



Brisbane Central Business District Bicycle User Group

CBD BUG

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Gladstone Road Safety Improvement Project
City Projects Office
Brisbane City Council
GPO Box 1434
Brisbane Qld 4001

Dear City Projects Office

CBD BUG would like to offer the following comments regarding the above project, in its capacity representing a number of commuter cyclists who use this road on a regular basis.

CBD BUG would like to receive further updates about the project to the above email address.

We are somewhat supportive of the project. The design however shows a surprising lack of ambition given Brisbane City Council's stated objective of increasing the mode share of those cycling from the current under 2% to 5% by 2026 (Transport Plan for Brisbane 2008-2026), and the recognition that Gladstone Road provides a significant link in the bicycle network between West End and the University of Queensland.

The University of Queensland is the second largest trip generator in Brisbane after the CBD. According to the 2011 Census figures, Highgate Hill has the second highest rate of commuting cycling in Brisbane at 7.2% (below West End at 8.2%). The percentage of these cyclists who are female is also highest in Brisbane at 34% (West End 33%) compared to an average of 17% in Brisbane (BCC 2013 figures).

Unfortunately, the facility shown in the newsletter will not contribute to any mode shift as it fails to physically separate vulnerable people riding bicycles from heavy, high speed motor vehicle traffic. Given that a significant amount of money will be spent and disruption to existing traffic patterns will be incurred, we urge Council to provide a facility that will encourage current non-cyclists to change their travel behaviour. The current plans will not do this. The quote from Enrique Peñalosa, former mayor of Bogota, is pertinent: "A bicycle way that is not safe for an 8 year old is not a bicycle way". Gil Peñalosa has also stated that: "we have to stop building cities as if everyone is 30 years old and athletic".

Austrroads recognises that for genuine cyclist safety, where there is a speed limit of 60km/h and traffic volumes greater than 5,000 vehicles per day, separate paths with separated verges should be provided (Austrroads, Cycling Aspects of Austrroads Guides, Figure 2.2) It states "A key message of Figure 2.2 is that the separation of cyclists from motor vehicles is not always required on local and collector roads that have traffic volumes less than 5000 vehicles per day and speeds less than 40 km/h.". TMR's "Separated Cycleways Guideline" shows that separated cycle tracks should be provided where posted speed limits are 60 km/h. Gladstone Road's place in the road hierarchy, its traffic speeds and volumes and significant amounts of heavy vehicle traffic mean that it meets the criteria for physical separation.

The CBD BUG has observed very hazardous behaviour by "truck and dog" trailers at the north end of Gladstone Road as in the YouTube video at

<https://www.youtube.com/watch?v=PnoULXK0Qws> - see around 0:28 – 0:29. A protected bike lane would hopefully help to mitigate these events, and we would also welcome such vehicles being banned from this section of road if Council is serious about getting non-cyclists riding.

Given the current width of Gladstone Rd road reserve, and the fact that under the scheme presented in the newsletter at least one traffic lane is to be removed, there appears ample space to provide a separated facility.

No dimensions have been provided in the newsletter so we will address the general layout of the scheme as drawn.

From a cyclist safety perspective, both perceived and actual, car parking should be removed entirely from the scheme.

The issues are generally as CBD BUG raised in submissions to the Queensland Parliamentary Inquiry into cycling into 2013 and to the BCC "Parking Taskforce" in 2014. Queensland is the only state which permits parking in designated "bike lanes" through the failure to implement Australian Road Rule 187. In order to rectify this historic mistake it is up to local councils to forbid parking in bike lanes. Instead of this unfortunately BCC has proposed a "trial" of "part time" "bike lanes" in as-yet unknown locations in South Brisbane and West End.

The CBD BUG is of the view that with approximately 100 parking spaces available in the three car parks at St Ita's, Brisbane Catholic Education, and Bower St, further on-street parking on Gladstone Road causing hazards for cyclists travelling uphill on Gladstone Road is not required. Removing car parks in the "bike lane" would be of the order of 10 parks. There should be sufficient car parking on side streets north and south of Gladstone Road. This might require some people to walk further from their cars, which would promote the active travel aims of BCC and reduce hazards for cyclists.

Cycling commuters face the same problems on Gladstone Road as with Sylvan Road in Toowong, caused by parking in the designated "bike lane". For the sake of safety, cycling in the "door zone" immediately adjacent to parked cars is not recommended practice. Sylvan Road in Toowong also has a 60 km/h section east of Jephson St, except traffic will be flowing faster on Gladstone Road as generally there are no traffic lights to slow vehicular traffic down.

In general where parking is provided under the scheme, it would be preferable if it were relocated to the traffic side of the bikelane, with a physical separator of at least 0.4m, otherwise the council is merely putting green paint where there is already white paint – cyclists will still be riding in the door zone with adjacent traffic at 60 km/h. Another less desirable alternative that maintains cyclists adjacent to traffic lanes is to provide a critical reaction strip with a width of at least 0.5m between the parked cars and the bicycle lane as recommended in the Dutch "Design Manual for Bicycle Traffic" CROW.

The section between Pope St and Bower St appears not to have been addressed with any treatment. This section should be subject to the same treatment as the rest of the scheme to ensure its continuity and legibility.

The improvements are long delayed – a November 2013 article in the Brisbane Times¹ featured Councillor Peter Matic stating that "improvements would be seen on Gladstone Road by mid-2014". These plans were presented at a "round table" hosted by Brisbane City Council last year. The round table was called in response to the death of Rebekka Meyer on Annerley Road. Cycling commuters tend to prefer using Annerley Road if possible as the gradient is less

¹ <http://www.brisbanetimes.com.au/queensland/mp-wants-deathtrap-roads-made-safer-for-cyclists-20131101-2wsl3.html>

than Gladstone Road. However, many cycling incidents are occurring on Annerley Road with the death of Les Karayan at a different point on Annerley Road in 2013.

The orientation chosen for the published map was very confusing with North being towards the bottom of the page and the labels perpendicular to that.

Also, approximately three car parks currently outside of 116-122 Gladstone Road are in a hazardous location for cyclists travelling downhill on Gladstone Road. The surface in the downhill lanes around this point is poor. CBD BUG would like to see the car parks removed in any upgrade as they are in line with the "bike lane". These may be the car parking spaces referred to in the document as "south of the Gladstone Road local service road".

We note that the upgrade is presumably intended to connect Waterview Terrace to Gladstone Road rather than from the TJ Doyle Memorial Park as car parks will remain on the section of road south of Pope Street. We would like to see parking removed on the south side of the road in the "bike lane" between TJ Doyle Memorial Park Drive and Pope Street.

In closing we would like to reiterate the inadequacy of the current proposal in terms of encouraging any mode shift towards cycling. We look forward to something significantly more ambitious in the next newsletter.

Regards

Dr Richard Bean
Co-convenor, CBD BUG
23 January 2014