



Brisbane Central Business District Bicycle User Group – CBD BUG

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The Managing Director
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PO Box 3830
SOUTH BRISBANE QLD 4101

Attention: Mark Marshall
Design Manager – Surface Works South

Dear Mark,

Re: Design for reinstatement of South-East Bikeway

I refer to the recent LBB JV's briefing provided to representatives from Brisbane cycling organisations and the Brisbane City Council on 18 September 2007 in regard to the proposed design plans for the reinstatement of the South-East Bikeway at Woolloongabba.

While it is clear the LBB JV's SE bikeway design team has made a significant effort to plan a high standard replacement bikeway, it is the view of the CDB BUG that the current proposal has two significant shortcomings. The following summarises these major issues of concern to the CBD BUG.

Junction of the bikeway with O'Keefe Street

At the above briefing, it was indicated that at the junction of the new section of SE Bikeway and O'Keefe Street, cyclists will no longer be able to directly cross O'Keefe Street (as was the case prior to the detour being implemented). Instead, it was proposed that cyclists be forced to travel along the O'Keefe Street footpath to cross at the intersection with Gillingham Street. The rationale for this undesirable change is that there will be a difference of approximately one metre between the height of the footpath and the road now that the road level has been lowered

This is a significant loss of amenity and poor outcome SE Bikeway users for the following reasons.

- Prior to the commencement of the NSBT's construction the SE Bikeway was Brisbane's second most busy bikeway with in excess of 1000 cyclists each working day. Therefore, to now direct this number of cyclists along the footpath in front of the Buranda busway station, an area with numerous pedestrians, is an ill considered approach.
- Additionally, the risk of accidents occurring between cyclists and pedestrians in the area of the Buranda busway station would be high because of the numerous obstacles e.g. street furniture, sign posts, bollards etc and differing footpath alignments, widths, levels, surface types and colours in the area.
- A further shortcoming of the proposed new route of the SE Bikeway is that cyclists will be required to cross O'Keefe Street at its intersection with Gillingham Street. Given the NSBT's construction has been promoted to the public largely on the basis of the large number of traffic lights motorists who use the NSBT can avoid, to now

expect cyclists to negotiate an additional set of lights after the bikeway is reinstated as a result of the NSBT's construction is a complete and unacceptable contrast.

The CBD BUG's proposed solution to this issue is that the O'Keefe Street footpath be excavated to the same level as the O'Keefe Street road level, enabling cyclists to cross O'Keefe Street as they did prior to the detour.

"Canyon" effect between Harrogate and Reis Streets

The other aspect of the design about which the CBD BUG is concerned is the "canyon" that will be created on the section of new bikeway between Harrogate and Reis Streets, due to the four metre high sound barrier on the SEF side of the bikeway and the retaining wall topped by a balustrade on the other side. The concerns are based on the following issues:

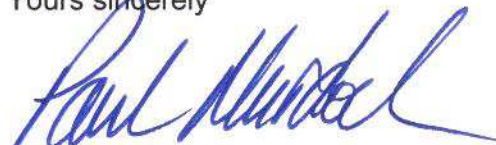
- public safety – due to this area being concealed from view;
- high likelihood of build up of rubbish; and
- potential drainage issues.

The CBD BUG acknowledges this "canyon" effect may have resulted from the LBB JV's intent to minimise gradients along the reinstated bikeway and the narrowness of the available space along this section of the bikeway. However, the CBD BUG's position is that as long as gradients on the reinstated bikeway are no greater than those along the former bikeway, there is no loss of amenity for cyclists. Public safety must be the primary consideration in all design features of the replacement bikeway, and as a result some elements of cyclist convenience may have to be allocated a lower priority.

Therefore, the CBD BUG's proposed solution to this issue is the bikeway surface level be maintained at the same elevation as Reis and Harrogate Streets. This would necessitate pedestrians having to cross the bikeway to use the Harrogate Street pedestrian bridge. However, this again is no loss of amenity for cyclists using the bikeway in comparison to the pre-existing design. Furthermore, given the limited number of pedestrians who used the bridge prior to its removal, it is envisaged there is limited potential for interactions between pedestrians and cyclists at this location. Appropriate sight lines here would mediate cyclist-pedestrian interactions at this point.

We thank you for the opportunity to provide comment on the design plans for the reinstatement of the South-East Bikeway. Should you have any queries in regard to this matter, or wish to discuss the matter, please ring me on 0419 663329 (mobile) or by email on cbdbug@yahoo.com.au. I look forward to your response on these concerns in the near future.

Yours sincerely



Paul Murdoch
Co-Convenor
CBD BUG (Brisbane Central Business District Bicycle User Group)

September 28 2007

cc Scott Evans, Project Officer, Active Transport Unit, BCC
Robyn Davies, Traffic Engineering and Road Safety, Dept of Main Roads
David Saltwell, President, EaSTBug
Ben Wilson, Manager, Bicycle Queensland