Brisbane Central Business District Bicycle User Group
CBD BUG
GPO Box 2104,
Brisbane 4001
brisbanecbdbug@gmail.com
https://www.facebook.com/cbdbug/

The Right Honourable Cr Adrian Schrinner
Lord Mayor of Brisbane
GPO Box 2287
BRISBANE QLD 4001

Via email to: lord.mayor@brisbane.qld.gov.au

Dear Lord Mayor

The CBD Bicycle User Group (CBD BUG) is writing to you regarding the lack of progress on making the CityLink Cycleway lanes permanent and the current poor condition of these lanes.

As stated in our previous correspondence, the CBD BUG strongly supports the installation of safe, protected bike lanes on CBD streets, and we commend Council for installing these lanes, to allow people on bikes to navigate the CBD in a safe, comfortable manner. That said, the comfort and safety of the existing CBD CityLink Cycleways is currently not being realised to its full potential.

Dividers being made permanent
As previously stated, the CBD BUG supported the installation of simple plastic barriers as a method to quickly provide low-cost, safe, protected bike lanes. Plastic barriers were an entirely appropriate approach for trialing an installation; however, after two years the temporary nature of these barriers was beginning to show. They are frequently dislodged due to vehicle impact (Figure 1). In November 2022 Cr Murphy stated the lanes would be made permanent “slowly”. While we understand this sentiment, it has now been four years since the barriers were installed, and they incur a maintenance cost which could be reallocated to permanent barriers. Accordingly, we would appreciate Council’s advice about the timeframe for these barriers to be made of a permanent construction method.

Surface Quality
In our previous letter to Cr Murphy in 2023 we raised this matter, but the uneven surface of the Elizabeth St bike lane continues to be a safety issue. While the works by Urban Utilities have been completed, the bike lane surface has been left in a deplorably rough/uneven condition and is therefore unsafe for users. The asphalt is not flush with any of the inground service points resulting in an unsafe cycling/scootering surface (Figures 2 & 3). A copy of this letter has also been sent to Urban Utilities for their attention, although given their failure to address this issue and another relating to public safety, the CBD BUG have doubts they will act to address the safety defects they left behind on this cycleway unless, Council also applies substantial pressure.

In accordance with AustRoads guidelines, a cycling corridor should have a minimum design speed of 30 kmph (Figure 4). However, if a person were to travel the current uneven sections of the Elizabeth St CityLink at 30 kmph, there would be the real risk of them falling from their bicycle or scooter.

The CBD BUG would like to enquire why Brisbane City Council did not ensure that Urban Utilities reinstated the CityLink Cycleway surface to the previous quality that allowed for safe travel along the bike lanes. If Urban Utilities will not reinstate the lanes to their previously undamaged state, we call on BCC to resurface this lane to its former good quality level of service and safety. We recommend that this resurfacing be delivered as part of the project making these lanes permanent.

Eagle St Fig Tree Reserve crossing of Eagle St
It is acknowledged that due to the original trial nature of the CityLink Cycleways, a number of design compromises were incorporated to provide a minimal cost installation. Now that the lanes are to be made permanent these design compromises need to be addressed.

The most pressing of these from a safety perspective is the cycleway's crossing of Eagle St at Fig Tree Reserve. Even before the installation of CityLink this pedestrian crossing was at capacity and needed a reduction in the width of the road surface to be traversed, increases in the width of the kerb ramps and the installation of widened footpaths (on the reserve itself). These changes are necessary given that the current kerb ramps and surface material on the reserve side of this crossing appear to be non-compliant with the Australian Standard for disability access AS1428.1. (Figure 5,6&7).

Accordingly, the CBD BUG would like to enquire if there has been any design work to align this crossing with the above parameters and if/when these corrective works might occur?

Crossing of Elizabeth St (from Edward St).
Accessing and egressing from the Edward St Cycleway lanes is dangerous. Riders exiting the lane and continuing along Edward St must merge into the pedestrian crossing. This creates a capacity issue due to high pedestrian numbers. Riders travelling along Edward St on road wishing to enter the Edward St cycleway lanes have no clear way to enter these lanes.

