



Brisbane Central Business District Bicycle User Group

CBD BUG

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The Director
Green Bridges Program
City Projects Office
Brisbane City Council
GPO Box 1434
BRISBANE QLD 4001

Via email to: GreenBridges@brisbane.qld.gov.au

Dear Sir or Madam

The following comprises the Brisbane Central Business District Bicycle User Group (CBD BUG) submission on the draft reference design for the Kangaroo Point Green Bridge

The Brisbane CBD BUG has long called for more green bridges spanning the Brisbane River to enable greater use of active travel. So, we very much welcome Council's action to fast-track the provision of this bridge.

Our overall assessment is that the location of this infrastructure is highly appropriate and will be enjoyed and used by many people walking and cycling between the CBD and Brisbane's eastern suburbs. We offer the following points for fine detail refinements.

Bridge surface treatment

1. A deck surface coloring should be applied along the full length of the bridge to encourage separation of the cyclists and pedestrians. The color scheme applied to the Goodwill Bridge based on advice from Department of Transport and Main Roads officials has resulted in a major reduction in conflicts and provides an ideal template for re-application in this instance. As used on the Goodwill Bridge, cyclists should also be encouraged through the surface colouring to ride along the centre of the bridge. This will allow pedestrians to walk along the outside of the bridge on both sides where they can stop and take in the views.
2. This surface should offer grip for cyclists no worse than that of asphalt, especially when wet.

City landing

1. Ensure seating does not pose a crash hazard to people riding bicycles. Seating or large structures should not be used to prevent unauthorised access by motorists as they hinder the passage of bicycle riders. These tend to funnel cyclists and pedestrians into closer contact and contribute to conflicts between these two user groups.

2. Ensure any pavers used have a rough texture so they do not pose a slip hazard when wet. The shiny pavers at the northern end of the Goodwill Bridge are slippery after rain, posing an unnecessary hazard to cyclists.
3. It is anticipated the landing will quickly become a popular location for groups of people to meet, and provision needs to be made for such meet-ups in a way that does not impede through traffic or create conflict. Shade, seating, displays and water fountains should be suitably located.
4. A ramp is needed to directly connect the city end of this new bridge to the City Reach Boardwalk to enable people to seamlessly continue their journey along the northern bank of the river.
5. The Edward Street gates of the City Botanic Gardens should be opened 24/7 for people to seamlessly reach QUT and travel further upstream via the Bicentennial Bikeway. Currently, these vehicular gates are closed after hours and with only the small pedestrian gates remaining open this creates a narrow conflict point for pedestrians and cyclists.
6. Safe, comfortable, and convenient cycling connections to the CBD and Fortitude Valley are vital to encourage more people to cycle. Decent cycling connections through the CBD could allow for more comfortable cycling trips for people for with trip ends in West End and South Brisbane.

Kangaroo Point landing

1. It is absolutely essential the underpass and active transport connection to Deakin Street (currently under investigation) proceed as an integral part of this green bridge project. In addition to Scott Street, that part of Main Street from the Thornton Street roundabout to the entry to the proposed underpass – a short distance of some 100-120 metres – needs to be designated a 10km/h shared zone with a Local Area Traffic Management treatment. This would align with “the intent of Council’s Transport Plan for Brisbane – Strategic Directions to implement local safety improvements in residential neighbourhoods and high pedestrian areas.” Doing so would also potentially obviate the need for a signalised pedestrian crossing of Main Street at this location.
2. The likely routing of significant cyclist traffic accessing this area from a westerly direction from the current Kangaroo Point Bikeway (diverting along Thornton Street and Main Street to reach the landing); significant cyclist traffic and heavy pedestrian traffic from Dockside as well as Kangaroo Point and East Brisbane from an easterly direction via the underpass; and anticipated pedestrian traffic to and from major traffic generators such as the Jazz Club, Storey Bridge Hotel, Shafston College (and even the Gabba) and the increasing population density in nearby apartments necessitate such a treatment.
3. All bollards intended to prevent unauthorised access by motorists should be positioned well back from the bridge’s landing i.e. around the perimeter of the plaza area. This is another lesson from the mistakes made on both the Goodwill Bridge and Kurilpa Bridge, where closely spaced bollards at the immediate ends of these bridges create a chicane that causes conflict between people walking and people riding bicycles.
4. Similar to the city landing, it is also anticipated that this landing will become a popular location for groups of people to meet, and provision needs to be made for such meet-ups in a way which does not impede through traffic or create conflict. Shade, seating, displays & water fountains should be suitably located.
5. A ramp is needed to directly connect the Kangaroo Point landing of this new bridge to the Kangaroo Point bikeway to enable people to seamlessly continue their journey along the southern /eastern bank of the river. This is in addition to the proposed elevator, which will provide only limited access.

6. The desire-line from the end of the bridge to the Main Street crossing needs to be un-interrupted for cyclists. The reference design shows some sort of planter box structure interrupting the flow from the end of the bridge to the Main Street crossing this should be repositioned or removed.
7. Safe, comfortable, and convenient cycling connections to the eastern suburbs are vital to encourage more people cycle from here. To this end the connection under the Story Bridge must be rideable.

Finally, this submission reiterates our previous call that in view of the proposed Bellbowrie Green Bridge not being progressed, Council adds a new river crossing between Bulimba and Teneriffe to its Green Bridges Program.

Thank you for the opportunity to provide input on this project.

Yours faithfully



Paul French
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Brisbane CBD BUG
15 September 2020

Cc: Space4Cycling Brisbane
Bicycle Queensland