

LET'S MAKE THE BARDON ROUNABOUT PEOPLE FRIENDLY

Survey Results



For years, residents have told me that the Boundary Rd roundabout in Bardon is unsafe for pedestrians, cyclists and motorists. This section of road is controlled by the State government as part of "MetRoad 5". Over the past few years, I have been able to secure some small but significant safety improvements on MetRoad 5, including a speed limit reduction from 60km/h to 50km/h at Macgregor Tce.

The Bardon Roundabout is on MetRoad 5 along Boundary Rd and next to Norman Buchan Park. It includes entrances/exits to Boundary Rd, Rainworth Rd, Rouen Rd, and Runic St. It's right near Rainworth State School and Eden Academy Childcare and Kindy, as well as local small businesses.

To better understand the safety issues at the Bardon Roundabout and how these impact whether students walk to school, my office conducted a survey of local residents.

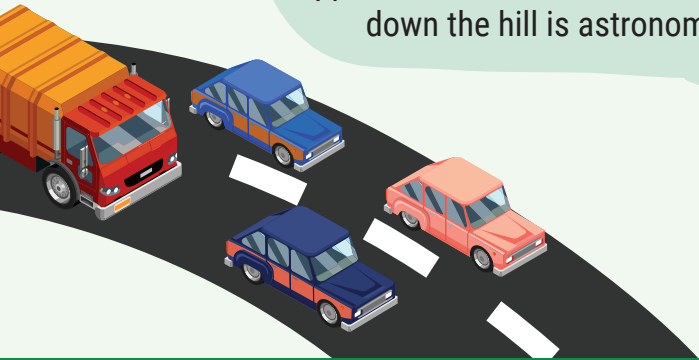
KEY FINDINGS

Respondents highlighted difficulty crossing the road and the lack of pedestrian crossings as serious risks at the roundabout. Residents consistently pointed to high speeds as contributing to the overall danger at crossings. Many families said safer footpaths and pedestrian crossings would make them more likely to let their child walk or ride to school.

See the back page of this report for more detail on key findings

"I was first on the scene when a 10 year old school boy was knocked by a car crossing Boundary Rd [north crossing]."

"We live in Rouen Road and the amount of cars and trucks we hear slamming on their brakes as they approach that roundabout at high speed down the hill is astronomical."



ABOUT THE SURVEY

We ran the Bardon Roundabout Survey via SurveyMonkey from September 2022 to April 2023. The survey was originally targeted towards Rainworth SS parents but in November 2022 we opened it to all residents. This survey was promoted online, directly to the P&C and via printed mailouts. It included two sections, one for Rainworth SS families and one for all local residents. Our survey received 455 responses and we received 3 further responses from locals via email.

MY PERSPECTIVE

I'll use these results to inform my advocacy to the State Government and Council for improvements, including a **speed limit reduction** to improve safety at the roundabout and along MetRoad 5, and **pedestrian safety upgrades such as new & safer crossings and wider footpaths**. You can read a detailed list of my proposed upgrades on the last page of this report.

- *Michael Berkman*



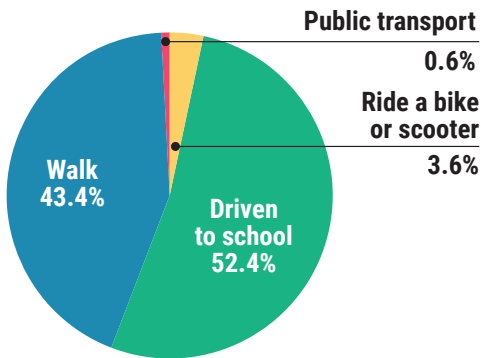
MICHAEL BERKMAN MP

Member for Maiwar ▲

HOW DO PARENTS WANT THEIR KIDS TO GET TO RAINWORTH STATE SCHOOL?

The survey included a section specifically for Rainworth SS parents. Thirty-six per cent (n=166) of respondents were Rainworth parents, which is significant for such a small school (around 614 students).