We ask that the lanes continue across the intersection, similar to Figure 8. This will result in a clearer and safer situation for all active transport users at this location.

We appreciate your time in consideration of these matters and hope that a safe and timely solution can be achieved for the benefit of those choosing to use active transport in traversing our city streets, and to motorists from the reduced congestion on those streets.

The CBD BUG looks forward to your reply.

Yours sincerely

Donald Campbell
Brisbane CBD BUG
30 March 2025

CC: Bicycle Queensland
Space for Cycling Brisbane
Queensland Walks
Members of BCC Public and Active Transport Committee
Paul Arnold, CEO, Urban Utilities

Figure 1 – dislodged dividers

Figure 2 – fire hyrant cap uneven with road surface

Figure 3 – water pooling in uneven surface

5.2 Bicycle Operating Speeds

Bicycle operating speeds on paths are influenced by a combination of human and other factors, including:

- the type of bicycle
- purpose of the trip (e.g. commuting, riding to gain fitness including group riding)
- age, confidence and level of fitness of the cyclist
- condition of surface
- alignment standard of the facility
- gradients
- widths
- path user volumes
- prevailing weather conditions.

It is important to recognise that under appropriate conditions many fit cyclists can maintain relatively high speeds. Speeds in excess of 35 km/h can be maintained on the flat while speeds of over 50 km/h can be attained on moderate gradients.

It is recommended that paths be designed for a speed of at least 30 km/h (Shepherd 1994) wherever possible and desirable given the purpose of the path, and in other cases for the anticipated operating speeds[4]. However, it should be recognised that it may be necessary to adopt higher or lower design speeds in specific circumstances. For example, it is desirable to provide a high standard curve at the bottom of a steep downgrade but designers may be forced to adopt tight curves in providing a path down the face of an escarpment. In such circumstances the potential hazard should be appropriately highlighted (e.g. adequate sight distance, delineation and warning signs).

Figure 4

Section 4 Floor or ground surfaces on continuous accessible paths of travel and circulation spaces

4.1 General

A continuous accessible path of travel and any circulation spaces shall have a slip-resistant surface. The texture of the surface shall be traversable by people who use a wheelchair and those with an ambulant or sensory disability.

NOTE 1 Information relevant to slip resistance can be found in AS 4586, AS 4663, HB 197, and SA HB 198.

NOTE 2 When setting out works using the dimensions in this section, make appropriate allowances for construction tolerance (see Section 2).

4.2 Construction tolerances at abutment of surfaces

Abutment of surfaces shall have a smooth transition. Design transition shall be 0 mm. Construction tolerances shall be as follows:

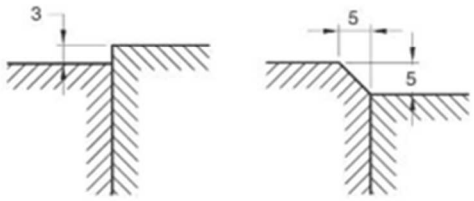
(a) 0 ± 3 mm vertical; and

(b) 0 ± 5 mm, provided the higher edge is bevelled or rounded to reduce the likelihood of tripping as shown in Figure 6 (a).

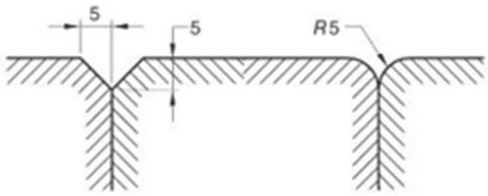
Design allowance for the joints of abutting pavers shall be as shown in Figure 6 (b).

Design allowance for joints in pavers shall be as shown in Figure 7A. Design allowance for timber decking and boardwalks shall be as shown in Figure 7B.

