



Brisbane Central Business District Bicycle User Group

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My Dear Lord Mayor

BENNETTS RD SAFETY IMPROVEMENT PROJECT

The CBD BUG is writing to you concerning the inadequate provision for safer cycling regarding the above project.¹

Once again it is very disappointing to see no significant new separation of cyclists for any part of this route. Essentially the scheme is just more paint splashed on the road with little regard for the needs of those who might aspire to ride a bicycle, but are currently frightened off by the hostile road traffic environment. Quoting from Austroads: "... bicycle lanes which have no physical separation are not likely to attract people who are interested in cycling but are concerned about their safety."²

Given that Bennetts Rd is a Future Principal Route on the South East Queensland Principal Cycle Network Plan³, the works are clearly not to a standard that is likely to attract new people to ride bicycles for transport – those that Council needs to attract onto the network to meet its' mode share targets.

Specifically, we have the following concerns:

60 km/h Speed Limit

This entire corridor is currently signposted with a 60 km/h speed limit. This is a manifestly unsafe speed environment in which to be placing people riding bicycles. Transport and Main Roads Technical Note 128⁴ (Selection and Design of Cycle Tracks) Table 1 shows that on collector/distributor roads with kerbside parking and speeds less than 50 km/h or where speeds are greater than 50 km/h "Bike lanes are not preferred due to door zone conflicts/high speed difference"

The current provision is clearly inadequate. There is clearly sufficient width along the corridor to be providing parking protected bike lanes at the very least.

¹ <http://www.brisbane.qld.gov.au/traffic-transport/roads-infrastructure-bikeways/road-intersection-upgrades/bennetts-road-safety-improvements-project>

² <https://www.onlinepublications.austroads.com.au/items/AP-R461-14>

³ <http://www.tmr.qld.gov.au/Projects/Name/S/South-East-Queensland-Principal-Cycle-Network-Plan.aspx>

⁴ <http://www.tmr.qld.gov.au/business-industry/Technical-standards-publications/Technical-Notes/Traffic-engineering.aspx>

Lack of Continuity and Parking in Bikelanes

A short section of BAZ (Bicycle Awareness Zone) between Jackson St and Lloyd St has been proposed. This appears to be solely to allow on street parking outside the liquor shop and other businesses in this section. This is despite there being significant under-utilised off-street parking to the rear of these businesses, and plenty of parking opportunity on Jackson St. This totally compromises the entire corridor for anyone new to cycling.

It is unclear whether people will be permitted to park cars in the some sections of bike lanes, specifically the southbound downhill section south of Hall St.

Mcllwraith Ave/Bennetts Rd Roundabout

The bike lanes provided approaching the roundabout appears to be marked in total ignorance of recent Austroads research and the 2014 Queensland Parliamentary Inquiry into Cycling Issues. As a result, there were changes to road rule 129 that encourages cyclists to enter and exit a roundabout from the centre of the lane:

Road Rule: 129 Keeping to the far left side of a road

(1) A driver on a road, other than a multi-lane road, must drive as near as practicable to the far left side of the road.

(2) This section does not apply to—

(a) the rider of a motorbike; or

(b) the rider of a bicycle when entering or riding in a roundabout.⁵

There has essentially been no change at all to the motor vehicle swept paths through the roundabout in total apparent ignorance of TN128 which states *“The intent of Australian traditional tangential roundabout design has included maximising capacity, maintaining vehicle speed through roundabouts and allowing large vehicles to navigate the circulating space beside other vehicles for multiple lane roundabouts. This has resulted in wide circulating space that encourages poor driving behaviour of ‘straight-lining’ with high vehicle speeds and as a consequence, **high rate of crashes involving bicycle riders.**”* (emphasis added)

The Austroads publication “Effectiveness of On-Road Bicycle Lanes at Roundabouts” notes:

If the objective is to make roundabouts more cycle friendly, then it would appear that equitable speeds (refer to Table 1 for speed definitions) should be considered so that cyclists can comfortably claim the lane. Where this speed regime cannot be achieved, cyclists should ideally be provided for so that they don’t have to enter the circulating carriageway.

If equitable speeds are achieved, then pavement markings should be considered to encourage cyclists to “claim the lane” and, equally, legitimise such cyclist behaviour among motorists. Shared lane markings and advanced bicycle storage boxes at the holding line may encourage shared lane use and increase driver expectations of cyclist presence. Cycle lanes on the approach should terminate some distance behind the holding line where speeds are low. Where speeds are equitable, approach lanes should not exceed 3.0 m in width, so that drivers do not attempt to enter the roundabout alongside cyclists. Conversely, cycle lanes can give a false sense of safety and would work against the idea of sharing the lane.

Where other constraints preclude design speeds that are low enough to facilitate lane sharing then consideration should first be given to providing direct, attractive off-road alternatives.

The evidence on the safety disbenefits of riding to the left within a roundabout is strong, and so providing bicycle lanes should be avoided. Rather, the mid-block bicycle lane (if present) should end around 20 m behind the holding line in order to encourage mixing of motorists and cyclists on the roundabout approach.

⁵ <https://www.legislation.qld.gov.au/LEGISLTN/CURRENT/T/TrantOpRURR09.pdf>

“.. path analysis indicates that cycling at the periphery of the circulatory lane places a cyclist in a less visible location.”

This design does not encourage equitable speeds, and no attractive off-road alternative has been provided.

McIlwraith Ave Traffic Signals Slip Lanes

Technical Note 128 states

Safe intersection treatments for cycle tracks on urban roads include:

- *signalised intersections (slip lanes not recommended...)*

Conflict between bicycle riders continuing straight and motorists turning left should not be permitted where motorised vehicle turning volume is > 150 vehicles per hour

TN 128 provides layouts for signalised intersections that work effectively without slip lanes that endanger people riding bicycles.

Yours faithfully

Dr Richard Bean
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24 July 2015