeuvres between Robertson and Doggett utilizing excessive acceleration and braking. These manoeuvres place people on foot and bicycles in real danger as far too often road rules regarding turning into side streets as outlined in "Transport Operations (Road Use Management-Road Rules) regulation 2009" are not adhered to here (figure 8). To enhance the safety of the intersection and reduce the speeds at which it is being traversed it is suggested that "wombat crossings" be installed on both Robertson and Doggett Streets, set back 6m. This will also greatly improve safety of pedestrians crossing the side streets and provide an engineering reminder that pedestrians have legal priority.

All these proposals have already been installed in Brisbane or Queensland and are not foreign or new concepts. Lane widths cited are as per Brisbane City Council Standard Drawings (Figure 11) with utilisation of available data regarding road widths with reference to James St being classified as a "District Road" (Figure 10). While James St is serviced by the 470 bus route, this is a low frequency route with very low patronage in this segment and changes to the street environment would have nil to negligible impact on the level of service this bus route currently offers.

The CBD BUG's preference is that protected bikelanes should be installed as the default. But in this case to ensure safety and capacity improvements in the short term with minimal cost we are making this alternative request. The CBD BUG would like to point out that currently James St is listed as a secondary cycling corridor (Figure 9) and therefore the need for cycling infrastructure is already recognized in the Brisbane City Plan.

The CBD BUG's position is that everyone, no matter their form of transport, should be able to get about in a manner where their safety is not compromised. Unfortunately, the current state of James St does not provide an equal level of safety to all transport user groups.

Prior to Brisbane City Council officers reaching any decisions in relation to these proposals we would welcome an opportunity to discuss the details of these issues in-person.

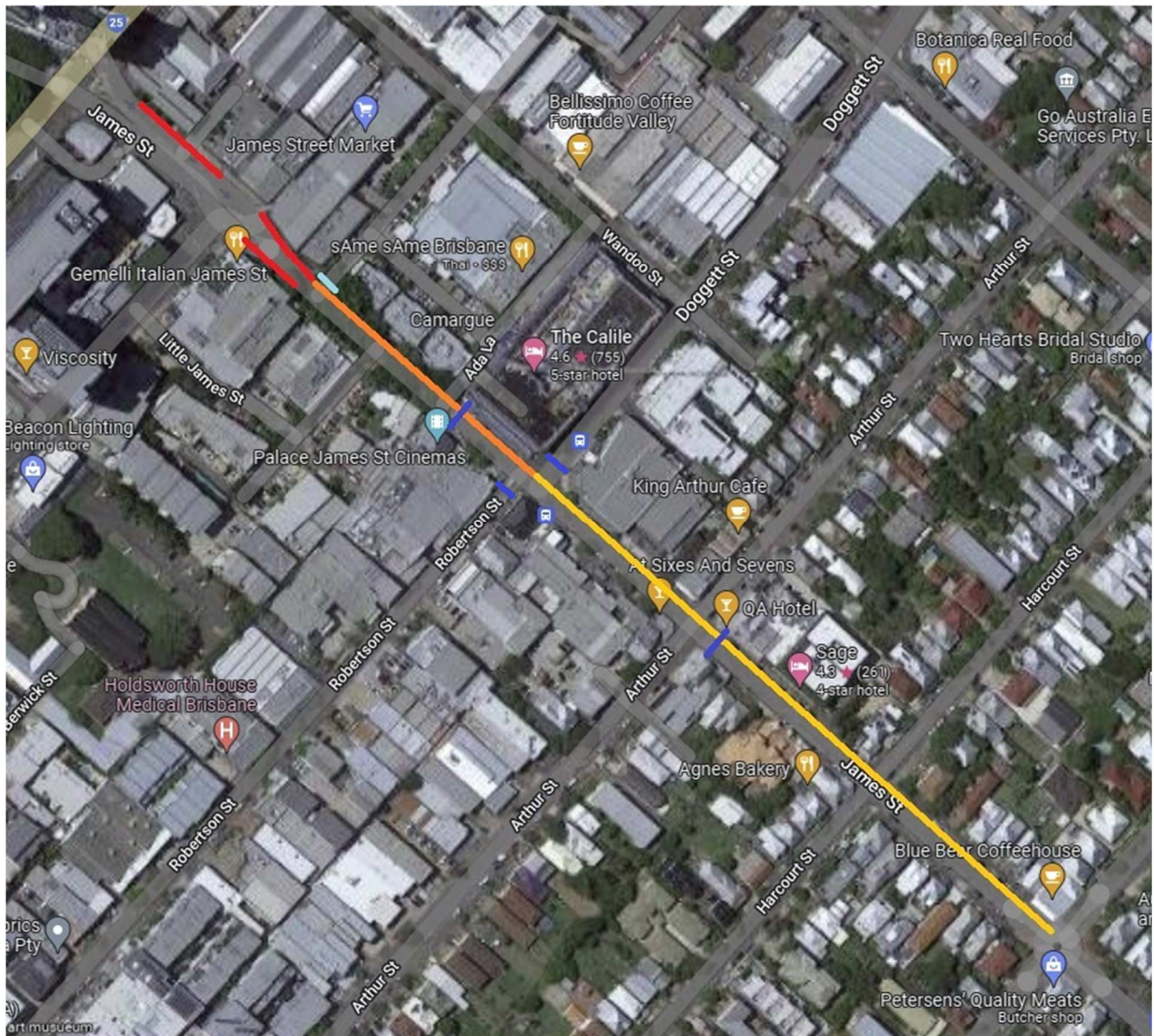
The CBD BUG looks forward to your response.