Dimensions in millimetres



(a) Change in level



(b) Continuous paving units — flush-jointed with level surfaces

Figure 6 — Acceptable construction tolerances for abutment of surfaces

Figure 5

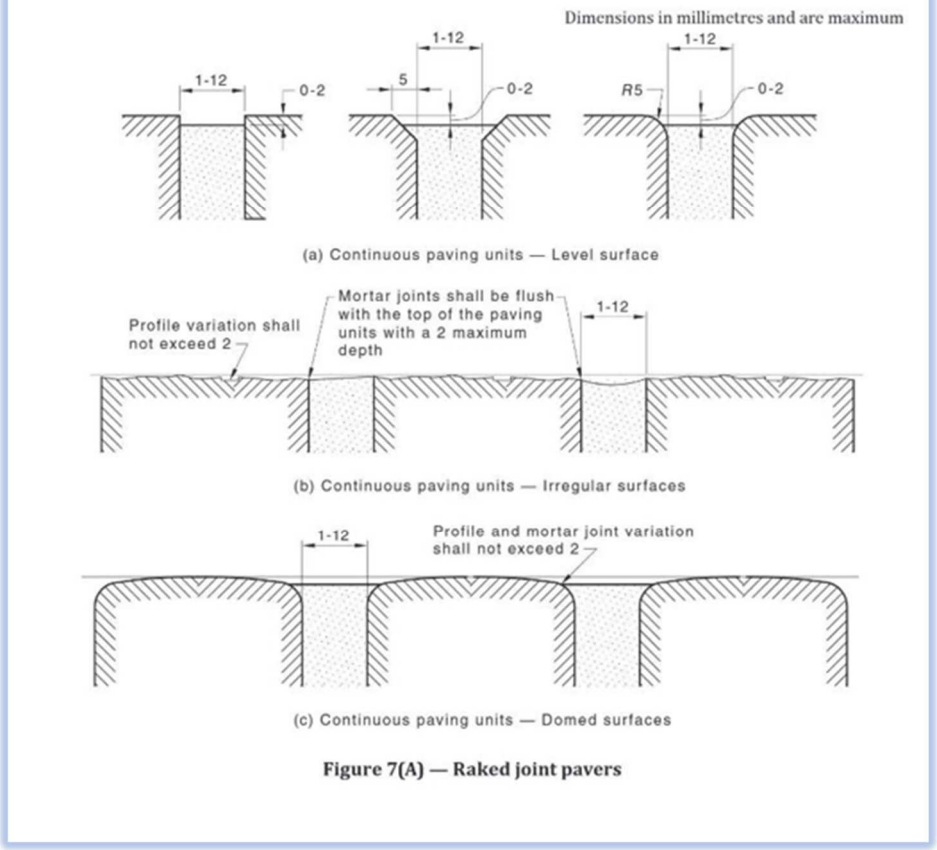


