



Dedicated to a better Brisbane

28 May 2015

Mr Donald Campbell

Un
K

Dear Mr Campbell

Petition Reference: CA14/720220

I refer to your petition calling for Council to provide protected bike lanes on Sylvan Road in Toowong.

Your petition has been investigated and it was considered by Council at its meeting held on 26 May 2015. It was decided that the petitioners be advised of the information below.

Sylvan Road is a connector between the Western Freeway bikeway and the Bicentennial bikeway, forming the main western corridor for bicycle traffic. Current cycling facilities on Sylvan Road include a mix of dedicated bicycle lanes and shared bicycle and parking lanes (Bicycle Awareness Zones or BAZ). Indented parking bays are provided in some locations to provide additional space in the carriageway for cyclists.

Council completed safety works on Sylvan Road in late 2011 which included improvements to the existing line marking, the addition of green paint at critical locations in the bike lanes at intersections and side streets, parking reconfiguration to create additional sections of bike lane, and optimised bus stop placement along the route. All facilities were designed to relevant standards at the time of construction.

Traffic data was collected on Sylvan Road in March 2010 and October 2014 to assess the changes in usage over time. Cycling use on Sylvan Road increased heavily over the four-year period. In 2010, on Sylvan Road, 1,107 cyclists were recorded during a typical weekday (6.30am to 6.30pm). By 2014 the number increased to 1,605, resulting in an increase of 31 per cent. Weekend count data was also collected in October 2014, with 1,200 cyclists recorded on a typical Saturday (during daylight hours).

According to the Queensland Government's Department of Transport and Main Roads (DTMR) WebCrash database, 11 crashes involving bicycles have occurred on Sylvan Road since January 2007. All these crashes occurred before Council undertook improvements in 2011. There are no crashes recorded following the implementation of Council's improvements in 2011, although it should be noted that casualty data is only current to June 2012 and fatal crash data to August 2014. Based on available data, it appears that bicycle accident occurrence on Sylvan Road is trending downwards, although further updates of the DTMR WebCrash database are required to confirm the trend.

The petition requests that Sylvan Road be upgraded to protected bike lanes, either bi-directional bike lanes on one side of the road or single direction bike lanes on both sides of Sylvan Road. To consider this suggestion, Council has undertaken a review of the cycling facilities on Sylvan Road. The following options have been considered:

Option 1: Provide protected bi-directional bike lanes on one side of Sylvan Road

This option would require the construction of a three meter bi-directional bikeway adjacent to the kerb on either the northern or southern side of Sylvan Road. A 0.5 meter wide barrier would also be required between the bikeway and the adjoining traffic lane to provide separation of vehicles and cyclists.

The existing Sylvan Road Road reserve is approximately 20 meters wide with a 12 to 13 meter wide road pavement (kerb to kerb). Installation of a bi-directional bikeway would require parking to be completely removed on one side of the road for the full length and removed on both sides at some locations. The re-profiling of the road pavement may also be required due to the shift of the road centre-line.

An initial assessment of this option has exposed several design and amenity related issues which suggest that providing separated bike lanes on Sylvan Road is not a suitable proposal at this time.

The impacts to local amenity relate to on-street parking pressure in the area. Parking demand and on-road parking stress is particularly high on Sylvan Road. Removal of a significant amount of on-street parking is considered to have a detrimental effect on local amenity for those living, working and recreating in the area.

Design related issues with this option include:

- the large number of residential driveways which make providing continuous protection problematic,
- safety of vehicles and cyclists entering and leaving properties,
- refuse bin collection.
- provision of bus stops that meet Disability and Discrimination Act requirements.

Difficulties may also be experienced at the nine intersections along the road that will require upgrading or changes to the signal operations to accommodate a separated bi-directional bikeway. Given these design and amenity constraints and the reduction in accidents on Sylvan Road which have been recorded since 2011, it is not considered practical or feasible to provide a protected bi-directional bike lane on one side of Sylvan Road at this time.

Option 2: Provide protected bike lanes on both sides of Sylvan Road

This option would require a two-meter wide bikeway on both sides of the road, plus a 0.5 meter protection barrier.

An initial assessment of this option suggests that amenity and design issues for this option are similar to those described for Option 1. Due to the need for allocating up to five meters of road space to the bike lanes, loss of car parking and property access issues would likely be higher. However as the bike lanes would run with the direction of traffic, minor modification only will be required at the intersections.

Accordingly, it is not considered practical or feasible to provide protected bike lanes on both sides of Sylvan Road at this time.

Option 3: Retain current cycling facilities

Works were carried out in late 2011 to improve cycling facilities on Sylvan Road, as described above. As noted, the number of cyclists using Sylvan Road has substantially increased since works were implemented. Crash data since this time is trending downwards, despite the large

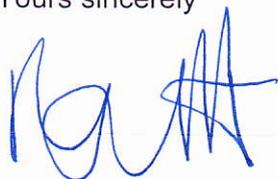
increase in the number of users on the route. It is acknowledged that scrutiny of DTMR WebCrash database is required once it is updated to confirm the downward trend in accidents is continuing.

Given these facts, Council has endorsed Option 3 and will monitor safety and use of the cycle facilities on Sylvan Road, with no further works proposed at this time.

Could you please let the other petitioners know of this information.

If you have any further questions please contact Anthony Holloway, Transport Planner, in Council's Transport Planning and Strategy branch, on 3403 8888.

Yours sincerely



Robert Southwood
Acting Council and Committee Officer
Council and Committee Liaison Office
Office of the Lord Mayor and Chief Executive Officer

Copy to: Councillor Peter Matic, Toowong Ward Ward office