

---

## Bicycle infrastructure in Brisbane: TN128 and floating bus stops

---

Brisbane West Bicycle User Group <brisbanewestbug@gmail.com>

26 September 2016 at 17:18

To: mainroads@ministerial.qld.gov.au

Dear Minster Bailey

Following the public release of TMR's technical note 128 "Selection and Design of Cycle Tracks" there has been great interest from community groups including Brisbane West BUG in seeing some of the designs featured in this document implemented in Queensland.

In the case of Brisbane City Council, there is an unwillingness to test new infrastructure designs despite calls from community groups. Specifically, a "floating bus stop" (pictured below) would be perfect for ensuring bicycles, pedestrians and bus routes can safely coexist on a single road corridor. A good example where this would have worked (but council refused to implement the floating bus stop design) is the Kingsford Smith Drive widening project where a new cycleway is being built along a bus corridor. There are many examples across the city where a floating bus stop is an ideal solution.

**Figure 92: Two-way cycle track behind bus stop, Bourke St, Sydney**



**Above: Floating bus stop image from TMR Technical Note 128**

From my discussion with transport industry experts, I have learned that the lack of a detailed design for a floating bus stop that meets Disability Discrimination Act 1992 (DDA) requirements is one barrier to its implementation in Brisbane. Therefore, I request that TMR work with relevant stakeholders such as BCC, TMR's TransLink Division and AustRoads, and produce a standard design(s) for a floating bus stop that could meet all the relevant requirements for bus stop design, safety, accessibility and DDA compliance, for use anywhere in the TransLink network. This design should be appropriate for use with separated single direction or bi-directional bike infrastructure. Priority to pedestrians crossing the bikeway to/from the bus stop waiting area may be required.

As the City of Sydney has already implemented floating bus stops (pictured above), it might be possible to learn from their previous work instead of starting from scratch.

I would also be interested in further discussion on how new infrastructure such as the floating bus stop could be implemented in Brisbane.

yours sincerely

Jacob Curtis