Yours sincerely



Donald Campbell  
Co-convenor  
Brisbane CBD BUG  
28<sup>th</sup> November 2023

CC: Bicycle Queensland  
Space for Cycling Brisbane  
Queensland Walks  
Members of BCC Public and Active Transport Committee  
Cr Vicki Howard - Councillor for Central Ward  
Wendy Aghdam - Greens Candidate for Central Ward  
Ash Murray - Labor Candidate for Central Ward  
Tracy Price - Labor Candidate for Lord Mayor  
Jonathan Sriranganathan - Greens Candidate for Lord Mayor



Sketch Plan 1

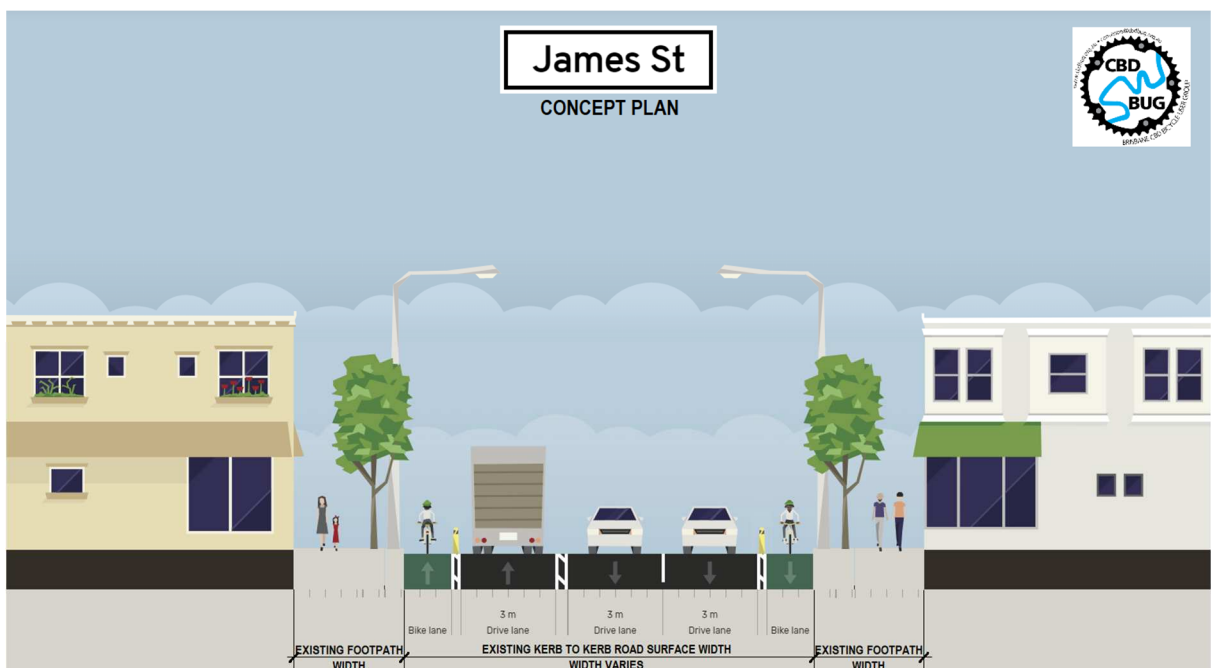


Figure 1 – Concept Section – James St – McLachlan to Fortitude



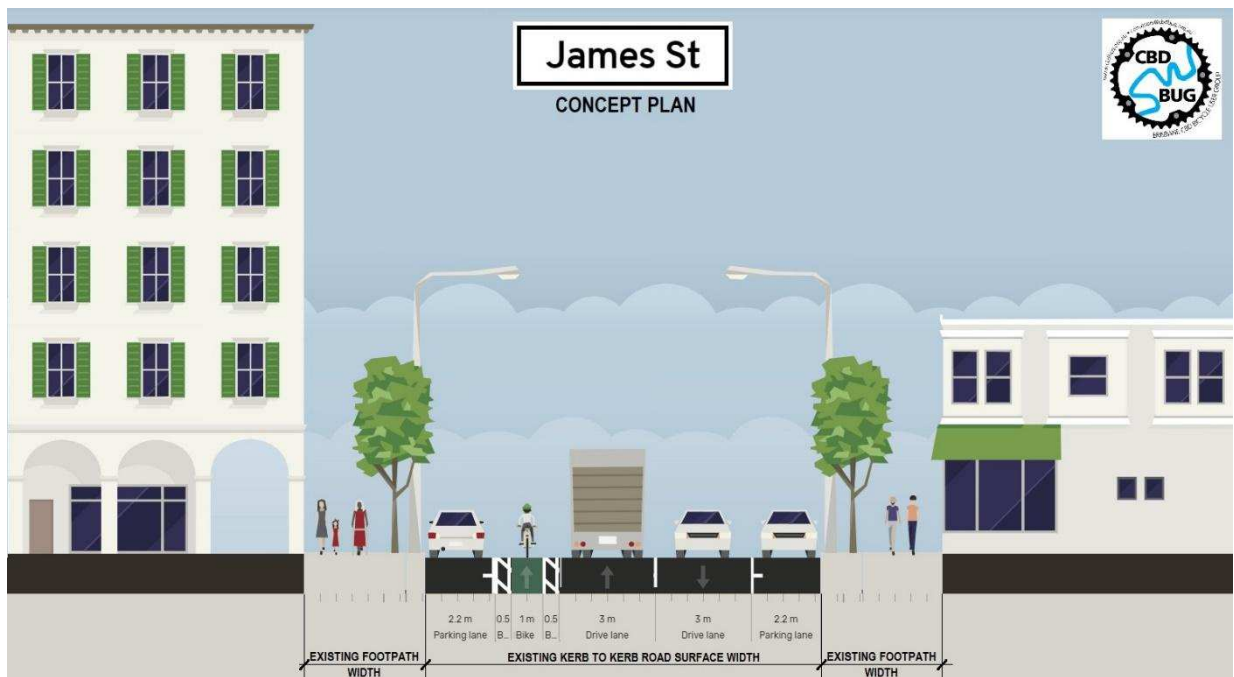


Figure 2 – Concept Section – James St – Fortitude to Doggett

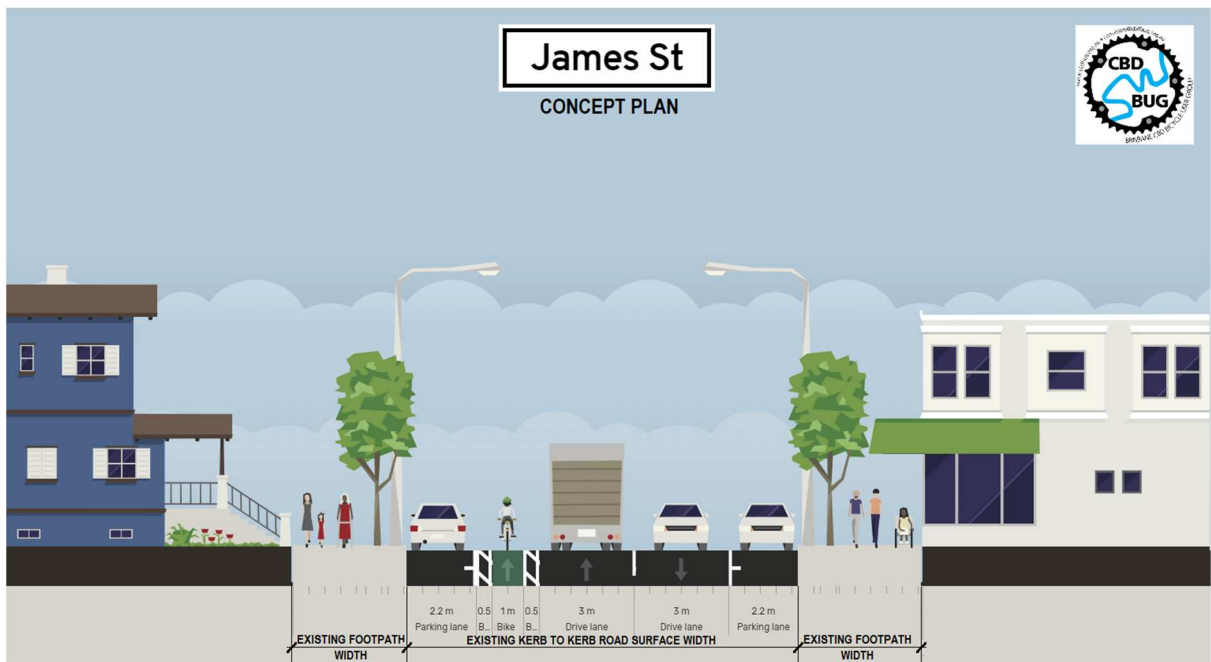


Figure 3 – Concept Section – James St – Doggett to Kent



Figure 4 – Arthur St



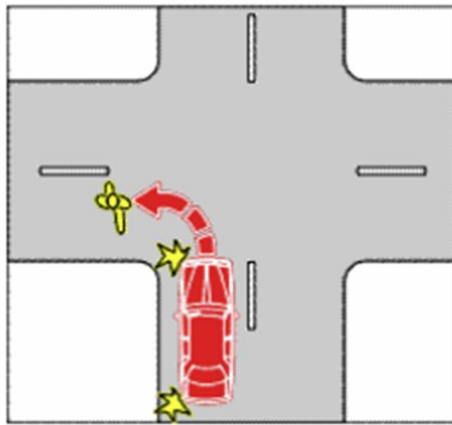
Figure 5 – Melbourne St, light segregation to bike lane



Figure 6 – Rows Lane - Continuous footpath across side street entrance.

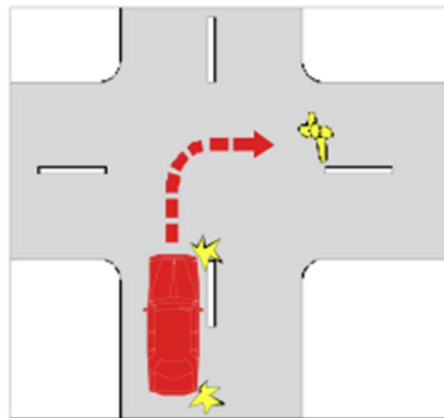


Figure 7 – Annerley Rd Bike lane – Audible line marking



Example 4

Driver turning left giving way to a pedestrian crossing the road the driver is entering



Example 9

Driver turning right giving way to a pedestrian crossing the road the driver is entering

Figure 8 – Road rules regarding turning into side streets .



