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## Brisbane Central Business District Bicycle User Group

### CBD BUG

GPO Box 2104, Brisbane 4001

[convenors@cbdbug.org.au](mailto:convenors@cbdbug.org.au)

[www.cbdbug.org.au](http://www.cbdbug.org.au)

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The Director

Moggill Road Cycle Bridge Project Team

Metropolitan Region / Brisbane Office

Program Delivery and Operations Branch

Department of Transport and Main Roads

Via email: [metropolitanregion@tmr.qld.gov.au](mailto:metropolitanregion@tmr.qld.gov.au)

Dear Sir or Madam

The following is the CBD BUG's comments on the draft design of the Moggill Road cycle bridge.

This draft design is regarded as providing a relatively direct, continuous and safe path for most cyclists.

The gradients (max 1 in 20 / 5%) are quite reasonable, making it accessible to more riders (school kids, elderly, new or weaker riders) other than just sport cyclists.

These two points are critical to the effectiveness of the bridge and its usage.

#### Concerns

- Width of 3 metres – it is understood that this is TMR's minimum width for a two way path of this nature. In this instance though, the bridge will have an "effective" width of less than a 3m wide path, due to the side railings. On an open path bicycle riders can ride much closer to the edge with their handlebars and body hanging over the edge. However, with a fence or railing hard up against the edge of the path, they need to ride closer to the centre (by at least 30cm) to avoid striking the fence. This reduces the path to an effective width of approximately only 2.4 metres. Elevated structures such as overpasses also tend to be more susceptible to strong winds which can push a bike from side to side, causing a rider to ride even further out from the railings and thus further reducing the effective width of the path. The CBD UG suggests the bridge should be constructed so that its usable width is a minimum of 3.5 metres and 4 metres would be ideal.
- Sightlines and visibility - this as a concern simply due to its significance, as opposed to any obvious flaw. The current design appears to incorporate reasonable sightlines but it is hard to tell on paper. The bend at the northern end is the most obvious point of concern, but also the intersections of the two connecting paths that lead to Moggill Rd. Things like the height and construction of the fences / railings will also impact this.

Other less significant points for consideration by the Department of Transport and Main Roads are:

- V-drains – Installing v-drains immediately adjacent to the edge of bike paths is viewed as creating a hazard for path users. If a cyclist rides into one of these drains they could strike their pedals and crash. These also have terminations that create a hazard for cyclists. Please refer to the attached photos.

- Stop sign – It is noted the plans propose a stop sign to be installed at the two connecting paths that lead to Moggill Rd. A give way sign is much more appropriate to clarify who has to give way. This has worked successfully on the new Centenary path "intersection" at Moore Park as an example.
- Concrete join gaps parallel to the path should be avoided. The CBD BUG is aware of instances of cyclists' wheels becoming stuck in such gaps. It is suggested these gaps should be avoided or at least narrowed to preclude entry by a bike wheel.
- Marked edge lines - The edges of the paths should be clearly marked, particularly near any drains or gutters which can be hard to see at night with some bike lights, especially when the concrete is all the same colour. Brisbane City Council has been installing solar powered cat eyes as one to this issue.
- Centre lines should be marked to encourage people to maintain a position on the left of the path. Local user experience with the winding sections either side of Witton Rd is that fewer people tend to cut the corners since the lines have been painted. Even on the straight sections, a marked centre line tends to ensure that slower riders keep left and leave enough room for those passing from behind. On the straight sections, a dotted line is more appropriate than a solid line, to encourage the passing cyclist to cross over into the oncoming lane to go around the slower cyclist with as much room as possible.

In summary, the CBD BUG very pleased with the design. This is a significant piece of new cycling infrastructure that will further increase the number of commuters choosing to cycle instead of driving.

Please contact me on 0423 974 825 if you wish to discuss any of these points in more detail.

Thank you for providing the CBD BUG with the opportunity to comment on the draft design of the Moggill Road cycle bridge.

Yours faithfully

Paul French  
Co-convenor  
Brisbane CBD BUG  
1 December 2014