



Brisbane Central Business District Bicycle User Group

CBD BUG

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The Right Honourable Lord Mayor of Brisbane
Councillor Graham Quirk
GPO Box 2287
BRISBANE QLD 4001

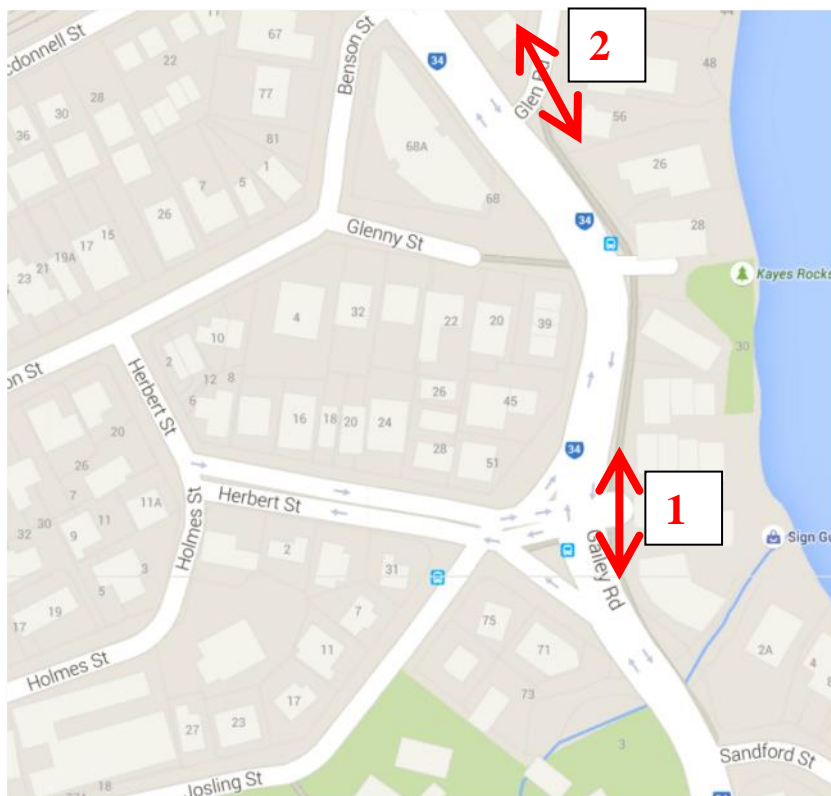
My dear Lord Mayor

Toowong Cycling Issues

I draw your attention to the following issues along Brisbane St and Gailey Rd, Toowong and seek your action to have them resolved to the benefit of the people cycling through this area.

Not only is this an important corridor for people commuting by bicycle between the western suburbs, the city and the University of Queensland; it also forms part of the Brisbane River Loop, probably Brisbane's most popular recreational cycling route. Figure 1 below depicts the locations of these two intersections, which are in close proximity to each other.

Figure 1: Locations of problem intersections for people walking/riding on the footpath - 1) Gailey Rd and 2) Glen Rd



1. Josling/Brisbane/Herbert/Gailey - 44 Brisbane St Private Access Crossing Pedestrian Signal

There have been a number of conflicts between motor vehicles and people riding bicycles at this intersection. One potential cause is the inconsistency of the walk/cycle phase across the driveway at 44 Brisbane St. Figure 2 below provides a view of the driveway of the premises at 44 Brisbane St, Toowong (“Chandalay”).

Figure 2: View looking south towards driveway at 44 Brisbane St, Toowong



As can be seen in Figure 3 below, for people approaching this driveway walking/cycling along the footpath from the city this traffic signal often shows a red walk signal, and a green signal for those travelling on the carriageway. At other times, the walk/cycle signal and the traffic lantern simultaneously display green.

Figure 3: Pedestrian/cyclist view (looking south) from footpath of signals at 44 Brisbane St, Toowong

A number of people who are both sufficiently confident and fast riders choose to cycle on the road here to avoid any confusion. Others stay on the footpath, where they risk incurring a traffic infringement notice for disobeying the walk/cycle lantern.

People with some experience of the signals generally treat the red walk signal with indifference, especially in the inbound (northerly) direction where they have a good view of the outbound traffic travelling on Brisbane Street. Others with less experience of the location, sometimes stop, despite there being no traffic turning into or out of 44 Brisbane St. This has led to tail end collisions for cyclists.



Another result is that people riding bicycles are much less likely to stop when traffic from Herbert and Josling Street is crossing into the residence at 44 Brisbane Street – hence the motor vehicle/cyclist crashes at this location.

Therefore, we request you change this walk/cycle lantern to be consistent with the general traffic lantern. This would mean that people walking/riding bikes on the footpath are given a higher priority than is currently the situation. That is, they will be provided with a green signal for the majority of the time.

2. Bikeway to Glen Rd Transition

On 5 December 2015 we wrote to the City Projects Office about concerns we had with this intersection signalisation. Disappointingly, we have not yet received a response, other than their acknowledgement of the receipt of our email. Figure 4 below shows an aerial view of this intersection.