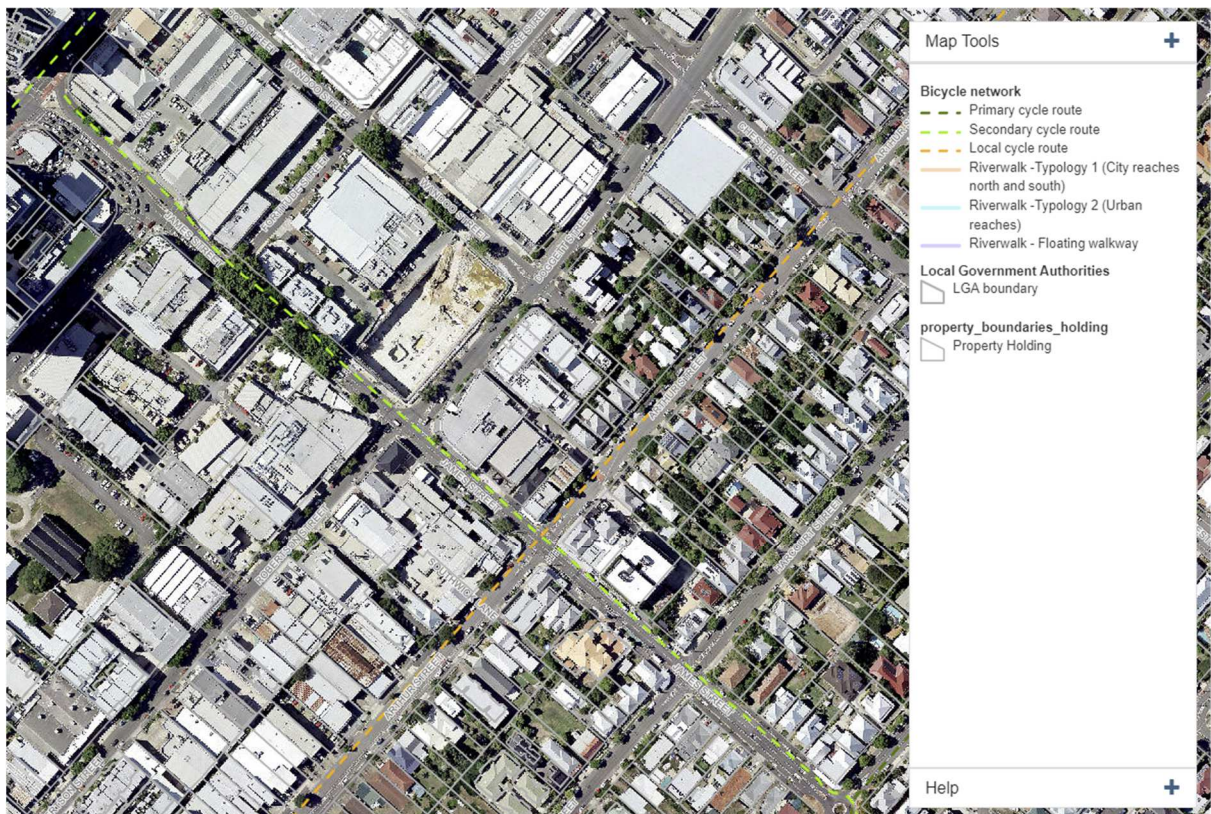


Figure 9 – BCC Cityplan 2014 – Bicycle network overlay

