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## Annerley Road cycle treatments

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**Adrian Schrunner** <Adrian.Schrinner@brisbane.qld.gov.au>  
To: "brisbanewestbug@gmail.com" <brisbanewestbug@gmail.com>

26 May 2016 at 10:11

Dear Jacob

I'm writing in relation to an issue that I understand you may well be aware of regarding the Annerley Road peak hour bike lane trial that is currently underway. In particular, I would like to bring to your attention some proposed rectification works planned for implementation as a priority in light of the interest I know Brisbane West Bug has in this project and previous feedback you have provided to Council's Transport Planning and Strategy Branch.

By way of background, following installation of the cycling lane, a Council Officer noted that cars were driving in the cycle lane south of the pedestrian crossing (please see the image below for point of reference). To stop this, water barriers were put in place at the time and I understand that plans were drawn to install 'islands' against the kerb to replace the water barriers.

I am advised that Transport Planning and Strategy Branch's rationale for this was that the islands against the kerb meant cyclists would remain in the same lane position the entire length of Annerley Road, including at times when cars were parked at the northern end, rather than "weave" or swerve out from the kerb toward the next lane.

Construction of the islands commenced mid-May, however, as you may be aware, I requested a stop work on the afternoon of 16 May as prior to that time I was unaware of this project as it was approved under the carriage of the former Public and Active Transport Committee Chairman. The stop work request followed significant community and cyclist feedback, particularly on social media, regarding the suitability of the islands' positioning – feedback that I certainly thought was fair and warranted immediate action in this instance.

As a result, I requested that new designs be drafted, the unfilled-islands removed and the road resurfaced as soon as possible. Indeed the new design has now been approved from an engineering perspective, which includes the cycle lane against the kerb, with three islands to be installed between the cycle lane and the vehicle lane. Please see the attached technical plans.

As you'll note, the two larger islands will be on the southern side of the pedestrian crossing and a smaller island will be installed on the northern side of the cross – this is to ensure adequate room for taxis to access the taxi rank.

These new treatments are proposed for installation in the near future and as such, ahead of this, I wanted to bring this this new design to your attention as I feel it will more adequately resolve the matter and address cyclists' concerns.

I hope this information is of assistance and I certainly welcome any feedback you may have.

Yours sincerely

## Adrian Schrinner

Deputy Mayor

Chairman, Public and Active Transport Committee

Councillor for Chandler Ward

Brisbane City Council



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### 4 attachments

 **Annerley traffic island changes.pdf**  
254K

 **BKWY - CADD - 1651 SIGNAGE AND LINEMARKING.PDF**  
1010K

 **BKWY - CADD - 1652 SIGNAGE AND LINEMARKING.PDF**  
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2065K