

21 December 2023

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Mr Donald Campbell Co-convenor Brisbane CBD BUG GPO Box 2104 BRISBANE QLD 4001

Dear Mr Campbell

Thank you for your email of 28 November 2023 suggesting safety improvements on James Street, Fortitude Valley. I appreciate the efforts of the Brisbane CBD BUG to continually advocate for the cycling community. The Lord Mayor is currently away from the office and has asked that I reply on this occasion.

Council is aware of the popularity of the New Farm precinct for all road users, including James Street. As Brisbane continues to grow and prosper, we continue to monitor the capacity of the traffic network, while endeavouring to provide a balanced approach to the needs of the community.

Please be assured, Council is continuing to expand the existing network of dedicated bike paths across Brisbane to separate cyclists from pedestrians and other road users, where physically possible. As you may appreciate, making significant changes to infrastructure is often constrained by the existing environment and available budget, with some projects requiring a staged approach and feasibility investigations to determine affordable and deliverable results.

Council is working with Economic Development Queensland on planning for emerging commercial areas, including Brookes Street, as part of the Bowen Hills Priority Development Area (PDA). Part of this ongoing work is to review the wider network of connections to areas such as Fortitude Valley.

I note your comments that other areas in the road network have similar infrastructure to what has been suggested. As I am sure you can appreciate, Council must carefully consider the merits on each street to ensure any changes support the functionality and need for all road users.

You may be interested to learn that James Street is classified as a District road in Council's *Brisbane City Plan 2014* road hierarchy. District roads facilitate the movement of people and goods to and through suburbs, including buses and heavy vehicles. As such, BSD-1022 (Major road corridor 2 traffic lanes) is applicable on James Street which provides guidance for 3.5 metre traffic lanes and 2 metre bike lanes. When retrofitting bike lanes with parking permitted, the minimum bike lane width is 1.5 metres and a minimum 0.5 metre buffer zone. Without corridor widening or parking removal, the delivery of dedicated on road bike lanes are not feasible on James Street between Ann Street and Doggett Street.

The request to convert the existing pedestrian refuge crossings to wombat crossings has been considered. Wombat crossings may be considered on local or neighbourhood roads with high pedestrian demand, low vehicle speeds and volumes. Generally, wombat crossings are not suitable for roads with high traffic volumes, or roads that form part of a bus route due to the impact to vehicle operation and passenger discomfort. As James Street is currently carrying high volumes of traffic, including buses, wombat crossings are not supported at this time.

Council has been successful in obtaining Queensland Government funding under the Targeted Road Safety Black Spot Program to provide safety improvements for pedestrians and bike riders at the James Street and Robertson and Doggett Street intersection. Council is currently undertaking design of the intersections to improve safety.

Poor motorists behaviour is best addressed through enforcement by the Queensland Police Service (QPS), and Council is not empowered to enforce moving vehicle violations in this regard. You are encouraged to raise any instances of poor driver behaviour at this location with the QPS via Policelink on 131 444 for targeted enforcement.

If you would like to discuss the cycle network further, I encourage you to contact Mr Thomas Thai, Acting Public and Active Transport Manager, Transport Planning and Operations, directly on 3403 3424.

Thank you for raising this matter. I also take this opportunity to wish you a happy and safe Christmas and a successful New Year in 2024.

Yours sincerely

KAdams

Krista Adams

**ACTING MAYOR** 

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