HOW KIDS CURRENTLY TRAVEL TO SCHOOL

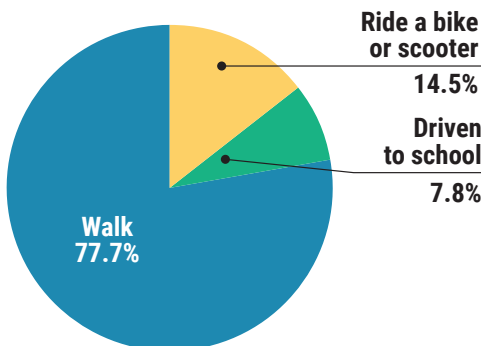


Our data showed that 52% of kids travel to school by car most often. 43% of kids walk to school and less than 5% ride a bike/scooter or take public transport.

Fig 1: Question 2 Currently, how do they travel most often? (Pick one) (n=166)

"The crossing near Two Lads is a nightmare. I see a near-accident MOST weeks and have witnessed actual accidents more than a handful of times. **It's the reason I still accompany my children,** instead of them walking alone."

PARENTS' TRAVEL PREFERENCES

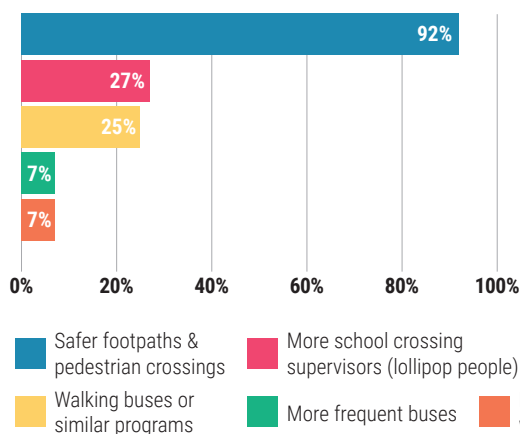


Our data showed that an overwhelming majority of parents would prefer not to drive their kids to school, with 78% wanting their kids to walk and 15% wanting them to ride/scoot. Just 8% of parents said driving would still be their preferred option. No parents expressed a preference for travel by bus.

Fig 2: Question 3 How would you like your kids to be able to get to school? (Pick one) (n=166)

"We live on Sleath St and there is **no safe place for our children to cross** Frederick St. Apart from there being no pedestrian crossings vehicles do not comply with speed limits and there is never any policing of this road despite the heavy traffic."

WHAT IMPROVEMENTS IN ACTIVE/PUBLIC TRANSPORT WOULD ENCOURAGE BEHAVIOUR CHANGE?



92% of parents said that improvements in active or public transport would make them more likely to allow their kids to walk, scoot, cycle or catch the bus to school. The most popular option was safer footpaths and pedestrian crossings, with 92% of respondents saying this would help.

Fig 3: Question 4 Which of the following would make you more likely to allow your kids to walk, cycle, scoot, or catch the bus to school? (Pick as many as you like) (n=166)

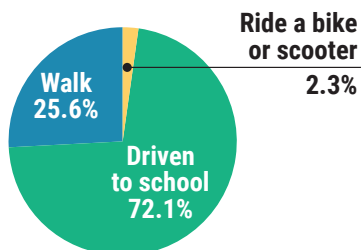
"Drivers frequently forget to stop [at the pedestrian crossing on the northern side of the roundabout]. **A car actually knocked the back wheel of my son's bike** as he was crossing, obviously in too much of a rush to wait for him to be safely on the pavement"

HOW THE ROUNDABOUT IMPACTS PARENTS' TRAVEL CHOICES

HOW KIDS CURRENTLY TRAVEL TO SCHOOL

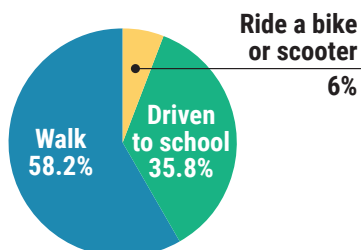


SECTION 1



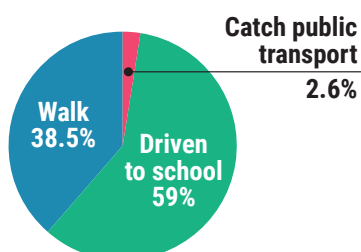
n=43

SECTION 2



n=67

SECTION 3



n=39

92% of the Rainworth SS parents who responded to this survey, provided the name of their street (Question 9 and 10, n=154). Using this data, we divided the streets surrounding the roundabout into three sections (labelled above). From this, we can see the correlation between where people live in relation to the Bardon Roundabout and whether they allow their kids to walk, ride or scoot to school.

