



**Michael Berkman MP**  
*For Maiwar* ▲

15 October 2019

Adrian Schrinner  
Lord Mayor  
Brisbane City Council  
By email: [lordmayor@brisbane.qld.gov.au](mailto:lordmayor@brisbane.qld.gov.au)  
CC: Cr James Mackay [waltertaylor.ward@bcc.qld.gov.au](mailto:waltertaylor.ward@bcc.qld.gov.au)

### **Moggill Road / Coonan St intersection upgrade**

Dear Lord Mayor,

I am writing regarding Brisbane City Council's proposed designs for the intersection upgrade at Moggill Rd and Coonan St, and the consultation process in relation to that project.

As you will be aware this is a high-profile project that will shape a vital transport corridor on the west side for decades to come. I have heard from dozens of residents about this issue, by email, phone and in person. Broadly speaking, every resident I have heard from is concerned that both options Council has presented for consultation prioritise private car travel, and do not adequately prioritise public transport or safety and access for bikes, prams, older residents, people using wheelchairs and pedestrians. It's my firm belief that getting people out of cars, and into better public transport and active transport is the only proven way to improve congestion.

I know many residents have already engaged with Council about this project expressing similar sentiments. I would like to use this opportunity, on behalf of local residents, to highlight some initial key concerns with the publicly available concept drawings.

#### **Poor provision of cycling infrastructure**

Both proposed options fail to provide adequate infrastructure for cyclists. The current plans include on-road bike lanes without physical separation between cyclists and cars travelling at high speeds. Furthermore, both current options ignore Coonan St and only provide cycling infrastructure on the Moggill Road axis. This lack of adequate cycling infrastructure will mean more conflict between cyclists and motor vehicles, increasing the likelihood of accidents.

Given the primary purpose of the intersection upgrade is safety improvements, it is illogical not to prioritise safe active transport. The intersection is the nucleus of the Indooroopilly Activity Centre, and both Moggill Road and Coonan Street are identified as Principal Routes in the Principal Cycle Network Plan 2016. As such, the current plans for on-road cycle paths are entirely inadequate and need to be updated. According to the Principal Cycle Network Plan 2016, a Principal Route needs to cater for all ages, abilities, and fitness levels; and provide a low stress environment separated from car traffic. Neither option currently reflects those goals.

#### **Contact Us**

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## **Poor provision for pedestrians and other vulnerable road users**

The proposed plans create significant inconvenience for pedestrians with multiple crossings, wide crossings, missing crossings and beg buttons required to get across single roads. The slip lanes and straight roads encourage driver complacency and speeding. As with cyclists, it is essential that the intersection upgrade prioritise pedestrian safety.

Residents from Taringa and the area to the north-west of the existing roundabout, have specifically mentioned to me that they would love for their kids to be able to walk to Indooroopilly State High School or St Peters school nearby. Unfortunately, because of safety concerns, many parents currently choose to drive them to school instead. In the process of upgrading this intersection, Council should aim to connect these schools with the surrounding suburbs better, which means prioritising safer pedestrian access.

## **No additional bus stops, bus lane, or bus priority**

A number of major bus routes travel through this area. They connect the major hubs of the city, Indooroopilly and UQ as well as the inner and western suburbs. Bus priority lanes are a must in this area to reduce the delays currently experienced by passengers travelling through the area by bus.

You would be aware that both the State Government's 2009 [Western Brisbane Transport Network Strategy](#) and the draft 2018 [SEQ Regional Transport Plan](#) propose the creation of priority bus lanes along Moggill Road and Coronation Drive, from Kenmore all the way to the CBD. Bus lanes would make buses faster, more reliable. Bus lanes would help decrease the number of single-occupancy vehicles, a number that currently sits above 80% on Moggill Road and, according to Council's [Transport Plan for Brisbane](#), is a critical factor for congestion. Any major changes to the core Indooroopilly road network must prioritise and incorporate these plans into the planning process for these projects. I strongly urge Council to plan for dedicated bus lanes in this upgrade, even though other sections of the Moggill Rd corridor may not be upgraded for some years.

Additionally, the Coonan St shops are difficult to access quickly using any mode of transport other than driving. It is disappointing to see this major update without any additional bus stops in this area.

## **Concerns about this consultation process**

I have concerns about the approach Council is currently taking with community consultation on this project. Presenting the community with only two options, as if it's a matter of either/or, serves to minimise the meaningful and useful insights that residents have, which is especially concerning given that neither option seems appropriate to any person I've spoken to.

Broadly speaking, building new roads won't fix congestion. Council is claiming that both options will improve travel times less than one minute. Yet either will no doubt cause huge disruption and delay for many months during construction.

In the long term, I believe both the State government and Council should be setting ambitious transformative targets to increase the mode share of both public and active transport. Prioritising pedestrians, cyclists and public transport over cutting travel times for private vehicles, especially in busy hubs like Indooroopilly, is a first step.

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This intersection upgrade must be viewed as an opportunity to start the process of fundamentally redesigning this section of our transport network, to prioritise public and active transport, and ultimately benefit all road users as a result.

I look forward to seeing some revised or new proposals with these concerns addressed. I would like to be kept up to date and, wherever possible, directly involved with the consultation process.

Please feel free to contact my office on 3737 4100 with any questions or to discuss how we can cooperate on this matter.

Kind regards,

A handwritten signature in black ink, appearing to read 'M Berkman', with a long horizontal flourish extending to the right.

Michael Berkman MP

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