


Inquiry into e-mobility safety and use in Queensland

Submission No:	823
Submitted by:	
Publication:	Making the submission public but withholding your name
Attachments:	See attachment
Submitter Comments:	

Introduction

- In this document the terms bicycles, electric scooters and electric bikes are generally interchangeable and inclusive of each other
- The scope of the focus is the Kangaroo Point area where I reside, however, the same or similar issues may be transposed to other areas.

Kangaroo Point as an area

- Moving to higher density residential
- Higher density welcome in terms of good planning
- Historical and heritage houses
- Higher numbers of people coming into the area or passing through the area
- Growth brings more restaurants and cafes
- Great public amenity beside the river
- Captain Burke Park, C. T. White Park, Mowbray Park, Kangaroo Point Cliffs Park, Raymond Park (including off lead dog park)
- The Story Bridge, including the bridge climb
- Walkways to Fortitude Valley, Southbank, Botanical Gardens, City and Shafston Avenue
- Veloways
- Connection point for access to other veloways (St Lucia bridge, Coronation Drive etc)
- River life canoeing
- City Hopper at Dockside
- Holman Street, and Dockside, ferry stops
- Mowbray Park Citycat
- The Gabba Stadium (football, cricket and concerts)
- Gabba busway station
- Cross River Rail (in progress)
- Close to several major hospitals (large work forces, limited and expensive parking)
- Close to Clem Jones Tunnel and Airport Link
- Shafston Hotel, Australian National Hotel, Morrison Hotel, Clarence Corner, Pineapple Hotel Woolloongabba and Story Bridge Hotels
- Access to City Cycle networks and electric scooters
- Vantage point for River Fire
- Cliffs Café and park
- Kangaroo Point cliffs rotunda on River Terrace
- Brisbane Hop on Hop Off Bus stop near to rotunda
- Climbing on Kangaroo Point cliffs
- BBQ and picnic facilities along the park and cliffs
- Riverside park areas can be booked for events (weddings)
- Stopping point at rotunda for tourist buses

17 km bike way or veloway from Eight Mile Plains to City

- Noted is that currently there is only two bottle necks requiring attention
 - Buranda
 - Lower River Terrace portion of the veloway

Upgrade of veloway connection Lower River Terrace (velobridge)

- Promotes and facilitates ease of access to cycling as a form of physical exercise and transportation
- Safer cycling with the management of the current steep and winding incline on the Lower River Terrace section of the veloway
- Improved safety for children who may use the veloway to commute to school or for students cycling to local universities
- Safe cycling routes help to reduce the number of motor vehicles in the Central Business District (CBD)
- Positive impact on air quality with less vehicles on roads
- Assists to eliminate the risk posed by cyclist contact with motor vehicles at the Lower River Terrace veloway interchange location
- The proposed veloway bridge connection upgrade eliminates the need for cyclists to cross the road at Lower River Terrace
- The proposed veloway bridge connection helps to reduce the risks posed by the interaction of cyclists with pedestrians (particularly, the young, the old, cognitively, physically, intellectually, sight or vision impaired persons)
- The upgrade would eliminate the risk posed to cyclists by impaired or obstructed vision related to trucks or cars being parked along Lower River Terrace
- The upgrade would provide greater connectivity with Good Will Bridge and the new Kangaroo Point cyclist pedestrian bridge
- The Lower River Terrace upgrade will facilitate the management of higher volumes of cyclist traffic in terms of the Kangaroo Point cyclist and pedestrian bridge
- The upgrade eliminates the need for the cyclists to cross the road-way and the potential for collision with motor vehicles
- The upgrade also eliminates cyclists crossing areas and footpaths shared with pedestrian traffic at that location and potential collision with people
- In terms of foreseeability, the risks posed to cyclists and pedestrians with the proposed upgrade of the veloway bridge connection at Lower River Terrace would then become adequately managed
- The upgrade also reduces the impact posed by cycling traffic on the amenity of residents in the Lower River Terrace area
- The upgrade removes any long-term impact on vehicular traffic around Lower River Terrace and Ellis Street
- The upgrade would add to the public amenity of the area

The Kangaroo Point pedestrian and cyclist bridge between Alice Street Botanical Gardens and Scott Street Kangaroo Point

- The Kangaroo Point pedestrian and cyclist bridge is an example of quality infrastructure planning
- There is higher volumes of cyclist traffic and pedestrian traffic with the bridge coming on-line
- The density of the population in Kangaroo Point continues to grow with the increasing construction of high-rise residential accommodation

