

Our ref MC147348\_Final

Department of  
**Transport and Main Roads**

28 November 2024

Ms Mary Doolan  
Co-convenor  
Brisbane South Bicycle User Group  
[cycling.brisbanesouthbug@gmail.com](mailto:cycling.brisbanesouthbug@gmail.com)

Dear Ms Doolan

I refer to my interim response of 30 October 2024 about your request for improvements to the Veloway 1 (V1) cycleway. The investigation by the Department of Transport and Main Roads (TMR) has now been completed.

TMR appreciates the concerns you have raised and is committed to making active transport such as walking and bike riding an easy, convenient and enjoyable way to travel.

The V1 plans to connect bike riders from Brisbane CBD to the Gateway Motorway off-ramp at Eight Mile Plains (along the Pacific Motorway), with future extensions to the Gold Coast. Significant sections of the segregated cycleway between the Riverside Bikeway and Eight Mile Plains have been constructed. The V1 is being delivered in stages, and recently the V1 O'Keefe Street Velobridge was completed.

### **Shade, water and maintenance of older sections**

Your comment about the provision of shade and water for bike riders in summer is noted. The V1 is continually monitored to determine the demand and priority for bike rider facilities. Regular audits are undertaken to determine the condition and 'level of service' on the V1.

TMR is currently developing a rolling four-year program of works for small to medium size projects, including programmed maintenance, to address identified needs.

TMR currently has various funded projects to address high priority issues on the Kangaroo Point to Woolloongabba section of the V1. Additional sections will be included in the forward program of works. Journey planning for people to have a break, including the provision for shade and water, will be considered in the development of the forward program of works, as will wayfinding and signage.

## **Upgrades – Lower River Terrace, Worrell Street section and Trinity Lane off-ramp**

TMR advises the planning study for Lower River Terrace and Trinity Lane has been progressed, however, detailed design and construction is currently unfunded. Any future proposals would need to compete for funding on a statewide priority basis.

The Worrell Street and Klumpp Road overpass have been identified as gaps along the V1. Worrell Street is included in the list for detailed planning to determine the preferred treatment and the Klumpp Road overpass will be considered for future planning as funding becomes available.

### **V1 overpass**

Your suggestion that the Klumpp Road overpass be prioritised, is noted. The Klumpp Road overpass will be considered for future planning and funding. The Birdwood Road overpass remains a higher priority for TMR.

### **Wayfinding and signage**

As previously noted, TMR is currently developing a rolling four-year program of works for small to medium size projects, including programmed maintenance, to address identified needs. I can confirm this will include wayfinding and signage.

### **Klumpp Road signalised crossing**

TMR advises the signalised slip-lane crossing at the Klumpp Road and University Road intersection can be used by active transport users and pedestrians, including those with accessibility needs.

Prioritising bike riders at this location would likely result in increased queuing and congestion on University Road, leading to increased safety concerns. Additionally, if the slip-lane pedestrian/bike rider crossing signals were to default to green, regular bike riders and pedestrians might mistakenly assume they always have priority. This could increase the risk of serious injury or incidents. As such, TMR is unable to support a defaulted green signalised crossing that prioritises bike riders and pedestrian movements over vehicular movements.

For the pedestrian signals across University Road, TMR will investigate options to better coordinate the two crossing movements so that when one push button is pressed, it will demand a green walk for both crossings. This could improve the efficiency for bike riders and pedestrians crossing University Road.

Any funding to upgrade this infrastructure would need to compete against other priority sites across the state.

### **Gateway Motorway Extension intersection with Logan Road intersection**

At the Logan Road and the Gateway Motorway Extension off-ramp intersection, the left turn off-ramp signal operates as a filter slip lane and only changes to red on pedestrian/bike rider demand. Prioritising bike riders at this location may result in stop-start traffic and increased queuing on the motorway, leading to significant safety concerns.

Thank you for your valuable feedback on the matters you have raised and I trust this information is of assistance.

Yours sincerely

A handwritten signature in black ink, appearing to read 'A. M. Knox', written in a cursive style.

Ann-Maree Knox

**General Manager (Program Delivery and Operations)**