



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

Annerley Road cycle treatments

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26 May 2016 at 16:29

To: Adrian Schrinner <Adrian.Schrinner@brisbane.qld.gov.au>

Cc: space4cycling BNE <space4cyclingbne@gmail.com>

Dear Adrian

I want to take this opportunity to thank you for your quick response to this issue on Annerley Road peak hour bike lane trial. The proposed new solution you have attached is certainly an improvement on the current situation, particularly with the addition of a new island to protect bicycle users ahead of the pedestrian crossing. Further, I have some feedback on the new design, as per below which I hope can be incorporated before the design is signed off for construction.

I acknowledge the comments from the project team that the traffic island may require bicycle users to "weave" or swerve out from the kerb toward the next lane." This conflict issue is inherent to any bike lane which terminates behind taxi/car parking. In other words, this conflict point already existed in the previous design. Many bike users (particularly your average utility rider, and less experienced riders) when unprotected, would prefer to move away from fast moving traffic and closer to the curb where they feel safer and experience less traffic stress (I certainly do this sometimes despite being quite an experienced rider). The traffic island and the water barriers only made this maneuver more difficult and riding in the bike lane more stressful than necessary. My West BUG submission to BCC on 18 May 2016 and also previous submissions to BCC from CBD BUG prior to that date included designs that minimise the aforementioned merging conflict issue whilst still providing the improved safety and comfort of a physical barrier separation.

Given the above, my feedback for the design (Project number/sheet 140287/1651 Issue 7) is that the first/southernmost traffic island in the new Annerley Road design would be sufficient to prevent motor vehicle traffic from entering the bikelane. The other two proposed traffic islands immediately before and after the signalised intersection/pedestrian crossing should be reduced in width to allow more space for bicycle users and reduce potential merging conflicts. A one meter wide island is not necessary nor a good use of road space. A concrete barrier/island width of 40cm is perfectly adequate to create separation and greatly increase the safety of bicycle users. In fact, 40cm wide barriers is standard across many of the highly popular protected cycle tracks in the City of Sydney (see image below with further examples from the City of Sydney are at this link). In the Annerley Road design, the southernmost traffic island could taper down to a narrow width to look more consistent with the other barriers/islands.



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Thank you for taking the time to contact me. I appreciate this opportunity to provide further feedback.

Yours sincerely

Jacob Curtis

Co-convenor

Brisbane West BUG

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