



Brisbane Central Business District Bicycle User Group

CBD BUG

GPO Box 2104, Brisbane 4001

convenors@cbdbug.org.au

www.cbdbug.org.au

The Right Honourable Cr Graham Quirk
Lord Mayor of Brisbane
GPO Box 2287
BRISBANE QLD 4001

Via email to: lord.mayor@brisbane.qld.gov.au

Dear Lord Mayor

This letter seeks your action to address a broad range of concerns in relation to the recently opened main cycling corridor through the Howard Smith Wharfs development precinct.

I would point out that the CBD BUG previously communicated some of these concerns to Council during the development application assessment process and separately in an email to you. However, these issues appear to have been ignored.

Not surprisingly, following the recent opening of this new shared path the CBD BUG has become aware of several complaints already being made to Brisbane City Council by residents and path users. It would be reasonable to assume that with the issues outlined later in this letter conflict and confusion have been occurring, and in an attempt to mitigate the risks caused to path users temporary signs have been installed at the approaches to this precinct (refer Attachment 1).

Kerb ramp at roundabout

During the development application assessment process the CBD BUG indicated to Council that a kerb ramp should be provided where the City Reach Boardwalk meets Boundary St; and the CBD BUG was pleased to see this later feature incorporated into the development plans. Under application A0085062192, Sheet L301-FU, approved by BCC 21/11/18 (Attachment 2) it clearly shows a kerb ramp at this location. Therefore, the CBD BUG would like to enquire why this kerb ramp has not been constructed, as it would allow the free movement of bicycle rider traffic between the Story Bridge and the City Reach Boardwalk.

Surface material

Development application A0085062192 in the "Schedule of Landscape works, revision F, issued 22/12/17" lodged on the 9/11/18 lists P14 & P15 as "BushMates coloured - Autumn Gold" (Attachment 3). The CBD BUG views this material as unsuitable for this path, which is both a Primary Cycling Corridor as listed in the BCC City Plan 2014 and is also a Principal Cycle Corridor listed by TMR. The surface does not provide sufficient adhesion due to loose material constantly being present and is therefore highly likely to result in bicycle riders crashing.

The use of the material is also resulting in substandard ride quality. It is also noted that due to motor vehicle traffic using the path it is already showing signs of wear with skid/scuff marks, groves and divots. The use of this material with its loose surface and poor resilient is causing a safety risk for path users.

Lack of segregation

The lack of segregation between different path users travelling through the development between the New Farm Riverwalk structure and Boundary street is a safety, amenity and capacity issue. It is well documented that providing segregation along the Bicentennial, Kangaroo Point and Kedron Brook all increased the safety, amenity and capacity of these corridor so the CBD BUG would like to enquire why these lessons have been ignored in this location. Due to the nature of the development large numbers of pedestrians will continue to use the main path which will result in the potential for conflict. The CBD BUG has already observed during peak travel periods near misses that would have been avoided had a segregated path been installed (Attachment 5).

Unnecessary bends

The CBD BUG noted from the outset that the path was designed with many unnecessary bends. Considering the path is listed as a Primary Cycling Corridor by BCC and a Principal Cycle Corridor by TMR the meandering nature of the installed path does not represent the importance of this corridor. Due to human nature, desire lines are followed loosely resulting in people (whether on foot or bicycle) cutting corners. The failure by the BCC to require the plans to be edited to include less bends has resulted in multiple near misses and discomfort to both people on foot and bicycle. Please see attached plan (figure 8) of how BCC could have had the path altered removing some bends while retaining the aesthetic.

