



TABLE OF CONTENTS

9.0	BIKEWAYS	1
9.1	PURPOSE	1
9.2	DEFINITIONS	1
9.3	BIKEWAY PLANNING	2
9.4	BIKELANES WITHIN ROADWAYS	2
9.5	DESIGN CODE	3
9.6	BICYCLE PARKING	4
9.7	LIGHTING	4



9.0 BIKEWAYS

9.1 PURPOSE

This chapter is intended to provide supplementary information to expand on some of the elements specified in the Services, Works and Infrastructure Code and the Operational Works Code of the *Brisbane City Plan*. Performance Criteria P1.5 of the Operational Works Code states “Bikeways must be constructed to provide safe and attractive cycle routes for commuter and recreational purposes.” Therefore **the user must read this chapter in conjunction with the *Brisbane City Plan* to ensure that the development proposal complies in its entirety with the relevant codes, provisions and planning scheme policies.**

9.2 DEFINITIONS

The following definitions are based on those in the publication *Guide to Traffic Engineering Practice - Part 14 Bicycles* (AustRoads).

Bike Path

Off road path intended for the exclusive use of cyclists.

Exclusive Bicycle Lane

Designated lanes for the use of bicycles within a road reserve either on a vehicular carriageway or physically separated from it.

Wide Kerbside Lane

A traffic lane free of parked cars and of sufficient width to permit cyclists and motor traffic to travel within the lane without significant impact on each others paths. It is generally located at the left side of a road. It may also be associated with a two-way/two lane road or a multi lane road.

Separated Path

A path divided into separated sections one of which is designated for the exclusive use of cyclists and an alternative section for other path users.

Shared Use Path

A path open to the public that is designated for, or has as one of its main uses, use by both cyclists and pedestrians, but does not include a separated footpath or a path adjacent to a road.

Bicycle/Car parking lane

A lane combination used on roads where one section is designated for the exclusive use of cyclists and the other for motor-vehicle parking.

Bikeway

A route suitable for cyclists which may combine linked sections of local streets, bicycle lanes, bicycle paths, shared footpaths or separated footpaths.



9.3 BIKEWAY PLANNING

Bikeway planning is an integral part of transportation planning, and the provision of appropriate facilities for cyclists needs to be coordinated as an integrated part of the land development process. Bikeways therefore need to be addressed at the initial planning stage of any development/subdivision in conjunction with the street and allotment layout, surrounding area, existing bikeway network, and future (strategic) planned links in the network.

The *Bicycle Brisbane Plan* provides a strategic cycle network throughout the City; the hierarchy of bikeways and identifies the major links forming the greater bikeway network. By nature the majority of the strategic network will be commuter or recreational.

The strategic network should guide the provision of bikeways in a similar manner to establishing a road network and hierarchy.

In order to promote the continuity of travel for cyclists and pedestrians throughout the subdivision, special attention must be paid at the layout stage in relation to access roads, mid-point loop roads, existing and future bikeways. The most appropriate location for pathways and bikeways is where access is improved with respect to schools, shops, parks, or transport nodes. Bikeways may not be permitted through areas deemed by the Ecologist Development & Regulatory Services, to be of high natural value and this will be determined on a site-by-site basis.

Approval Process

Where a bikeway is included in a development, a conceptual layout must be approved by the Engineering Officer Development & Regulatory Services. Detailed engineering drawings of the bikeway/bikelane must accompany the engineering drawing submission.

9.4 BIKELANES WITHIN ROADWAYS

Where requested on district roads, a bike lane or bike path on both sides of the road pavement will be required. When a bikelane will be provided, the pavement width must be increased by the nominated width of each bikelane and the pavement strength will need to be the same as the existing pavement. Refer to the publication *Guide to Traffic Engineering Practice - Part 14 Bicycles* (AustRoads).



9.5 DESIGN CODE

Bikeways must be designed in accordance with the 'desirable options' stated in the *Guide to Traffic Engineering Practice - Part 14 Bicycles* (AustRoads) which provides for the geometric layout. Signs and pavement markings must be in accordance with the *Manual of Uniform Traffic Control Devices (MUTCD)*.

Bike paths must be a minimum 2.5 metres wide. For commuter or high usage bike paths the minimum width must be increased to 3.0 metres. The bikeway must be constructed in accordance with Standard Drawing No. UMS 252, with attention to ensure a smooth riding surface.

Where bike paths are located longitudinally within a verge reserve on a major road, a minimum verge width of 6.5 metres (refer Transport and Traffic Facilities Planning Scheme Policy of *City Plan*) is preferred. If a 1.2 metre concrete footpath is also located on the verge, a distance of 1.0 metre must separate the footpath from the bike path, and the footpath must be located on the property side of the bike path.

Stormwater drainage inlets and outlets must be located with a minimum of 1 metre clearance from bikeways and protected by delineator posts, refer to Standard Drawing No. UMS 131. In particular, gullies must not be placed in the kerb and channel where a bikeway meets a road. The gully should preferably be positioned on the uphill side of the crossing.

Where circumstances necessitate the use of an inlet directly adjacent to a bike path, this must be provided with a bike-safe grate, refer to Standard Drawing No. UMS 332. The grate must have bars in two directions (longitudinal and transverse) and not be on a curve.

The minimum setback from the invert of the kerb and channel to edge of bike path is 1.0 metre. However, the maximum practicable available setback distance is preferred.

Where geometry permits, a 'reverse curve' bike path entrance as shown in Standard Drawing No. UMS 253 must be constructed. Where the geometry does not permit, an 'offset chicane' bike path entrance as per Standard Drawing No. UMS 255 can be provided. Where a rest rail is provided, refer to Standard Drawing No. UMS 256. Similarly signs on the bike path must be in accordance with Standard Drawing UMS 256.

All bike paths that either cross or longitudinally follow creeks or watercourses must comply with the requirements of *Public Riverside Facilities – Design and Maintenance Guidelines* (Brisbane City Council). Also refer Chapter 10 of Part B of this document.

Any bridgework for bikeways must be in **galvanised** mild steel frame, unless otherwise approved by the Engineering Officer Development & Regulatory Services. Details of current approved standards can be obtained from Principal Asset Officer Structures, Urban Management Division. Plans of the proposed bridge (including treatment of approaches and abutments) must be submitted to the Engineering Officer Development & Regulatory Services. A Registered Professional Engineer Queensland (RPEQ) must certify the bridge drawings and the completed structure. Bikeway bridges must be a minimum 3.0 metres wide.



9.6 BICYCLE PARKING

Refer to *Guide to Traffic Engineering Practice - Part 14 Bicycles* (AustRoads).

9.7 LIGHTING

Public lighting must conform to the requirements of *Guide to Traffic Engineering Practice - Part 14 Bicycles* (AustRoads).

Normally most pathways designed for recreational purposes would not anticipate night travel and therefore may not require night lighting. However, where a pathway is potentially hazardous for night travel by reason of grade, geometry, etc, Council would require that illumination of the bike path be provided.