



Brisbane Central Business District Bicycle User Group

CBD BUG

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

Dear Lord Mayor

This letter is in relation to the inappropriate design of the new intersection of the Brisbane City Council off-road bikepath that runs north-south through Coorparoo where it crosses Morley Street.

The background to this letter is that CBD BUG members who are eastern suburb residents recently raised their concerns about the changes to this intersection, which it is understood from BCC's website occurred as a result of the Morley Street new bridge as a flood mitigation project constructed as part of Council's Coorparoo Creek Park project (<http://www.brisbane.qld.gov.au/environment-waste/natural-environment/brisbanes-creeks-rivers/protect-our-waterways/coorparoo-creek-park-project>).

A series of photos is attached to highlight the poor design of new layout of this intersection and contrast it with the arrangement formerly at this location (Figure 1 in Attachment 1).

The deficiencies in the design of this path's intersection with Morley Street are summarised in the following points.

- By its close proximity to the bikepath entrance the eastern ramp from the new bridge's north side pedestrian path to the ground level now creates a hazard for cyclists entering/exiting the bikepath who are not aware and / or who do not realise this ramp is in this position. This ramp is viewed as particularly hazardous for cyclists riding north across Morley Street as they are likely to run into the vertical side of this ramp in mistakenly assuming that the path goes straight across the road on the line of the visible path as it did prior to this new bridge being installed. This is most clearly evident from the attached Figure 2.
- Additionally, the gradient of the eastern ramp from the bridge's north side pedestrian path to the ground level appears to not be compliant with the *Disability Discrimination Act 1992 (Cwth)*.
- Banana bars have been installed despite a previous CBD BUG letter to you dated 11 June 2015, which pointed out the Queensland Department of Transport and Main Roads has a written policy recommending against their use. Their policy in Technical Note 132 states "Access control devices such as bollards and deflection rails are a safety hazard to path users and limit path capacity. When in doubt leave access control devices out."
(<http://www.tmr.qld.gov.au/~media/busind/techstdpubs/Technical%20notes/TN132.pdf>)

- The minimum stopping sight distance for cyclists approaching this intersection along the bikepath from the north is inadequate in relation to traffic approaching from their left – because of the proximity of the overgrown fence line marking the boundary with the immediately adjoining private property. This is graphically illustrated in Figure 3 in Attachment 1.
- The “Give way” signage and surface marking installed are unnecessary, do not comply with BCC’s standard drawings for bikepath entrances, and along with the banana bars represents poor prioritisation of expenditure of ratepayers’ money.

While this work was not a dedicated bikepath project it has certainly impacted on the safety and amenity of this bikepath. It is another example of poor bikepath design that causes the CBD BUG to continue to be concerned about the standards being applied by BCC for bikepaths and Council’s stewardship of Brisbane’s cycling network.

This project is also another example of BCC’s inadequate consultation processes. It is suggested that had Council consulted local bicycle user groups about the detailed design these issues would have been more likely to be resolved prior to significant sums being spent.

Yours sincerely



Paul French
Co-convenor
Brisbane CBD BUG
16 February 2016

Cc: Cr Helen Abrahams, The Gabba Ward
EaST BUG

Figure 1: Looking east along Moreley St prior to bridge upgrade



Figure 2: Looking north across Moreley St following bridge upgrade

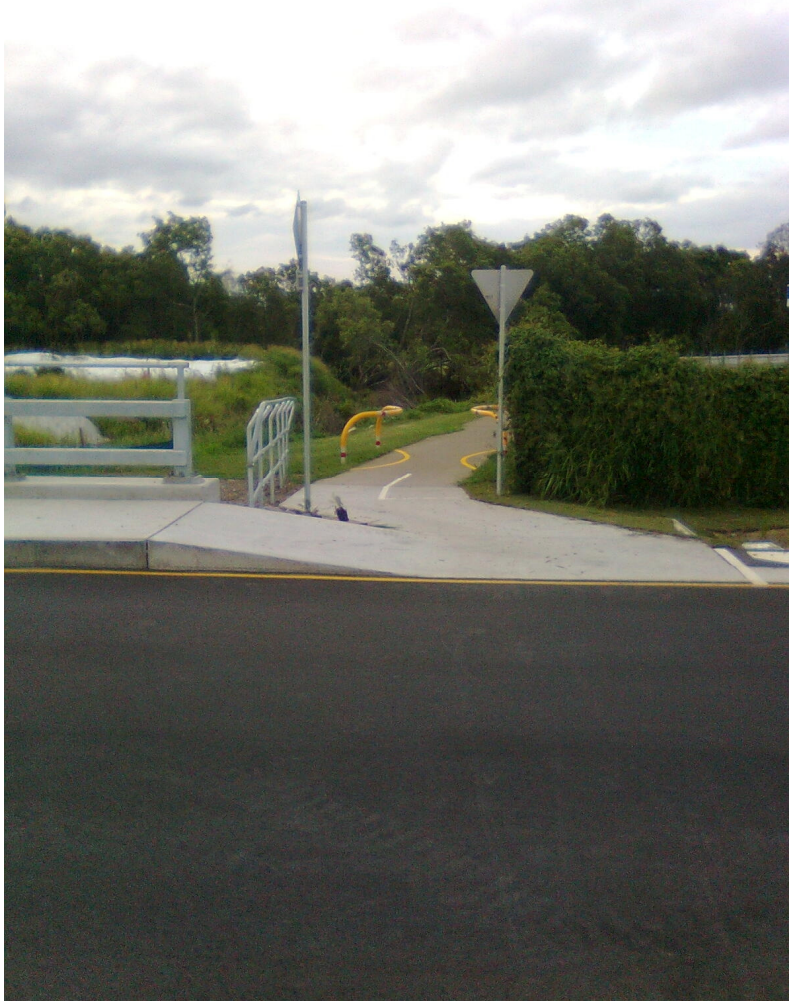


Figure 3: Looking south across Moreley St following bridge upgrade

