



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 Breakfast Creek Green Bridge.

The CBD BUG originally called for a green bridges spanning the Breakfast Creek to be constructed as part of the Kingsford Smith Drive Upgrade to enable greater use of active travel. Accordingly, we are pleased Council is now planning for the construction of this bridge.

Our overall assessment is that the currently proposed bridge design is highly appropriate and will be utilized and enjoyed by thousands of people walking and cycling between the CBD and Brisbane's North eastern suburbs every day. We offer the following points to further refine the design.

Bridge surface treatment

1. A deck surface colouring should be applied along the full length of the bridge to provide high awareness that pedestrians and cyclists are provided separate paths.
2. The deck surface should offer grip for cyclists equal to or no worse than that of asphalt, when wet.

Albion landing

1. The connection from the new bridge to existing Kingsford Smith Path needs to be carefully designed to avoid conflict. Sight line are going to be a major design factor. As per the Queensland Department of Transport and Main Road Supplement to Austroads Guide to Road Design Part 6A: Paths for Walking and Cycling (page 7) "Sufficient sight distance needs to be provided to enable path users to stop or take evasive action if necessary, in order to avoid another cyclist, pedestrian, or an obstacle in their path".

Newstead landing

1. It is noted garden beds are going to be used as a device to prevent unauthorised motor vehicle access and horizontal separation between people on foot and bicycles. While such treatments are suitable heights of the raised bed and vegetation are critical. Where trees may be planted, trucks that are clear of foliage below 2m are essential to provide good lines of sight.
2. Pedestrian crossing of designated bike path must be at a 90 degree angle.
3. Existing path from Breakfast Creek to Newstead Ave needs to be upgraded with a separate pedestrian path.
4. Existing path from Breakfast Creek to Newstead Ave is currently not compliant with AS1428 regarding gradients.

Newstead Ave & Newstead Terrace

1. The existing bends from the Breakfast Creek to Newstead Ave path onto the path traveling Newstead Ave are not cycling friendly and would not comply with Austroads. These need to be corrected to cater for increased patronage
2. Both Newstead Ave and Newstead Tce are listed as "neighbourhood road" (Figure 1)
3. Newstead Ave as a shared path will not be a pleasant walking or cycling corridor without rearrangement of the road space. See Figures 3 & 4
4. The existing Newstead boardwalk is currently very busy during the peak travel periods. Due to crowding it can be unpleasant to ride along and a significant proportion of people riding bikes are opting to ride along Newstead Tce.
5. To provide a high capacity cycling corridor Newstead Tce could be reconfigured to have protected bikelanes. There is sufficient space for this as the existing road surface width from kerb to kerb is approximately 13.5m – 14m in width. See Figure 5
6. Proposed protected bikelanes are in accordance with the highly successful Sydney Cycleways (Figure 6)
7. Proposed general traffic lanes and parking spaces are in accordance with BCC standard drawings (Figure 2)
8. Instate the partially constructed bikeway into Waterfront Park. See Figure 7 and 8

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



Donald Campbell
Co-convenor
Brisbane CBD BUG
18 September 2020

Cc: Space4Cycling Brisbane
Bicycle Queensland
Cr Ryan Murphy
Cr David McLachlan

Chairman of Active and Public Transport
Hamilton Ward

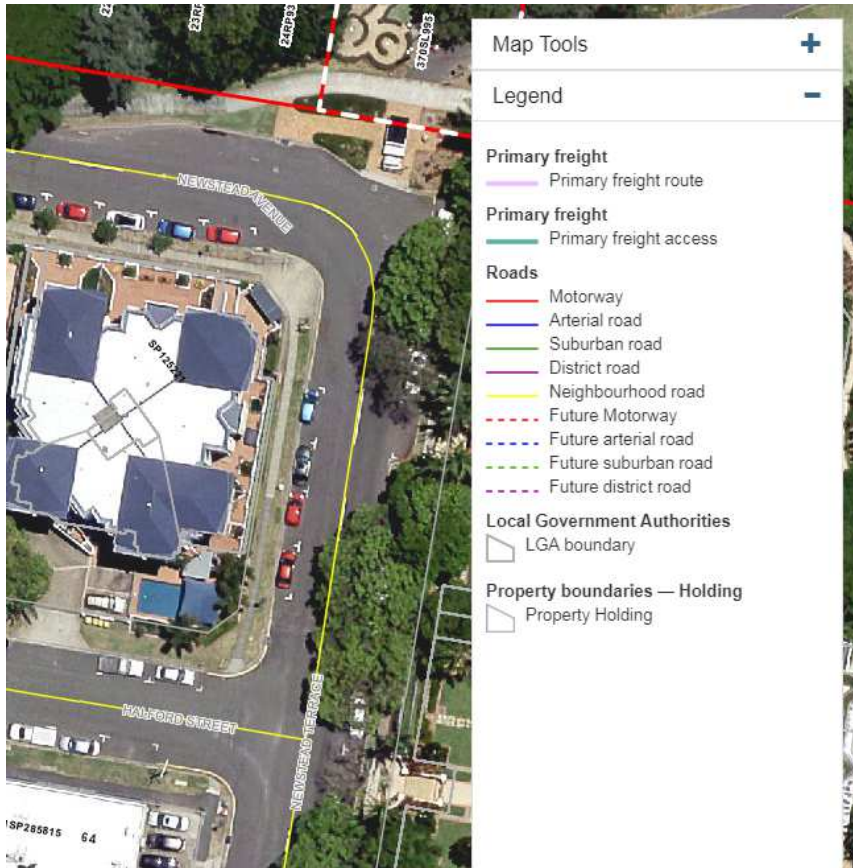
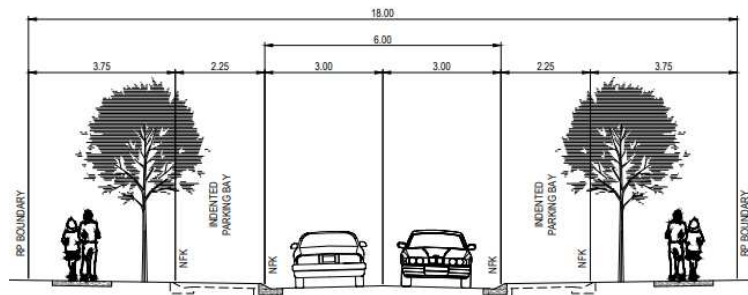


