



Brisbane Central Business District Bicycle User Group – CBD BUG

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GPO Box 2104, Brisbane 4001

Mr A Large
Alliance Manager
Boggo Road Busway Alliance
PO Box 1760
Coorparoo DC QLD 4151

Dear Mr Large,

Recent detour across Eleanor Schonell Bridge

The recent cycleway diversion across the Eleanor Schonell Bridge (the bridge) is of an unacceptable standard for a detour that will need to be in place for such a significant period of time. We appreciate that the diversion was unexpected but that is no excuse for putting the lives of cyclists in danger. We detail the issues with the current detour (and notification of such) below and include suggestions for improvement, which are neither difficult nor costly to implement, and ask that these measures be implemented immediately. We also suggest that you include the Brisbane Central Business District Bicycle Users Group (CBD BUG) as a stakeholder in this project and include us in any negotiations regarding further disruptions to cycle access anywhere in the Boggo Road Busway project.

The CBD BUG is an organisation of commuting cyclists, representing and articulating the interests of the increasingly large number of Brisbane residents who commute or ride bicycles to, from and within the Central Business District. We have in excess of 300 members, and potentially represent several thousand regular cyclists. CBD BUG meets regularly to discuss issues of concern and interest to CBD cyclists, including:

- monitor CBD cycling facilities, including parking, end-of-trip facilities and safe and convenient routes into the CBD;
- provide a resource for CBD commuter cyclists;
- lobby for improvements; and
- act as a network for cycle commuters and other cycle users in the CBD.

The CBD BUG focuses on facilities in and around the Brisbane CBD, while Bicycle Queensland (BQ) represents cycling throughout the state of Queensland. As the Eleanor Schonell Bridge is a major commuter route we request that you include the CBD BUG in any discussion regarding the cycling aspects of the Boggo Road Busway project, though our preferred approach is for both BQ and CBD BUG to be included in any consultation on this project.

The following issues are based on riding the detour from Gladstone Road to the University of Queensland (UQ) (outbound route) on Monday 26 May 2008 at approximately 5:20pm and from UQ to Gladstone Road (inbound route) on Monday 2 June 2008 at approximately 8:45am.

GLADSTONE ROAD end:

1. There is a lot of gravel on the final descent to TJ Doyle Memorial Park Drive (**refer to Figure 1 in attachment**). This is a location where cyclists need to reduce speed by braking to ensure they can safely merge with oncoming vehicles. Braking on gravel is very dangerous.
 - ACTION: Please remove this gravel immediately.
2. There are signs everywhere but they do not specify direction (**refer to Figure 2 in attachment**).
 - ACTION: To clarify the detour we suggest you add the route name to the signs, e.g. “across Eleanor Schonell bridge”, “to Gladstone Road”. Include the end date of the diversion.
3. Both inbound and outbound directions of the detour require cyclists to ride on-road for small sections. This is manageable for the outbound route but is a safety concern for the inbound route. The inbound cyclist must turn right across a lane of traffic, cycle up a very steep section for approx. 10 metres and then turn right across oncoming traffic again (**refer to Figure 3 in attachment**). This incredibly difficult manoeuvre is to be achieved just below a crest at a corner which means that oncoming traffic appears suddenly. This is only for the very experienced, confident and fit rider. I witnessed at least one cyclist getting off their bike and walking it up the hill rather than risk their safety.
 - ACTION: Traffic controllers should be employed at this site rather than on the bridge itself (see below) to ensure oncoming traffic is stopped safely to provide cyclists with through-passage.
4. On Monday 26 May there were no traffic controllers (5:45pm). On Monday 2 June, the traffic controllers were on the city end of the bridge where the cyclists join the pedestrians. Are the traffic controllers there to slow down the cyclists or to provide them with safe access through the detour?
5. The detour crosses a passenger drop off zone. This is a particularly dangerous area for cyclists and yet there are no traffic controllers here or signage notifying cars of shared zone.
 - ACTION: Move traffic controllers from the bridge to passenger drop-off zone and TJ Doyle Memorial Park Drive with instructions to slow down or stop cars to ensure safe passage for cyclists.
 - ACTION: erect signs notifying vehicles entering/exiting drop-off zone to give way to cyclists and pedestrians.
6. The path from TJ Doyle Memorial Park Drive to Gladstone road is very steep (**refer to Figure 4 in attachment**). If a cyclist has to dismount to walk up the road to this section and is trying to restart, they will hold up cycling traffic and may cause other cyclists to come off. A lesser gradient is always preferred. How does this path meet the disabilities standards? It appears to be too steep for a motorised wheelchair.

UQ end:

7. There are sightline issues at the UQ end of the Bridge due to the combination of a winding pedestrian path and planted shrubs (**refer to Figure 5 in attachment**). Though this is perfectly fine for pedestrians, cyclists cannot see oncoming pedestrians or cyclists until it is too late, even if they are already going very slowly. I note there is a straight path through the garden (**refer to Figures 6 and 7 in attachment**) which looks like it has been created by impatient pedestrians.
 - ACTION: widen and pave the straight path through the shrubs OR erect convex mirrors to see around the corners
8. Access to Sir William MacGregor Drive from the bridge requires negotiating a corner that is too acute (**refer to Figure 8 in attachment**). This path also does not meet the standard width requirements for a cycle path.
 - ACTION: remove the shrubs (temporarily) from the corner section and put in their place a temporary pavement. This will reduce the angle of the corner and widen the corner at the same time.
9. The existing ramp from the cycle path to road (on the Cycle side of the bridge) is not in line with the crossing over busway lanes (**refer to Figure 9 in attachment**). To use the existing ramp is too difficult to negotiate for most cyclists.
 - ACTION: provide a temporary ramp from path to road.
10. There are signs but they do not specify direction. Towards Sir William MacGregor Drive the path splits into two but there is no indication which route takes you to a ramp from the path to on-road cycling (**refer to Figure 10 in attachment**).
 - ACTION: To clarify the detour we suggest you add directions to the signs, e.g. “to Sir William MacGregor Drive”, “to College Road”, etc. Include the end date of the diversion.

General:

11. I would also question the notification given to pedestrian users of the bridge. The looks I got from pedestrians on Monday 26 May made me think that they had no idea to expect to share the path with cyclists.
 - ACTION: Erect signage at each end of the bridge advising pedestrians and cyclists that the path is to be shared. Include the end date of the diversion.

I have been in contact with your community liaison area through the Boggo Road Busway website, who provided your contact details and advised that, for this particular diversion, input from stakeholders was not required due to the limited options for diverting cyclists.

Even though the options for the route may be limited, there is still much that can be done to ensure the diversion is clear, easy to negotiate and, most important of all, safe for all users. We urge you to implement our recommendations immediately and welcome any opportunity to discuss these and any further detours affecting cyclists through the Boggo Road Busway project.

Yours sincerely

Leslie Martin
Co-Convenor
Brisbane CBD BUG

Encl.
Photographs

CC:

Shane Doran, Executive Director of Queensland Transport Projects

Councillor Jane Prentice, Chair, Public and Active Transport and Economic Development
Committee, Brisbane City Council

Alton Twine, Active Transport Unit, Brisbane City Council

Andrew Demack, Bicycle Queensland