- Therefore, it is short sighted to cut corners with the Lower River Terrace section of the veloway
- Since completion of the new green bridge, pedestrian and cycle traffic would be expected to continue to grow exponentially
- The Lower River Terrace veloway upgrade would support a comfortable cycle commute and link to the Kangaroo Point pedestrian and cycle bridge without any bottle necks
- The pedestrian and cycle bridge near Scott Street would add another route and therefore reduce the number of cyclists coming through the busy Eagle Street section of the shared pathway
- A quality link at the Lower River Terrace section of the veloway would expedite cycling traffic toward the Good Will Bridge and the new Kangaroo Point pedestrian and cycle bridge, while eliminating interaction with motor vehicles
- Consideration still needs to be given to strategies to promote the safe movement of pedestrians in shared areas with high cycle traffic
- The safety of cyclists is improved with the movement of high numbers of cyclists to the veloway and away from the roads, with a reduction of potential interaction between cyclists and motorists
- However, cyclists have now moved in greater numbers to traditional pedestrian locations bringing increased interaction between cyclists, and pedestrians
- The interaction of pedestrians with cyclists poses its own set of serious risks, particularly where speed is an issue

It is important to maintain safe separation between cars, cyclists and pedestrians

- The building of veloways or bikeways within Brisbane is acknowledged as an important measure in reducing the risk posed by motor vehicles to the cycling public
- We regularly walk via the board walk at Dock Side around under the Story Bridge or over the Good Will Bridge and through the Gardens
- We are aware of the risks and the need to maintain safe separations between pedestrians and cyclists
- Pedestrians must keep their wits about them in shared areas
- Cyclists frequently travel at high speeds through shared areas, ringing their bells to alert pedestrians to move out of the way
- Young children or people experiencing a lapse in situational awareness can be at increased risk of collision by a cyclist
- Cyclists need to slow down while travelling through narrow or shared portions of the path which is often not the case
- Collision by cyclists with people can and have caused catastrophic injury

In summary

- Kangaroo Point is a growing and dynamic area
- Increasing numbers of people use the river walkways and cycle ways
- Cycling and pedestrian traffic in the Kangaroo Point area is increasing not decreasing therefore, it is essential to eliminate the risk posed by the interaction of motor vehicles, cyclists and pedestrians where possible

- The issue of the management of risk posed by the interaction of cyclists, pedestrians and motor vehicles needs to be considered in terms of the framework of the “Hierarchy of Controls” with “elimination” being most desirable and most effective risk management strategy
- Moving potentially speeding cyclists from the roads into traditional pedestrian areas has posed its own set of risks with potential serious consequences
- The current plan for the new bridge connection at the Lower River Terrace veloway exchange eliminates the risk posed by the interaction by cyclists, pedestrians and motor vehicles in this area and is therefore highly effective
- Strategies need to be considered to further reduce the risk posed to pedestrians where there are shared areas or close or narrow pathways in adjacent proximity to cyclist pathways
- Pedestrians include people across the age spectrum from children to the elderly. This group also includes people with cognitive, intellectual or physical impairment
- The onus to keep safe and prevent being harmed in shared areas, or areas where there is near proximity with cyclists should not be the sole responsibility of the pedestrian
- Good design and planning in the development of public infrastructure builds a sense of pride within the community and adds to the shared amenity and enjoyment of the local environment
- The upgrade of veloway connection at Lower River Terrace will therefore be both most welcome and highly anticipated by all who enjoy, live, work, visit or pass through the area
- At times there is a sense of entitlement by people travelling on cycles, scooters and the like and the expectation that people using these modes of transportation can hurry or bully pedestrians to get out of their way
- Pedestrians walking on footpaths should be viewed as having the right of way
- There is a scarcity of signage and messaging in the public domain that clearly states the expectations of behaviour for people using cycles, scooters and the like ,on pedestrian footpaths
- Ride share vehicles are frequently left lying on the ground on footpaths creating a risk to those pedestrians using the footpaths whilst helmets are often thrown on the ground or in adjacent gardens

Outcomes

- Where possible eliminate the risks posed by the interaction of cyclists, pedestrians and motor vehicles using the “Hierarchy of Controls” with “elimination” being the most effective risk management strategy
- Develop a framework of behavioural expectations and enforcements for people using cycles, scooters and the like, on pedestrian footpaths, including speed limits, particularly when travelling near to pedestrians
- The framework of behavioural expectation should include information on how and where ride share vehicles (scooters and bicycles and e-bikes) are parked on footpaths and the appropriate storage of helmets