

Main Roads cycling policy

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This presentation

- Advocacy and Main Roads
- About Main Roads
- MR cycling policy (now available from www.mainroads.qld.gov.au)
- Recent guidance on the policy

Advocacy and Main Roads

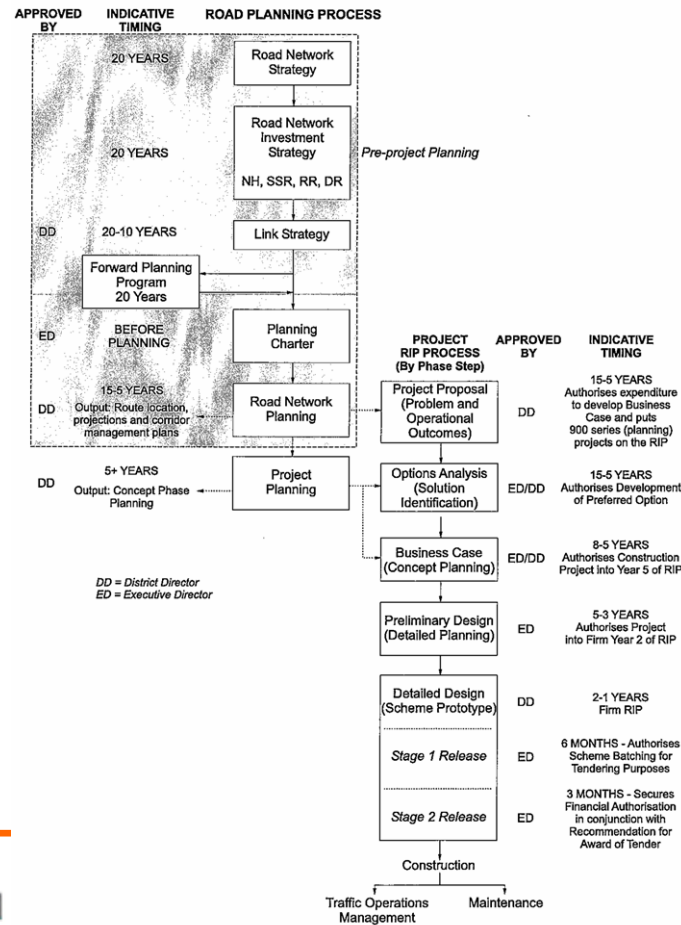
- Advice for BUGS from district staff:
 - Have clear objectives
 - Try to represent a wide range of cycling interests
 - Build relationships with regional staff “for the long haul”
 - Have “realistic” expectations

About Main Roads

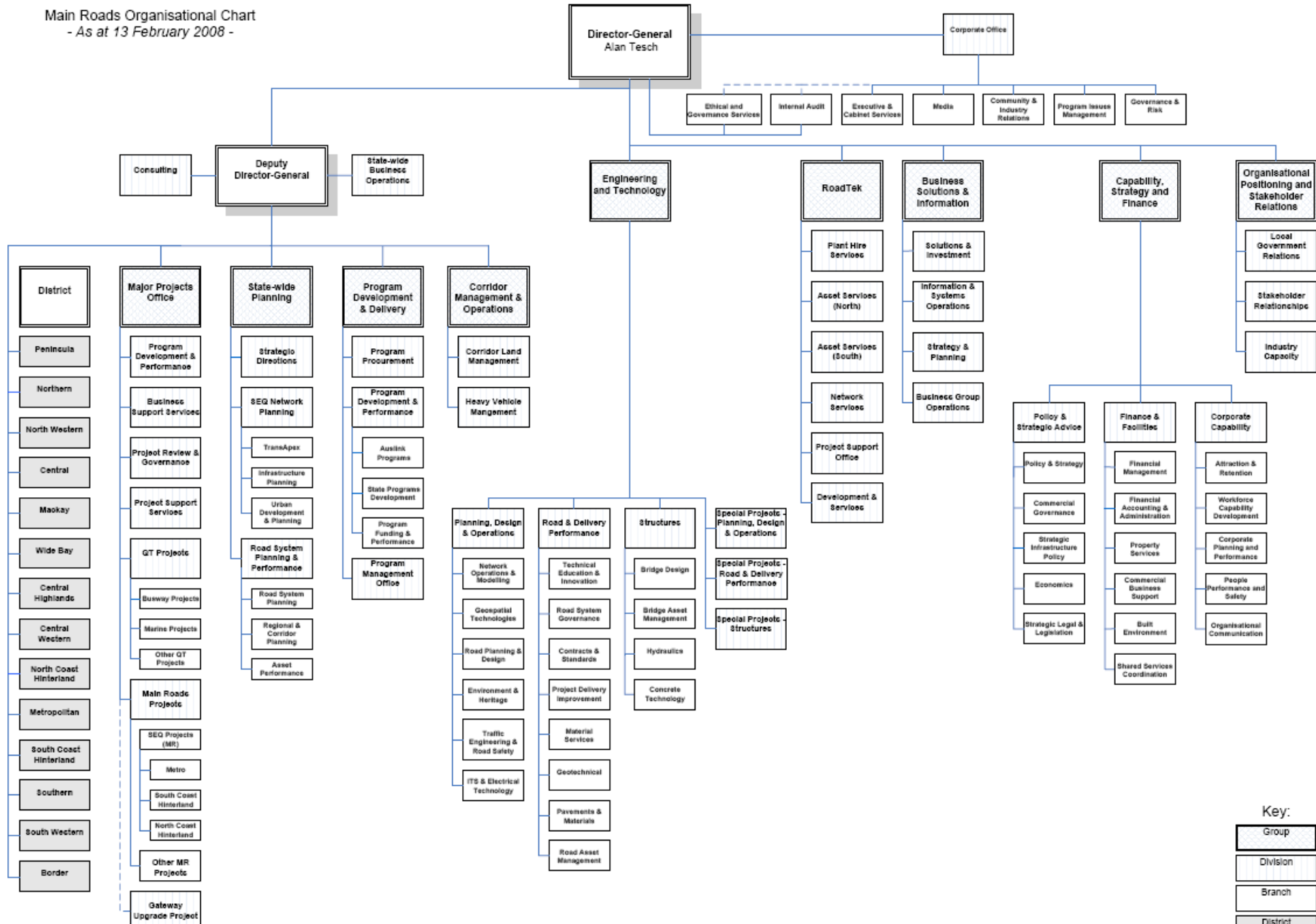
- Large, decentralised, engineering focused
- Regions have high degree of autonomy
- Technical governance provided centrally
- Road network planning and project development is done by districts
- RIP prepared for whole state – up to 5 years of projects