Figure 4: Glen Rd intersection with Brisbane St, Toowong

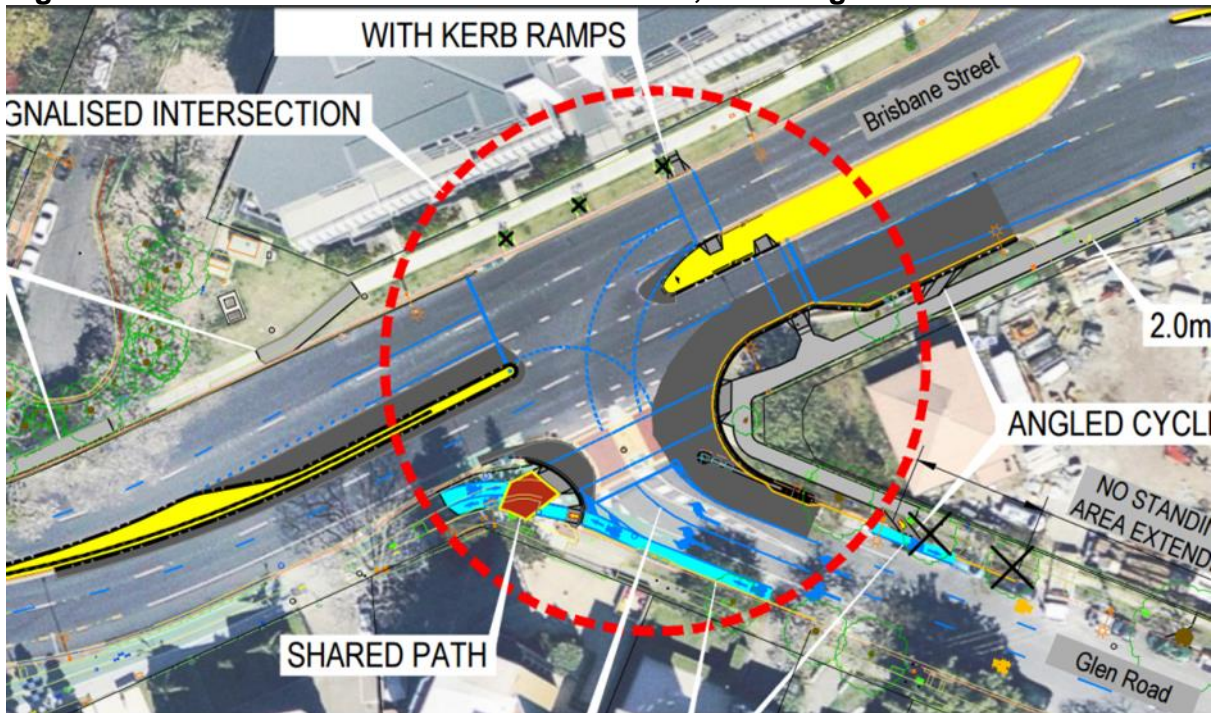
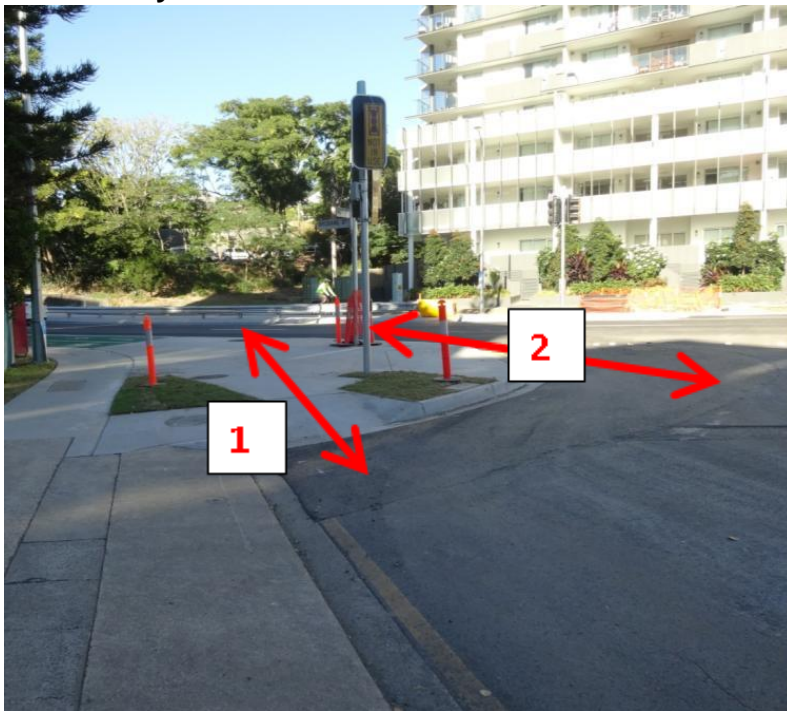


Figure 5 on the following page shows the new signals being installed at this intersection, looking from Glen Road, south-easterly towards the bikeway to the University of Queensland to the left of the photo. Our concerns expressed in our correspondence of December 2015 have not been addressed, and the issue is becoming more apparent with the finalisation of construction.

In Figure 5 route 1 is the “design” outbound direction, route 2 is the “design” inbound direction. Both of these travel paths are currently used by cyclists travelling in both directions (see attached photos taken within a three minute period). Route 1 is the preferred desire line for inbound cyclists as they more easily maintain their momentum towards the hill up Glen Rd, and in the future they will avoid conflicts with motor traffic turning left outbound from Brisbane St into Glen Rd (this potential conflict is also likely if the type of signal phasing discussed earlier at 44 Brisbane St is implemented here). They will also seek to use this route when the walk/cycle lantern on Glen Rd is red for vehicles to exit Glen Rd as people riding bicycles seek to maintain their momentum – restarting on a bicycle requires more human energy than simply pressing the accelerator of a motor vehicle.

Figure 5: New signals being installed Glen Rd intersection, with design directions of travel for cyclists marked



If Council is to meet its mode share targets, cycle traffic through this intersection will need to significantly increase. With this increasing volume, it is incumbent upon you to change this design to account for the physical and behavioural realities of people riding bicycles. We look forward to your response, and ask you to note that the works here are nearing completion.

Yours sincerely

Dr Richard Bean
Co-convenor
Brisbane CBD BUG
30 May 2016

Cc: Brisbane West BUG





