



Brisbane Central Business District Bicycle User Group

CBD BUG

GPO Box 2104, Brisbane 4001

convenors@cbdbug.org.au

www.cbdbug.org.au

The Project Director
Gladstone Road safety improvement project
City Projects Office
C/- cityprojects@brisbane.qld.gov.au

Dear Sir or Madam

Gladstone Road safety improvement project

The following provides the views of the Brisbane Central Business District Bicycle User Group (CBD BUG) on the changes proposed through Brisbane City Council's Gladstone Road safety improvement project.

Support for the installation of bike lanes

The Brisbane CBD BUG strongly supports Council's plans to install on-road bike lanes along both sides of Gladstone Road between Hazelwood Street at Highgate Hill and Lochaber Street at Dutton Park. However we note that what Council proposes is inadequate 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 separating verges should be provided (Austroads, Cycling Aspects of Austroads Guides Figure 2.2) "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." Gladstone Road's place in the road hierarchy, its traffic speeds and volumes meet the criteria for physical separation.

Gladstone Road is an important connection for people wanting to travel by bicycle between the West End peninsula and major destinations such as the University of Queensland. Additionally, as Council has acknowledged on this project's website, many people ride bikes for recreation along Gladstone Road as it forms part of one of Brisbane's most popular training routes - the "River Loop". The installation of these bike lanes will provide a small increase in the level of safety for along. However, they are unlikely to attract any new people to ride a bicycle along this part of Gladstone Road.

Within the context of the inadequate current proposal to further enhance safety for people riding bikes in these new bike lanes it is proposed that Riley Kerbs (www.tcaaustralia.com.au/riley.html) or similar devices are installed to provide at least a minimal physical delineation between the bike lanes and the lanes intended for motorists. These devices would be particularly appropriate on bends in Gladstone Road to act as a rumble device so motor vehicle drivers are alerted to the fact they have strayed into the bike lane. Importantly, when placed at an appropriate interval these devices still allow cyclists to enter and exit the bike lane.

Further removal of on-road parking

To further enhance safety and attract new people riding bikes, south-bound along Gladstone Road all kerbside car parking located on the south-bound side of Gladstone Road south of the local service road should be removed. Recent research done by CDM for the Department of Transport and Main Roads "Level of Service Model for Bicycle Riders" Executive Summary states: "Riders prefer on-road routes without kerbside parking". Specifically the report observes: "Both confident and cautious riders prefer on-road routes that do not have kerbside parking.

Typical roads with bicycle lanes without kerbside parking have an LOS of A for confident riders and LOS B for cautious riders (Figure 7.13). If kerbside parking is present this comfort deteriorates markedly; for cautious riders the Level of Service (LoS) decreases to E and for confident riders it decreases to B". The facility you are proposing rates with a LoS of E for the types of riders the city needs to attract to fulfil its stated mode share targets.

We also note that the multi-occupancy buildings at this location are quite new and therefore should all have sufficient off-road parking. Nearby Park Road West also provides alternative on-road car parking.

Finally, based on the recommendations from the Brisbane Parking Taskforce report, which the Lord Mayor has committed to implementing, kerb side parking space is now to be prioritised for active transport users ahead of motorist convenience. Designing a cycling facility with car parking adjacent does not meet this priority.

I thank you for the opportunity to provide comment on this project.

Yours faithfully



Paul French
Co-convenor
Brisbane CBD BUG
31 May 2015

Cc: Cr Helen Abrahams, The Gabba Ward