MR planning & design process



Main Roads Organisational Chart
- As at 13 February 2008 -



District Maps online



What the MR cycling policy says

- MR will *positively provide* along *priority cycling routes* as part of road upgrading projects
- If MR cannot do this within a corridor, it must negotiate with local government for a suitable solution *and pay 100%*
- Elsewhere, *cycle-friendly* design

What is a *Priority Cycling Route*?

- A planned cycling route, typically in a principal cycle network plan, or other plan signed by Main Roads
- The most important cycle routes in a region – trunk routes for cycling
- Current plans for SEQ, T'ville/Thuringowa
- Draft for FNQ
- Others being programmed subject to funding

What is *positively provide*?

- Providing:
 - Marked cycle lanes
 - Cycle paths
 - Shared paths
 - Other facilities



What is *Cycle-friendly*?

- Easier & safer
 - Eliminate squeeze points
 - Set back traffic islands
 - Shoulders/wide kerbside lanes
 - In rural areas, adequately sealed shoulders where AADT is high
- Especially during construction activities

Cycle-friendly?



Source: Robyn Davies



Source: Connell Wagner



For intersections: draft advice

- Bikes can and do use most urban roads so:
 - Advising districts to install bike lanes at *all* urban intersections
- Install bike lanes at all rural intersections on priority cycle routes



Photo: Roy Spillane

DRAFT: Rural roads, 80+km/hr

Cycle route	AADT	Provision for cyclists
Yes	>12,000	2.5m shoulder (min 2m)
	6000-12,000	2m shoulder
	<6000	1.5m shoulder
No	>3000	1.5m shoulder (10m formation)
	1000-3000	1m shoulder (9m formation)
	300-1000	0.5m shoulder (8m formation)
	<300	No special provision

DRAFT position: Urban and rural motorways

- New urban motorways
 - Cycling not permitted; provide high quality off-road alternative
- New rural motorways
 - Cycling generally permitted on shoulders
- Semi-urban motorways
 - If ramp volumes will exceed 800 vehicles per hour within 20 years, provide alternative
- Existing motorways – as per policy

Policy implementation issues

- On-road or off road?
Draft advice:
 - Generally provide positively on-road unless urban motorway.
 - In limited situations, may provide on *and* off-road (especially near schools)



Photo: Roy Spillane



Photo: I. Cummings

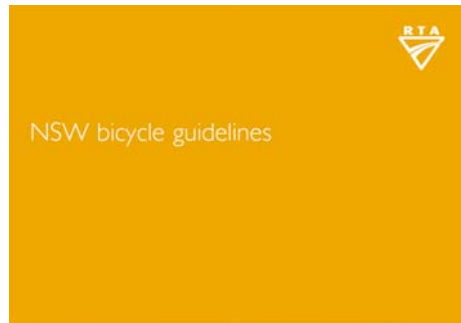
Policy implementation issues

- Mark short new sections as bike lanes before full cycle link is completed?
 - Yes, if new section provides useful connection
 - No, if critical hazard (steep drop, pole). Wait for further work, but linemark for easy retrofit



Photo: I. Cummings

NSW Bicycle Guidelines approved for use in Qld (with some exceptions)



**Download from
www.rta.nsw.gov.au**

Source: Bicycle Victoria



Training

- MR has revised the NSW RTA's "Designing for Bicycles and Pedestrians" training package for use in Queensland
- 2 day designers course and ½ day introductory course
- Courses scheduled for 2008 in Brisbane, Cairns, Townsville & others to be confirmed

The logo for Main Roads, featuring the text "MainRoads" in a white, sans-serif font. The background of the logo is a red and orange gradient with a faint image of a highway with cars.

Discussion

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