



Brisbane Central Business District Bicycle User Group

CBD BUG

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Cr Adrian Schrinner
Deputy Mayor and
Chairman, Brisbane Parking Taskforce
GPO Box 1434
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Dear Cr Schrinner

I refer to the report and recommendations from the Brisbane Parking Taskforce published on 1 December 2014.

It is clear from the large number of submissions to the Taskforce regarding cycling that there is a widespread need for a new approach to the allocation of kerb space between different types of users. Accordingly, the CBD BUG welcomes the report's prioritisation of kerbside space irrespective of the location across Brisbane, which will now mean that after safety the second priority will be the promotion of alternative sustainable transport options, including cycling.

However, the CBD BUG would point to the prioritisation of cyclists also being a safety issue as the safety of people riding bikes has to this time routinely been subordinated to the convenience of motorists. To this time Council has prioritised the convenience of motorists, even for trivial matters e.g. parking at coffee shops, ahead of bicycle rider welfare. This has been the case even when there would be a minimal loss of motorist convenience because of alternative parking being available in a nearby side street and the potentially catastrophic life/health impacts for cyclists following a crash.

Within this mind the conduct of the trial of cycling clearways (peak/off-peak sharing of on-street parking and cycle lanes) proposed at Recommendation 7 of the report is now a key issue for the CBD BUG.

The CBD BUG's view is that the combination of the 40km/h speed limit and widespread designation of parking clearways and no standing/stopping zones in the CBD during the peak travel periods means trialling cycling clearways in the city would result in little to no measurable difference in conditions for cyclists.

Instead, it is proposed the trial occurs at sites that already serve as principal cycling routes (or are connectors between sections of same) and where there is risk to cyclists due to factors such as a 60km/h speed limit and parallel parked cars during the peak travel periods.

The CBD BUG also recommends that sites are trialled across Brisbane's regions and are within an 8km radius of the CBD.

Through consultation with the CBD BUG's broader membership base the following shortlist of candidate sites for this trial has been compiled.

Western suburbs Sylvan Road, Toowong Baroona Road, Paddington / Milton	Southern suburbs Annerley Road, Dutton Park / Woolloongabba Logan Road, Greenslopes / Holland Park
Northern suburbs Kedron Brook Road, Wilston Dickson Street / Bridge Street, Woolloowin	Eastern Suburbs Riding Road, Bulimba / Hawthorne Old Cleveland Rd, Greenslopes / Coorparoo

Contrary to the suggestion in the report (page 23), the trial should not be applied on the right-hand side of one-way streets. Installing a cycling clearway in this manner is likely to obligate cyclists to cross several lanes from the left hand side to access it from a two way road and then travel back across the width of the road at the clearway's termination.

Furthermore, unless they are making a right-hand turn bicycle riders tend to ride on the left-hand side (even on one-ways streets) and importantly, it is the left side where motorists may be looking for cyclists prior to making turns. It should also be noted that the removal of peak travel period kerbside parking from Melbourne's Exhibition Street the Taskforce report refers to has occurred on the left hand side, and that this thoroughfare carries two-way traffic. Also, a major shortcoming of this treatment is that it is not continuous along the length of Exhibition Street; leaving pinch points that are a disincentive for use by potential new users.

With respect to the number of trial sites it is suggested that this should be at least equal to the numbers used for other recent Council road change trials e.g. Left Turn on Red Project; and that this trial is similarly expanded as success becomes evident.

It is essential for the evaluation of the trail that quantitative data is captured and to this end baseline data should be gathered prior to the trial's commencement. It is envisaged that desirable data would include the number, gender, age (adult/child) and type of bicycle rider (recreational/commuter) using the trial route before and during the trial. Monitoring of motorist compliance with the trial should also occur.

To ensure this trial is conducted on an independent and scientific basis it should be overseen by a suitably qualified academic from a tertiary institution.

Yours faithfully



Paul French
Co-convenor
Brisbane CBD BUG
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