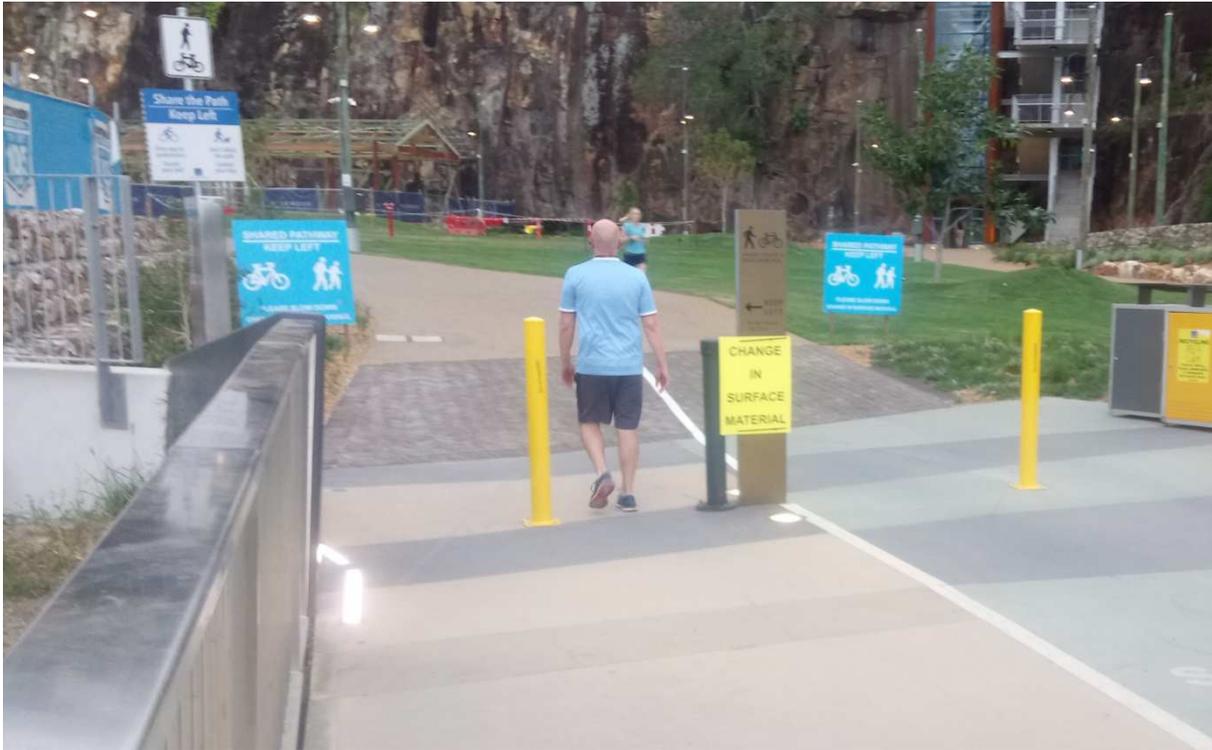
Summing up, the CBD BUG is extremely disappointed with the path that has been delivered through this important and popular active travel corridor. We view the path that has been delivered as substandard that exposed Council to the potential for litigation due to its approving of a cycling corridor that is not fit for purpose as outlined by the BCC City Plan 2014 or TMR principal cycle plan. Accordingly, we call on Council to address these issues urgently.

