



Brisbane Central Business District Bicycle User Group

CBD BUG

GPO Box 2104, Brisbane 4001

convenors@cbdbug.org.au

www.cbdbug.org.au

Office of the Lord Mayor
GPO Box 2287
Brisbane Qld 4001

My dear Lord Mayor

I refer to the death on 24 February 2016 of a cyclist who reportedly crashed under the Go Between Bridge on 12 February 2016.¹ The circumstances of the crash are currently unknown to us; however, there are a number of issues with various parts of the bridge that we consider poor design and hazardous to people riding bicycles. Under the Safe System approach recommended by Austroads, and encouraged by the Department of Transport and Main Roads, the following hazards should not have been designed in. We ask for their remediation as soon as possible.

1. The lamp pole and other traffic sign support poles on the southern side that are in the direct swept path of cyclists descending from the north and heading west along Montague Street are highlighted in the attached photograph with reflective tape. Not only are these poles in the swept path of cyclists from the north, they constrain the width of the path at this point on what is in effect a blind corner. This hazard has been reported to Council by our members on a number of occasions since the opening of the bridge. We are dismayed that nothing has been done in these five years. Council has obviously recognised these poles as a hazard as the reflective markers were added subsequent to the installation of the poles and the opening of the bridge.

Furthermore, given the age of the bridge, we are at a loss to figure out how these poles were put there in the first place.

More recently the fence for the construction of the Spice Apartments, and their plastic feet, encroach upon the already unacceptably narrow two-way path. Cycling Aspects of Austroads Guides 2014 (Table 7.5, 7.6 and 7.7) specifies a desirable minimum path width of 2.5 m for bicycle paths, shared paths, and separated two-way paths.

A recent video of the area with conflict is shown at
<https://www.facebook.com/aidanhobbs/videos/10156647768065553/>

Could you please advise whether a Road Safety Audit was carried out on the final design? If so, was this hazard highlighted?

¹ <http://www.brisbanetimes.com.au/queensland/cyclist-dies-after-bikeway-crash-20160224-gn2y9y.html>

<http://www.brisbanetimes.com.au/queensland/two-cyclists-injured-in-separate-brisbane-crashes-20160211-gms3hl.html>



2. The rough surface treatment that unnecessarily distracts from the task of negotiating the corners, especially when heading north and west. This surface treatment is already separating from the underlying structure in some places.

3. The jagged concreted rocks on the run-off area on the northern side as per the attached photograph. Should a cyclist underestimate the degree to which they need to slow down to negotiate the corner, they are likely to roll over these rocks and totally lose control. Having lost control, any injury they sustain will likely be significantly worsened by the presence of these rocks. This surface needs to forgive human error, and recognise the frailty of the human body.



We look forward to your response and Council's prompt addressing of these major safety issues.

Regards

Dr Richard Bean
Co-convenor
Brisbane CBD BUG
29 March 2016