Consistently across all three sections, parents generally wanted their children to be able to walk, ride or scoot to school.

Rainworth SS families living in **section 1** are forced to cross MetRoad 5 or the roundabout to travel to school. This correlates with the highest rate of driving (72%) and the lowest rate of walking (25%) across all three sections.

Rainworth SS families living in **section 2** with no major roads to cross had the highest rate of children walking to school (58%) and riding to school (6%) and the lowest rate of driving to school (36%).

Rainworth SS families living in **section 3** are on the northern side of Boundary Rd, but don't have to cross the roundabout or MetRoad 5. 59% of these families drive to school and 39% walk, representing a rough midpoint between the figures in the two other sections. This section includes the only respondents whose kids take the bus to school (3%).

Families who live on the opposite side of the roundabout to Rainworth State School were **over 1.5x more likely to drive** than families who don't have to cross the roundabout. By contrast, families who don't need to cross the roundabout or MetRoad 5 to get to school are **almost twice as likely to let their child walk** to school than those who need to cross the roundabout.

WHERE ARE THE DANGEROUS SPOTS?

MAP 1



Respondents identified the following locations as particularly dangerous for pedestrians and cyclists:

- 1 Boundary Rd crossing (north)
- 2 Rainworth Rd crossing (south)
- 3 Rouen Rd crossing (south of the roundabout)
- 4 Runic St crossing
- 5 Boundary Rd crossing (west)
- 6 Stuartholme Rd x Boundary Rd intersection crossing
- 7 Rainworth Rd crossing (north)
- 8 Haining St crossing (near Sixth Ave)
- 9 Haining St x Main Ave intersection crossing
- 10 Main Ave (directly outside Rainworth SS prep)
- 11 Birdwood Tce x Frederick St intersection crossing
- 12 Birdwood Tce footpath
- 13 Frederick St footpath

A small proportion of respondents indicated that they didn't believe there were any dangerous spots at the roundabout.

MAP 2



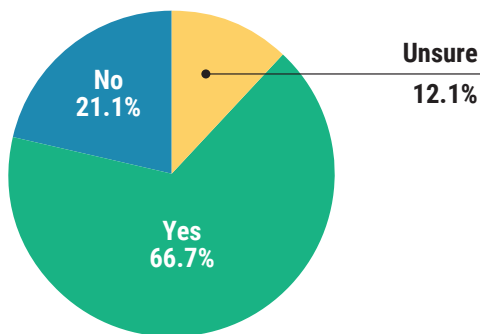
"The footpath [on Rouen Rd] around Vimy and Runic Rd is obstructed by light poles not well maintained, very close to heavy traffic making it unsafe for younger children to walk alone and uncomfortable to allow them to walk without holding hands in the worst spots.

Some respondents provided specific suggestions for possible safety improvements. The most popular were:

- > New pedestrian crossings
- > Dedicated bike lanes
- > New or wider footpaths
- > Speed limit reduction
- > Overpass/underpass
- > Lights/signs to warn drivers of pedestrians/pedestrian crossing
- > Traffic calming measures

"The entire roundabout is dangerous and stressful as a pedestrian given the speeds people travel at."

SUPPORT FOR SPEED LIMIT REDUCTION

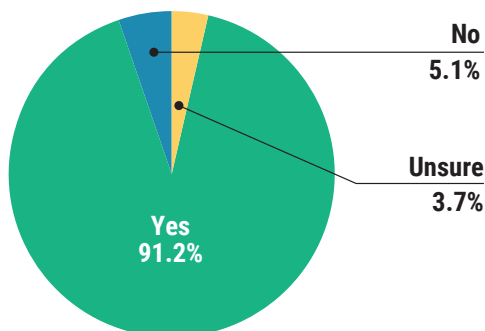


A large majority (67%) of respondents supported a permanent speed limit reduction to 40 km/h or 50km/h on MetRoad 5. Just 21% of respondents did not support a speed limit reduction, with 12% unsure.

"Boundary road needs a designated left lane, and a designated lane to go around the roundabout. It happens anyway, so for those that don't know that the locals do it anyway, it may be dangerous."

