



Brisbane Central Business District Bicycle User Group

CBD BUG

GPO Box 2104, Brisbane 4001

0423 974 825

convenors@cdbbug.org.au

www.cbdbug.org.au

Mr Miles Vass
Regional Director
Metropolitan Region
Department of Transport and Main Roads
PO Box 70
SPRING HILL QLD 4004

Dear Mr Vass

I am writing on behalf of the Brisbane Central Business District Bicycle User Group (CBD BUG) to follow up on a letter to you dated 3 April 2009 regarding the intersection of Moggill Rd and the Western Freeway Bikeway.

I note that the installation of cycle crossing lights at that intersection (one of the requests in our letter) has recently been completed, which the CBD BUG views as increasing safety and assisting cyclists. For this the members of the CBD BUG are thankful.

However, we have not yet received a reply to our letter and are still keen to receive one. I have attached a copy in case it went astray in the departmental changes around that time.

We look forward to receiving your response.

Yours faithfully

Paul French
Co-convenor
Central Business District Bicycle Users Group

18 February 2010



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CBD BUG**

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Mr Miles Vass
Regional Director
Metropolitan Region
Department of Main Roads
PO Box 70
Spring Hill QLD 4004

Dear Mr Vass

I am writing on behalf the Brisbane Central Business District Bicycle User Group (CBD BUG) to raise issues with the design of the intersection of the Western Freeway bikeway with Moggill Road, Indooroopilly, and to request modifications to improve the intersection. The current arrangements conflict with the high-speed commuter cycling consistent with such a principal cycling route, they are dangerous for cyclists and encourage disregard for traffic regulations. None of these outcomes is desirable.

The CBD BUG is an organisation of some 400 cyclists representing the interests of the thousands of Brisbane residents who ride bicycles to, from and within the Brisbane city centre. It pursues policy decisions at all levels of government relating to cycling, and in particular relating to improved cycling infrastructure, end-of-trip facilities and awareness of cycling as an important mode of transport.

As you are probably aware, the Western Freeway bike path is one of Brisbane's few arterial cycling routes and consequently carries a significant amount of cycle commuter traffic. It runs along the eastern edge of the Western Freeway from Jindalee to Toowong. Where the freeway meets Moggill Road at Indooroopilly the freeway continues over Moggill Road on a bridge, but the bike path comes down to a series of at-grade crossings. There is a pedestrian crossing of the slip road from Moggill Road onto the freeway, a signalised crossing of Moggill Road itself, and another pedestrian crossing of the slip road from the freeway onto Moggill Road. These crossings are shown in the attached photograph.

Although the crossings connect to the footpaths on Moggill Road as well as to the bike path, the overwhelming majority of crossing users are cyclists travelling along the bike path. Accordingly, as can be seen in the photograph, each of the crossings is equipped with a holding rail to allow cyclists to remain mounted on their bicycles while waiting to cross the road. This is a sensible and appropriate provision as it is not only more convenient for cyclists but significantly safer than standing or walking with cleats on cycling shoes.

Section 248 of the road rules forbids cyclists from riding across crossings such as these. Until recently the presence of the holding rails was taken as tacit approval of riding across these crossings. However, on several days in the week of 16 March 2009 police conducted an operation at this crossing and issued written warnings to cyclists who failed to dismount and walk across the crossings. While the police are correct that cycling across these crossings is currently not permitted by the road rules, the crossings were clearly designed

with the intention of allowing riding across them, and the CBD BUG would much prefer to see that intention realised.

In the case of the signalised crossing all that is required is for a set of bicycle crossing lights to be added to the existing set of pedestrian lights. We request that such a set of bicycle crossing lights be added to this crossing to allow cyclists to legally cycle across the road.

The two pedestrian crossings are not so simple, as we are not aware of any provision in the law to allow cyclists to ride across a pedestrian crossing (other than changing it to be a signalised crossing with bicycle crossing lights). We request that you investigate and let us know what options might be available and how feasible they are. We would also appreciate any information you can provide on whether this issue has been looked at before, either at this specific location or more generally, and whether any proposals exist (or have existed) that might provide a solution, for example proposed new treatments and/or regulatory changes.

The ideal solution for cyclists at this intersection would be grade separation comparable to that provided for freeway users. We would appreciate your advice on the extent to which this has previously been investigated, what options have been considered, their estimated costs, and the prospects of such a crossing being constructed? Naturally the CBD BUG would be strongly supportive of an appropriate grade-separated crossing.

We look forward to hearing from you about how this intersection will be improved to remove the current safety issues for cyclists and allow them as much convenience along this route as motorists. An opportunity to discuss any of the issues raised in this letter in more detail would be welcomed. We can be contacted via the postal address above, via email at convenors@cdbdbug.org.au, or I can be reached by phone on 0423 974 825.

Yours sincerely,



Paul French
Co-convenor
Central Business District Bicycle Users Group

3 April 2009

Enclosure