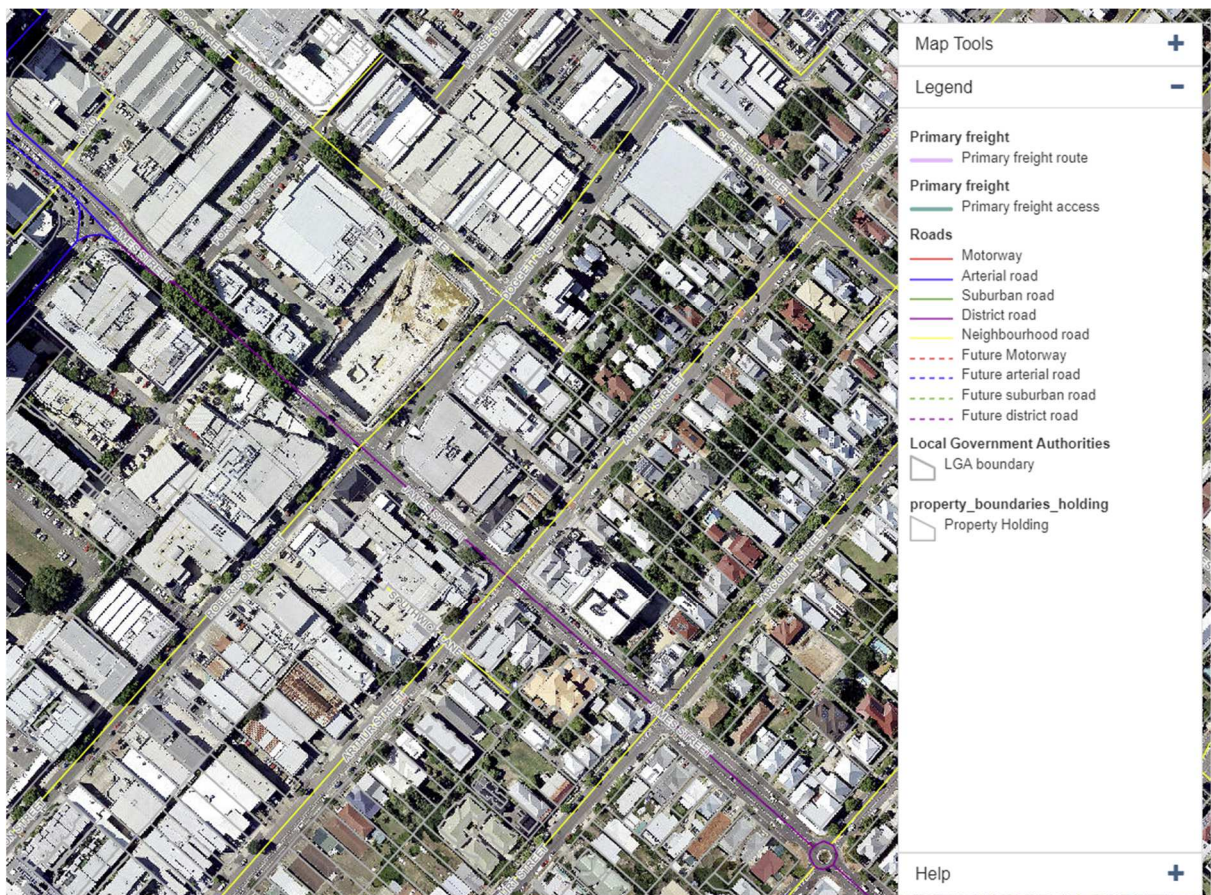
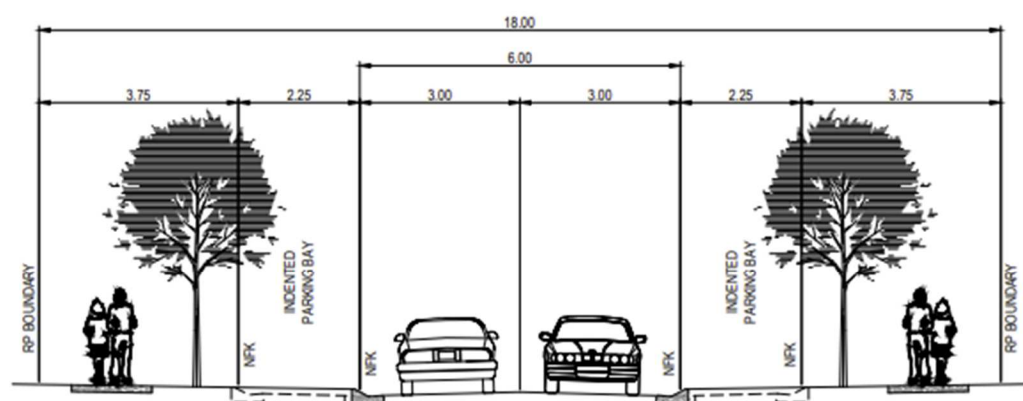