Yours faithfully

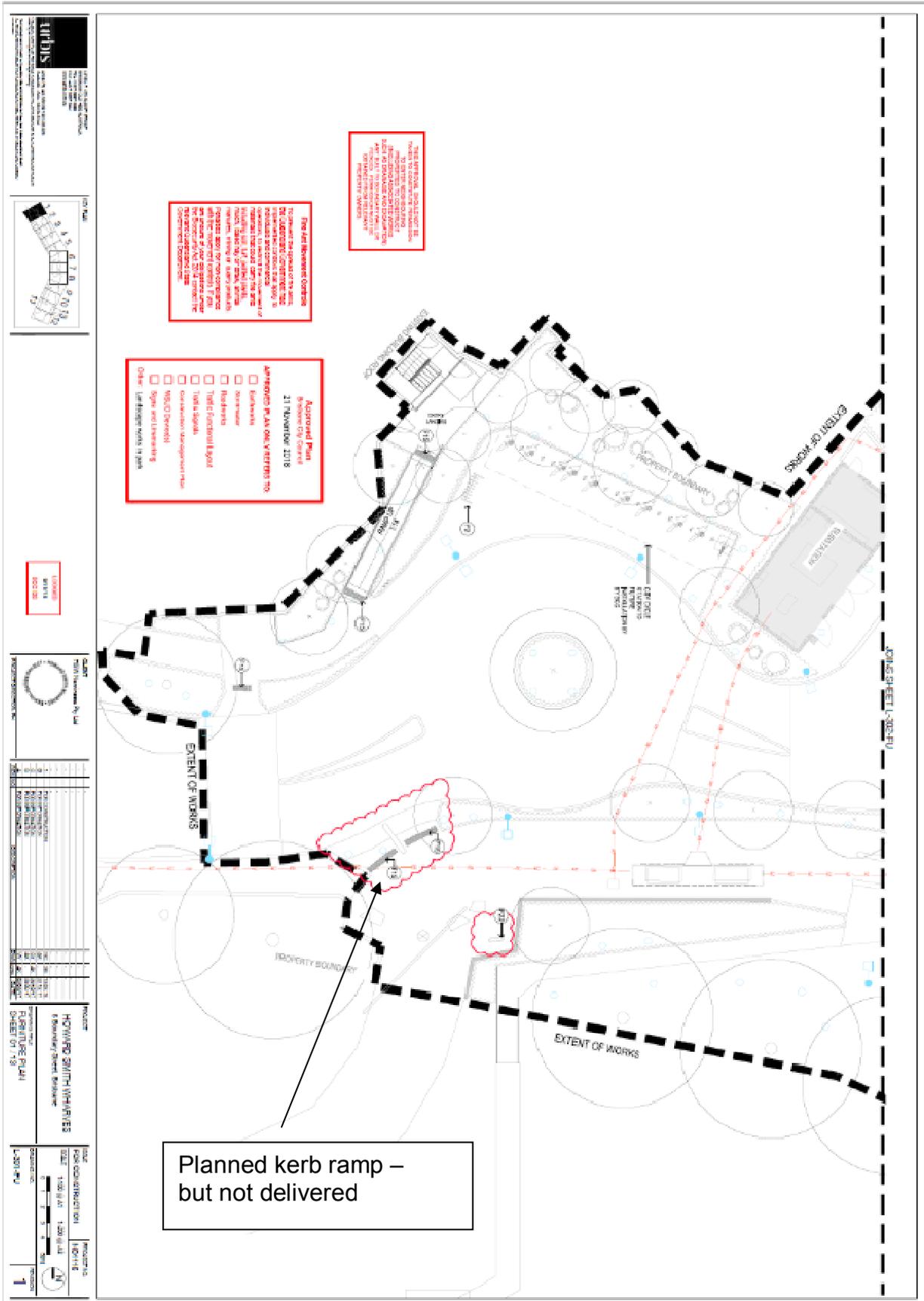
Paul French
Co-convenor
Brisbane CBD BUG
11 December 2018

Cc:
Space4Cycling Brisbane
Cr Vicki Howard - Central Ward
Hon. Grace Grace MP -McConnel

Attachment 1 - Large temporary signs erected at eastern approach to HSW precinct.



Attachment 2 - BCC approved drawing showing kerb ramp not delivered



Attachment 3 – Submitted finishes schedule

P14 - Pavement Profile 14 - Coloured Asphalt (On-Grade)



description	qty	unit	rate	extension
<p>Material - Coloured Asphalt Supplier/Installer - Bushmates coloured Colour - Autumn Gold (same spec, as Highgate Hill park in Brisbane) Strength and depth to be suitable for heavy vehicle use. Location - on and off structure. Subgrade prep and profile to suit To meet AS4598 slip rating test Notes - - Supply lay wet and compact CBR 45 road base to a minimum compacted thickness of 100mm. Slurry up and batter edges at 45 degrees. Leave base to bake out for at least 2 days. -Apply Crs 60 Bitumen Emulsion base coat at 1.7pm2 with 10mm precoated coloured aggregate rolled in -Apply 1 coat of Bushmates Nature-Flex 70-100 with 5-7mm precoated coloured aggregate in Maximum cutter content 2%</p>		m ²		
P15 - Pavement Profile 15 - Coloured Asphalt (On-Structure)				
<p>Material - Coloured Asphalt Supplier/Installer - Bushmates coloured Colour - Autumn Gold (same spec, as Highgate Hill park in Brisbane) Strength and depth to be suitable for heavy vehicle use. Location - on and off structure. Subgrade prep and profile to suit To meet AS4598 slip rating test Notes - - Apply emulsion tack coat to all areas - Apply hot rubber crack filler to all expansion joints - Mask up all walls and fixtures with cloth tape and 600mm paper - Install 2 coats of Bushmates Nature-Flex 70/100 Polymer Modified Coloured Bitumen with 2 coats 5 to 7mm pre-coated, coloured aggregate rolled in</p>		m ²		
P16 - Pavement Profile 16 - Decomposed granite (On grade)				

Attachment 4 - Scuff marks on path surface from motor vehicles



Attachment 5 - Both foot and bicycle traffic following desire lines and cutting corners



Attachment 6 - Amended plan with reduced path bends

