



Hon. Paul Lucas MP



**Queensland
Government**

Our ref: MC12019; MC12309

Your ref: 406-04; 440-05

**Minister for
Transport and Main Roads**

26 APR 2005

Mr Neil Laurie
The Clerk of the Parliament
Parliament House
George Street
Brisbane Qld 4000

Dear Mr Laurie

**Re: Petitions Lodged in the Queensland Legislative Assembly
Nos 406-04 and 440-05**

I refer to the petition numbers 406-04 and 440-05 lodged by Mr Andrew Fraser MP, Member for Mount Coot-tha, in Parliament on 22 February and 7 March 2005 on behalf of Mr/Ms R Nancarrow about support for pedestrians and cyclists crossing at the Toowong roundabout.

As evidenced by the number of signatures received, this is an issue of concern to individuals in that area.

In mid 1999, the Department of Main Roads prepared an options report that considered how such a crossing might be achieved. The investigation reviewed several locations and considered both underpass and bridge alternatives. At the time, the estimated cost for the project was approximately \$2m and, given the escalation in costs since 1999, this project could not be funded from the Transport Infrastructure Development Scheme in the short term.

The alternative to a grade-separated crossing is to replace the existing roundabout at Mount Coot-tha Road with traffic signals and provide pedestrian crossings to cater for pedestrians and cyclists. This option is also likely to be expensive but could better control vehicle queues and traffic delays at the intersection.

Main Roads has spent \$10.2m on the Toowong bikeway over a period of six financial years. This project to cross the Western Freeway is adjacent to the Toowong bikeway but not required for that bikeway to operate.

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However, the crossing does link Brisbane City Council facilities including Anzac Park, the Botanic Gardens, Planetarium, Toowong Cemetery, Mount Coot-tha and council's bus depot. In July 1999, Main Roads wrote to council seeking financial support for the project but this has subsequently been declined.

As part of the Gateway Upgrade Project, the government will invest approximately \$30m to construct a shared pedestrian and bicycle facility on the new bridge. The decision followed extensive consultation with user groups. The new bridge will provide a unique opportunity to link council's proposed and extensive street system of bicycle paths on both sides of the river.

Enclosed for your information is a copy of Main Roads policy on "Cycling on State controlled Roads", which was launched on 10 August 2004.

Yours sincerely

PAUL LUCAS MP
Minister for Transport and Main Roads

Enc (1)

MAIN ROADS POLICY

Cycling on State Controlled Roads

Prepared by: Road Network Management Division

Version No: V1

Status

Version	Document Status	Date	Tick Box
V1	Signed off	10/08/04	✓

POLICY APPROVAL

This policy has been endorsed by:

Policy Owner

Name Russell Fisher **10/08/04**

Position Executive Director (Road Network Management)

This policy was launched by:

Paul Lucas MP

Minister for Transport and Main Roads on 10 August 2004

DEFINITIONS

<i>Cycle-friendly</i>	Road designs that make it easier and safer for cyclists to use a particular section of road. For example, eliminating squeeze points, setting traffic islands well back from edge lines or providing wider kerbside lanes may be considered <i>cycle-friendly</i> design in urban areas. In rural areas, adequately-sealed shoulders might be considered cycle-friendly design.
<i>Positively provide</i>	Providing marked cycle lanes, cycle paths, shared paths or other facilities for cyclists.
<i>Priority cycling route</i>	A planned cycling route, which is typically shown in an integrated regional cycle network plan or other cycle plan to which Main Roads is a signatory. It indicates the most important routes for cyclists within particular regions. Priority cycling routes may apply to both commuter and recreational cyclists.
<i>Investigation route</i>	Sections of the integrated regional cycle network plan that represent broad lines of intent of desired cycle routes. In most instances, further corridor investigation work will be required to determine the precise route and desired standard of cycle facility. Investigation routes do not become priority cycling routes until investigations confirm the need, practicality, and affordability.

POLICY STATEMENT

Main Roads will encourage and facilitate cycling. Cyclists are legitimate users of the Queensland road network and as such the planning for, and design, construction, maintenance and operation of state-controlled roads should be undertaken on the basis that cyclists will use the network.

Main Roads will allow for cycling as part of the planning and protection of new road corridors. This may include identifying instances where cyclists' needs are better met on an alternative alignment.

As with all road construction and maintenance projects, planning and investment in cycling will be subject to:

- consultation;
- available funding;
- competing priorities; and
- obtaining value for money.