Figure 10 – BCC Cityplan 2014 – Road Network overlay

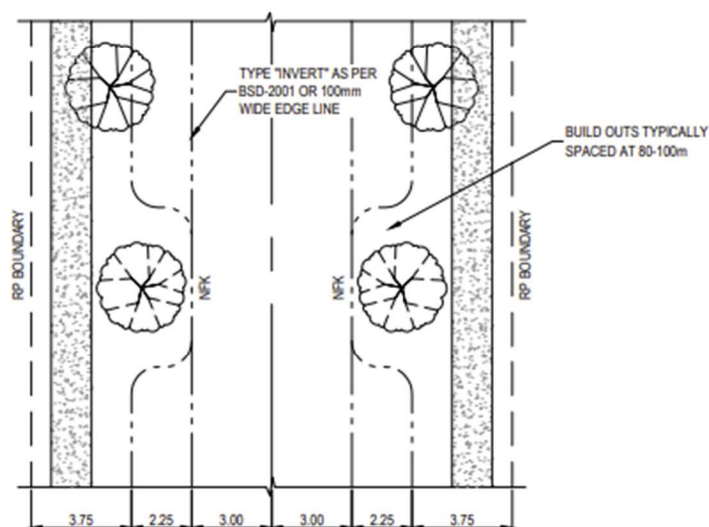




**TYPICAL SECTION**

STUDIAL LINES UNLESS SHOWN OTHERWISE.  
FOR ROADS.  
KERB.  
SUITABLE FOR BUS ROUTES.

ARE WHERE THE LAND ADJACENT IS ZONED



**PLAN**

**MEDIUM/HIGH DENSITY CORRIDOR\***  
**NEIGHBOURHOOD ROAD**  
(WITH KERBSIDE PARKING)

(WHERE THE EXISTING ROAD RESERVE IS GREATER THAN 18.0m THE CARRIAGEWAY WIDTH MAY BE GREATER.)

DESIGN	STD DWG GROUP	DATE	April '01		<b>BRISBANE CITY COUNCIL STANDARD DRAWING</b>												
DRAWN	CITY DESIGN	DATE	April '01		<b>MINOR ROAD &amp; PRIMARY FREIGHT ACCESS CORRIDORS - 2 TRAFFIC LANES SHEET 1 OF 2</b>												
CHECKED	M. STEER	DATE	May '01														
DRAWING FILENAME	BSD-1021 (C) Minor & industrial road corridors - 2 traffic lanes - Sheet 1 of 2.dwg																
ASSOCIATED PLANS	SUPERSEDES BSD-1021				<table><tr><td>SCALE</td><td colspan="2">NOT TO SCALE</td></tr><tr><td>DWG No.</td><td colspan="2">BSD-1021</td></tr><tr><td>ORIGINAL SIZE</td><td>A3</td><td>REVISION</td></tr><tr><td></td><td></td><td>C</td></tr></table>		SCALE	NOT TO SCALE		DWG No.	BSD-1021		ORIGINAL SIZE	A3	REVISION		
SCALE	NOT TO SCALE																
DWG No.	BSD-1021																
ORIGINAL SIZE	A3	REVISION															
		C															

Figure 11 – BCC standard drawing for road corridor