Figure 7(A) — Raked joint pavers

Figure 6

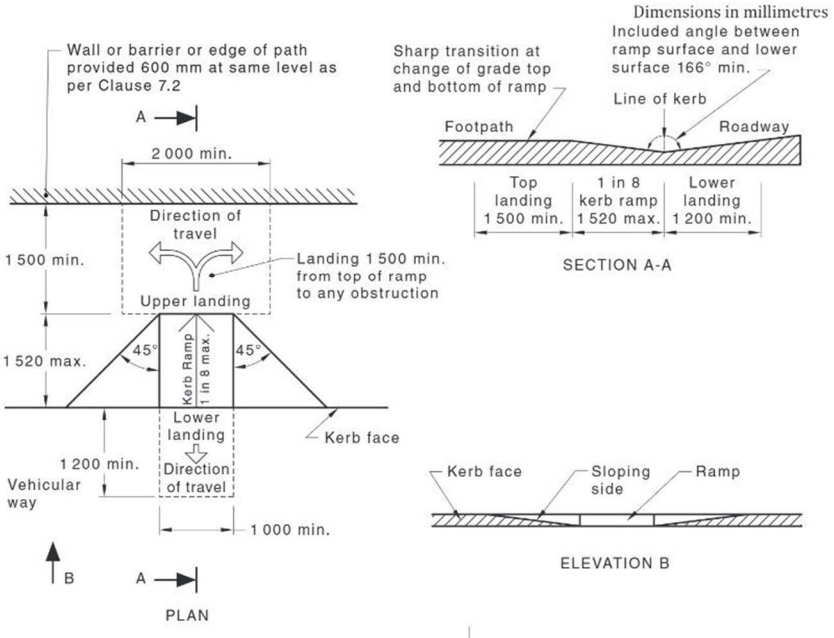
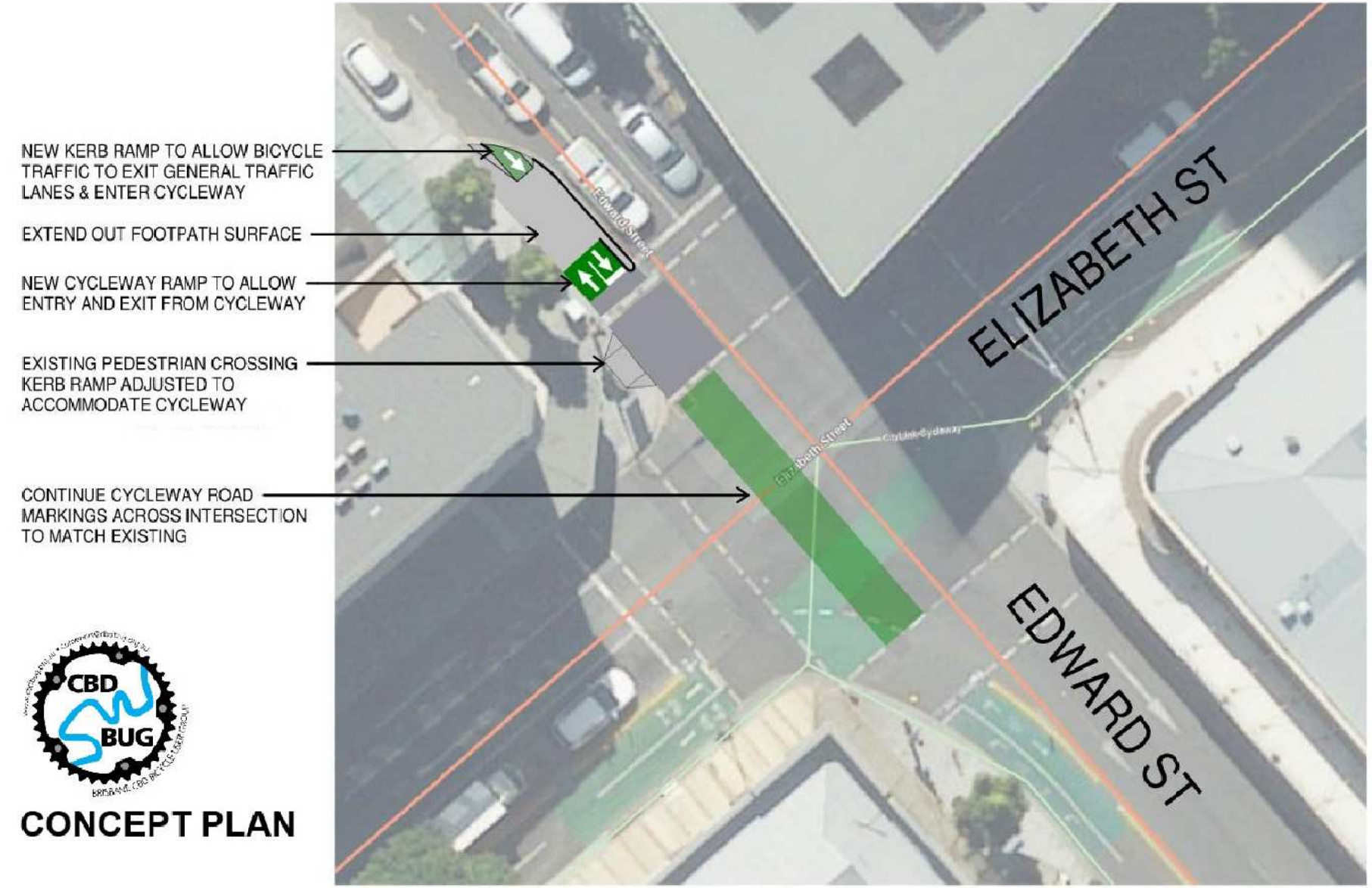


Figure 7

Figure 8



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