



Brisbane Central Business District Bicycle User Group

CBD BUG

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The Right Honourable Graham Quirk
Lord Mayor of Brisbane
GPO Box 2287
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Dear Lord Mayor

Toowong to Indooroopilly Commuter Bikeway Corridor

I write on behalf of the Brisbane Central Business District Bicycle user Group (CBD BUG) concerning the recently released, more-detailed diagrams for the Toowong to Indooroopilly Commuter Bikeway Corridor. It is very disappointing to see no significant new separation of cyclists for any part of this route. Essentially the majority of the length of project is limited to more paint being applied to the road with little regard for the needs of the approximately 40 percent of the community who want to ride a bicycle, but who are currently too frightened by the hostile road environment and the lack of cyclist segregation from motor vehicle traffic.

On the Indooroopilly Road section between the Gailey Road roundabout and Heroes Avenue there appears to be no change to car parking arrangements other than relocation of two taxi waiting bays and two informal parking spaces. Under this arrangement people will still have no option but to cycle in the door zone. Also, the lack of continuity means that the bicycle 'lane' terminates at critical points, where a bicycle rider is in most need of a bicycle lane, i.e. the beginning of the climb or the Gaily Rd approach to the very busy roundabout

The Department of Transport and Main Roads (TMR) Separated Cycleways Guideline states -

"Where parking is provided along a road section, the risk of 'dooring' crash is introduced. Less experienced bicycle riders and car drivers may not be aware of this significant 'dooring' risk. The safest option to eliminate 'dooring' conflicts is to remove parking on roads where bicycle lanes are required as demonstrated in Figure 5.

Where there is space for a bicycle lane and parking, bicycle traffic can be moved to the kerb side of parking to eliminate or greatly reduce the risk of dooring. A buffered bicycle lane or one-way cycle track to the kerb side of parking is much safer and more comfortable for bicycle riders and can fit into the same available space as a bicycle lane with parking."

This "kerb side of parking" arrangement would be much preferable to what is currently proposed. The CBD BUG's view is that there is more than adequate width to apply such an approach on Indooroopilly Road.

The CBD BUG also notes that a major concern for people currently riding bikes in this corridor is the motorist traffic rat running along Bellevue Parade, which has not been addressed in this plan.

Indooroopilly Road between Swann Road and Robertson Park is currently signposted at 60 km/h and as such should have complete separation according to the aforementioned TMR Guideline. The BAZ detour on Todd Street and Dopson Street is a much inferior route being twice as long as the alternative on Indooroopilly Road, with the top part of Dopson Street being significantly steeper than Indooroopilly Road. We acknowledge that significant works would need to be undertaken to accomplish complete separation. However, there is considerable width in this section of road when the adjacent property access service road is taken into account.

The Gailey Road fiveways roundabout section totally neglects the majority of current commuter cyclists, the vast majority of whom travel inbound via Indooroopilly Road, Swann Road and right onto Gailey Road and outbound in the reverse direction. The lack of an outbound bikelane approaching the roundabout from Gailey Road is a gross oversight. The majority of cyclists travel this way, and do so quite slowly up this hill. They therefore require as much space and protection as possible.

Where bikelanes are provided approaching the roundabout they appear to be marked without any reference to the recent Queensland Parliamentary Inquiry into Cycling Issues, and the subsequent changes to the road rule 129 that encourages cyclists to enter and exit a roundabout from the centre of the lane:

“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”

There has been no change at all to the swept paths through the roundabout. Swann Road westbound to Indooroopilly Road, and Swann Road north-east bound to Gailey Road are essentially straight paths with no requirement for car drivers to reduce speed imposed through the roundabout’s design. People walking from the shopping centre across Gailey Road, or the western approach of Indooroopilly Road will be offered no improvement on the current high speed environment.