Main Roads will seek to make state-controlled roads *cycle-friendly* by incorporating *cycle-friendly* design in traffic operations, road-upgrading, and maintenance projects. This may include the economical retrofitting of roads where necessary to accommodate cyclists.

Along *priority cycling routes*, Main Roads will *positively provide* for cyclists in road-upgrading projects.

Where a state-controlled road is shown as part of a *priority cycling route* but where cycling cannot be *positively provided* for, Main Roads will negotiate with local government and stakeholders to achieve a suitable alternative solution. As an example, an alternative route could be provided along a nearby local government road parallel to the state-controlled road, or on other land. (Appendix A is the flow chart which outlines the process for providing for cycling.)

Main Roads will, as necessary, restrict or prohibit cycle access to parts of the state-controlled road network where there is unacceptable safety risk. Main Roads will not do this unless a risk assessment, including consideration of any crash records and alternative routes, indicates that cycling on the road presents an unacceptable safety risk to riders. This risk assessment will be undertaken in consultation with cycle groups, road user groups and other stakeholders.

Main Roads will continue to support the development of cycling facilities on local government roads through the Transport Infrastructure Development Scheme (TIDS), as part of the Roads Implementation Program (RIP), giving preference to *priority cycling routes*.

APPLICABILITY

This policy applies to all state-controlled roads.

This policy statement will be supported by technical guidelines and other practical measures to assist Main Roads regional and district offices to facilitate cycling in a practical way on the state-controlled road network. A list of such measures is included at Appendix B.

CONTEXT

This policy was developed in accordance with a commitment made by Main Roads in the *Queensland Cycle Strategy* to formalise a policy about providing for cycling on State-controlled roads. The Queensland Cycle Strategy was jointly prepared by Queensland Transport and Main Roads and was endorsed by cabinet on 15 September 2003.

Queensland Transport is portfolio lead for cycling and this policy is one of Main Roads' supporting measures.

Main Roads invests in cycling facilities associated with the state-controlled road network through the RIP. It also invests in cycling facilities on local government roads through the TIDS program, which forms part of the RIP.

As a road system manager, Main Roads has a responsibility to plan and design roads and conduct its road business to facilitate cycling in a way that promotes safe and efficient travel for all road users. To enable this Main Roads will maintain appropriate guidelines.

The policy is consistent with the strategic direction and priorities of the State Government and Main Roads long-term strategic directions as documented in *Roads Connecting Queenslanders*, (RCQ).

Consistent with the Government's overall strategy to increase cycling in Queensland, one of the core policy priorities of RCQ is ensuring safer access to the road system for vulnerable road users (including cyclists). RCQ states that Main Roads will, where cost-effective, plan road corridors to encourage the safe use of motorised transport, and, where appropriate, public transport, cycling and walking as part of broader transport planning and whole-of-government objectives.

OBJECTIVES AND BENEFITS

The policy will achieve the following broad objectives:

- 1 Make cycling safer and more convenient in Queensland
- 2 Facilitate a growth in cycling trips
- 3 Improve cycling connectivity between communities
- 4 Move investment in cycling towards *priority cycling routes*

CONSULTATION

Main Roads developed the policy for cycling on state-controlled roads, in consultation with the following bodies:

- Queensland Transport
- Queensland State Cycle Committee
- Bicycle representative groups

EVALUATION

Main Roads' Road System and Engineering Group is responsible for reviewing this policy in consultation with stakeholders. The review will be undertaken as necessary, in the light of experience of its application.

Cabinet requires annual reporting on the progress on implementation of the Queensland Cycle Strategy. Main Roads will report on implementation of this policy as part of cabinet reporting arrangements.

APPENDIX B DOCUMENTS AND MEASURES TO SUPPORT CYCLING ON STATE-CONTROLLED ROADS

The implementation of the policy on cycling on state controlled roads will be assisted by the following measures and documents.

- Queensland Cycle Strategy
- Main Roads will develop and maintain its expertise in best practice management for cycling, provision and maintenance of cycling facilities, and safety risk management for cycling.
- Road System Manager - The Strategic Framework for Road System (Asset) Management
- Road System Performance and Corridor Development Plans
- Integrated Regional Transport Plans
- Integrated Regional Cycle Network Plans
- Other local cycle network plans that Main Roads is signatory to
- The design standards and guidelines applicable to cycling as set out in the Road Planning and Design Manual
- National design standards and guidelines applicable to cycling (eg Austroads GTEP Part 14)
- Road Safety Strategy and Action Plan
- Queensland Transport's Cycle Notes
- Cost sharing arrangements with local government

APPENDIX A Flowchart for Providing for Cycling by Main Roads