Fig 4: Question 6: Michael is pushing for the speed limit to be reduced to 40 or 50 km/hr on MetRoad 5. Would you support that? (n=455)

SUPPORT FOR PEDESTRIAN SAFETY IMPROVEMENTS



The vast majority (91%) of respondents supported better pedestrian safety infrastructure at the Bardon Roundabout, including wider footpaths and safer pedestrian crossings.

"A couple of years ago I was exiting the roundabout and stopped at the crossing. The car behind me was oblivious and ran into my car."

"My children did attempt to walk home crossing [the Boundary Rd north crossing] once, but apparently were almost hit by a truck."

Fig 5: Question 7: Michael is also pushing for better pedestrian safety on MetRoad5, including wider footpaths and safer pedestrian crossings including at the Bardon Roundabout (next to the Bardon Shed and Rainworth Seafood). Do you support that? (n=455)

"The biggest safety issue with this roundabout is the coordination of traffic entering the roundabout from Boundary Road (from Rainworth School) ... My suggestion is that a sign be placed there reminding all that there is in fact one lane to enter the roundabout."

"One day I was crossing there [at the Boundary Rd north crossing] pushing my baby in the pram and a car didn't see me about to cross, stopped suddenly and the car behind them ran into the back of them."

CONCLUSIONS

KEY FINDINGS

- 92% of Rainworth State School parents would like their child to walk, cycle or scoot to school, but just 48% currently let their children do so
- 92% of Rainworth SS parents said safer footpaths and pedestrian crossings would make them **more likely** to let their child to walk/scoot to school
- Rainworth SS families who don't have to cross the roundabout or MetRoad 5 to get to school were **almost twice as likely** to let their child walk (51%) than families who live across the roundabout (26%)
- Rainworth SS families who need to cross the roundabout/MetRoad 5 to get to school were **more than one and a half times** more likely to drive their child to school (72%) than families who don't need to cross the roundabout (44%)
- Respondents overwhelmingly identified the **northern zebra crossing across Boundary Rd** to Norman Buchan Park as the most dangerous part of the Bardon Roundabout. Many reported that they've personally been hit or had near misses here
- Many said they didn't walk or had near misses because of **a lack of safe crossings** at Boundary Rd (west), Runic St, Rouen Rd, Frederick St and Rainworth Rd in particular
- The Main Ave and Haining St intersection (near Rainworth SS prep) and the crest of Haining St (near Sixth Ave) were mentioned as blind spots and difficult to cross. A few respondents raised the lack of a pedestrian crossing and "lollypop person" directly outside Rainworth SS on Main Ave
- Respondents stressed **footpaths** as a common barrier for people walking at the roundabout, especially families. They also highlighted the narrow or obstructed footpaths on Frederick St and Birdwood Tce
- Respondents also said the **design of the roundabout**, including the many entrances/exits and **high speeds**, can confuse drivers, make it very difficult to enter and exit safely, and result in poor driver behaviour.
- 67% of respondents supported a **speed limit reduction** on MetRoad 5

SOLUTIONS

Based on the results of this survey, and continuing my years-long advocacy for safety upgrades, I believe:

The State Government should:

- Reduce the speed limit from 60 km/h to 50 km/h or 40km/h along MetRoad 5 in Bardon and Toowong
- Create a raised wombat crossing at the Boundary Rd north crossing (across Boundary Rd to Norman Buchan Park)
- Create safe crossings at all roundabout entrances including across Runic St, Rouen Rd, Rainworth Rd, and Boundary Rd (west)
- Create a safe crossing across MetRoad 5 (Frederick St) near Birdwood Tce
- Create wider footpaths, especially along Rouen Rd and Frederick St
- Use line markings to better clarify whether the Boundary Rd west roundabout entrance is one lane or two lanes

Brisbane City Council:

- Create wider footpaths, especially along Birdwood Tce
- Create a safe crossing on Rainworth Rd, near Baroona Rd
- Create safe crossings at the intersection of Haining St and Main Ave, the intersection of Stuartholme Rd and Boundary Rd and across Main Ave (near Rainworth SS prep centre)

What improvements would you like to see at the Bardon Roundabout? You can send your feedback to my office at maiwar@parliament.qld.gov.au

To stay updated on my campaign to fix the Bardon Roundabout, sign up to my mailing list at michaelberkman.com.au/boundary_rd_bardon