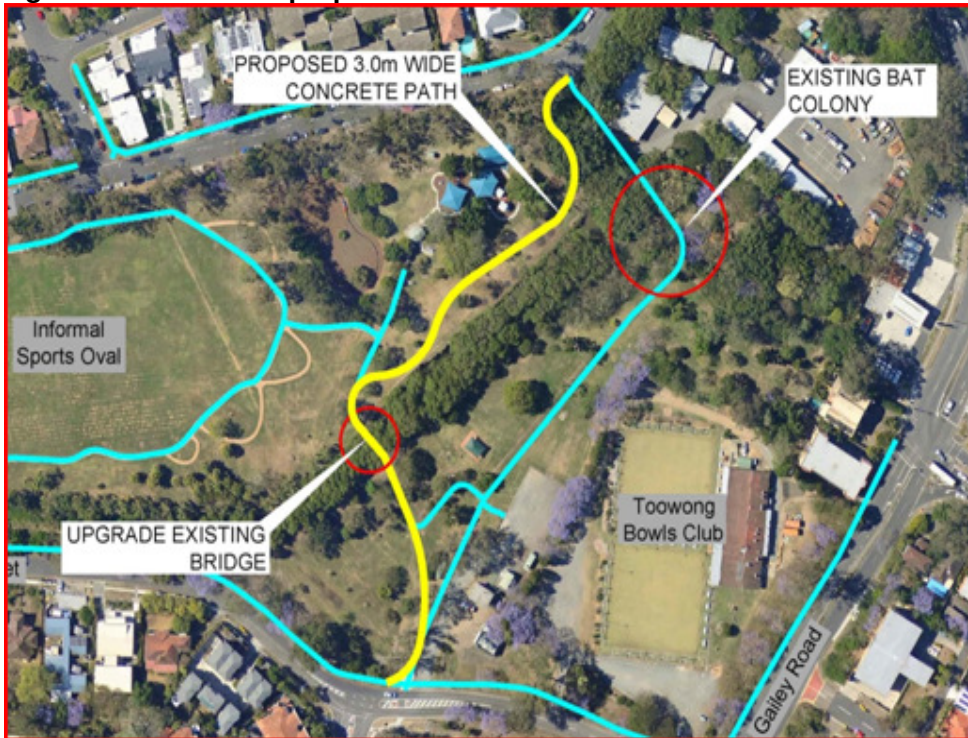
This is very disappointing, given the close proximity of a shopping centre, bus stops and a primary school and the stated aim of the project being “to improve safety, connectivity and visibility for cyclists and pedestrians travelling between Toowong and Indooroopilly” CBD BUG members report witnessing pedestrians having to wait unduly long times when trying to cross this road due to the volume and speed of motorists leading to regular near misses with motorists travelling at excessive speeds for this location down Swann Road into Gailey Road.

The route proposed through Perrin Park is likely to be significantly slower with more unnecessary bends than the current route as noted in Figure 1 on the following page. The proposed new path will run very close to the playground, introducing the potential for conflicts with young children running onto the path. On installation it is stated there will be no lighting, and there is no indication as to when this will ever be installed.

In contrast, the current route is well lit beside the existing dog park, and at least offers some passive surveillance from the bowls club, and the SES depot. Though this is far less than ideal, it is significantly better than the proposal. It is unclear what is wrong with the existing path through Perrin Park.

The “existing bat colony” marked in this figure seems mostly to have relocated very recently and is now significantly smaller than when the plans would have been drawn up. It used to extend significantly further than indicated and people riding bikes on the proposed path would have been affected by bats to the same extent as those on the current path. Also, while the current path does flood in heavy rains the ‘new & improved’ path is actually lower (near the bridge) than the existing path so it is likely to flood more frequently and be impassable.

Figure 1: Current and proposed Perrin Park bike routes



CBD BUG is also disappointed with the consultation process. Construction began immediately after letters showing the three project plans were distributed to local residents and the documents were posted on Council's website. This was many months after the initial consultation period that led to the publication of the preferred alignment. There was no opportunity for further feedback, and the documents were of insufficient detail to allow anything other than general comments. This process has sadly offered nothing more than a fig-leaf of "consultation".

The photograph provided in Figure 2 shows preliminary line marking on the uphill portion of Indooroopilly Road near Seven Oaks Street indicates that the bicycle lane to be provided via this project will be narrower than the existing edge line within which people can now cycle. This is giving less space to bike riders, increasing the angle of the corner and making it more likely that car drivers will travel faster. The CBD BUG has serious reservations about this design. It provides less space for bicycle riders on a corner where turning motorists already stray into the shoulder. This will not attract new people to riding bicycles.

Figure 2: BCC Preliminary line markings: Indooroopilly Road near Seven Oaks Street



CBD BUG members would be very happy to meet with Council officers to further discuss these concerns.

Yours faithfully



Paul French
Co-convenor
Brisbane CBD BUG
31 May 2015