
(no subject)

Brisbane West Bicycle User Group <brisbanewestbug@gmail.com>

16 June 2016 at 14:04

To: Mark.Pattemore@brisbane.qld.gov.au

Hi Mark

Thanks for taking the time to discuss the Land Street tunnel with me yesterday.

I am writing to request further information on the pedestrian tunnel project at the request of several members of Brisbane West BUG who have concerns about the need for and cost of the project. It is unclear how this project has been prioritized over other urgent pedestrian safety projects within the Brisbane LGA, such as the Stone's Corner crossing at O'Keefe Street.

I have recently conducted on-site observations and traffic counts at the Land Street tunnel during the busy PM peak period (5pm-6pm) since the new paint work was completed. I observed less than 80 pedestrians using the existing tunnel for both directions in one hour during afternoon peak. Also with the new paint delineating space for users, I noted most cyclists overtaking peds gave plenty of space. I also note that even during this peak period the tunnel was empty of users for a significant proportion of the count time. My data shows that bicycle users outnumber people on foot 4.5 to 1. Detailed info is attached.

Please see below for my information request:

- Who has requested the duplication of the Land Street tunnel from within the community, council or business community?
- What is the proposed location for the new Land Street pedestrian tunnel?
- What will be the new configuration of the existing and new tunnels in terms of being shared use or bike/pedestrian only?
- Were all options to achieve separation investigated, including widening the existing tunnel or creating a new pedestrian crossing on Coronation Drive?
- Given that the preferred option appears to be creating a new pedestrian tunnel, have CPTED concerns been considered given that active surveillance will be significantly reduced compared to the existing situation if the new tunnel is pedestrian only? Is this preferable to a pedestrian crossing over Coronation Drive from a CPTED point of view?
- Given the number of new medium and high density developments proposed, approved and under construction in the vicinity of the existing tunnel, I expect these are a key source of projected growth for tunnel traffic. Will infrastructure charges be used to partially pay for the new pedestrian tunnel?
- Can BCC provide detailed information on how this project was prioritised over other urgent bikeway and pedestrian safety initiatives?

Quantitative info:

- What does BCC consider to be the maximum capacity for bicycle users and pedestrians in the tunnel and how it arrived at this figure? When is the tunnel expected to reach capacity?
- What is the observed usage of bicycle users and pedestrians of the tunnel in the last 5 years?
- What are the projected future traffic figures for the existing tunnel?
- In the last 5 years, how many reported collisions or incidents have occurred at the existing tunnel and how many hospitalisations?
- Has there been a measured change in safety or user behavior since the new paint separating users of the tunnel?

Yours sincerely

Jacob Curtis

Co-convenor
Brisbane West BUG



Land St Tunnel Counts.xlsx

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