Figure 1 - BCC City Plan 2014 - Road Hierarchy

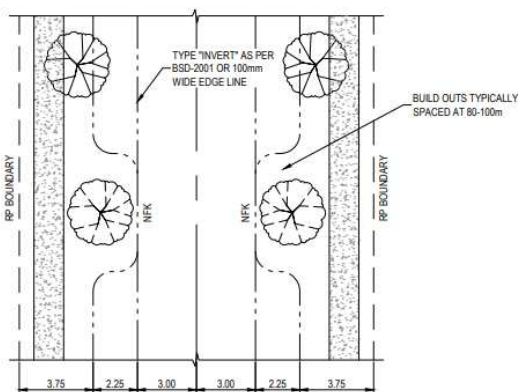


UNLESS SHOWN OTHERWISE:

TYPICAL SECTION

BUS ROUTES:

IF THE LAND ADJACENT IS ZONED



PLAN

MEDIUM/HIGH DENSITY CORRIDOR*
NEIGHBOURHOOD ROAD
(WITH KERBSIDE PARKING)

(WHERE THE EXISTING ROAD RESERVE IS GREATER THAN 18.0m THE CARRIAGEWAY WIDTH MAY BE GREATER.)

Figure 2 - BCC Standard Drawings - Neighbourhood Road

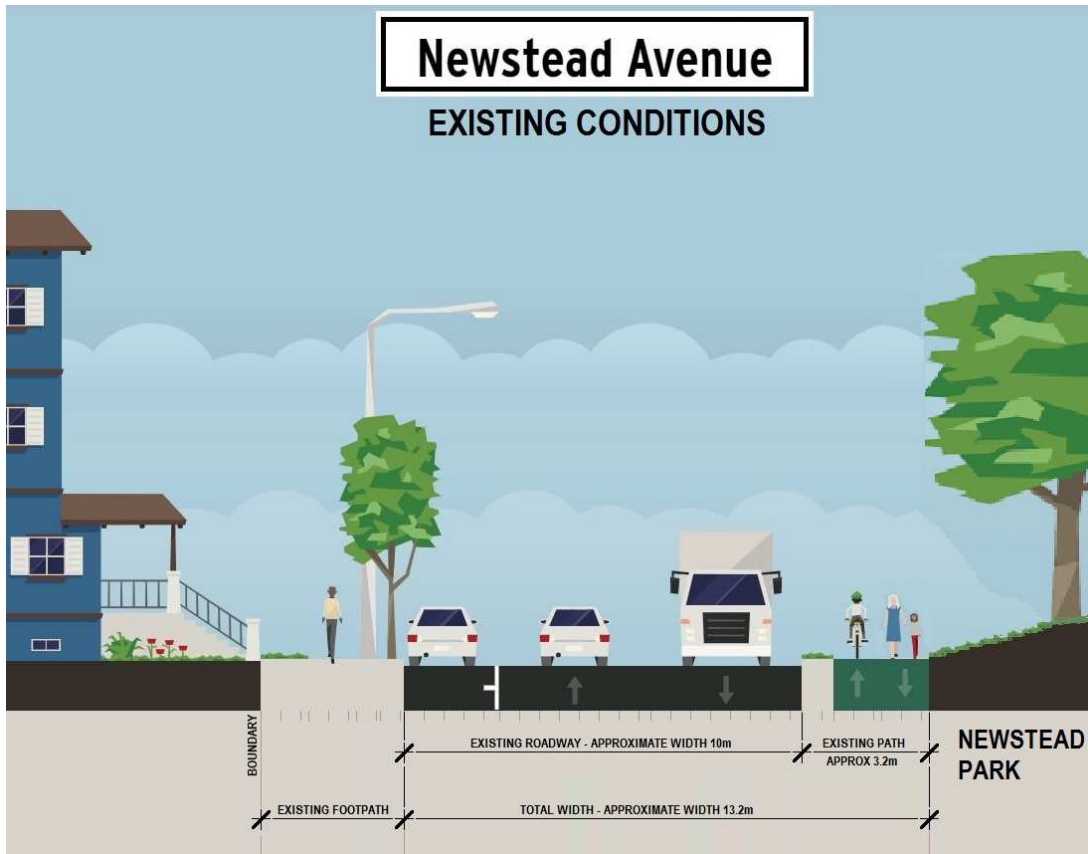


Figure 3 - Newstead Ave - Existing Conditions

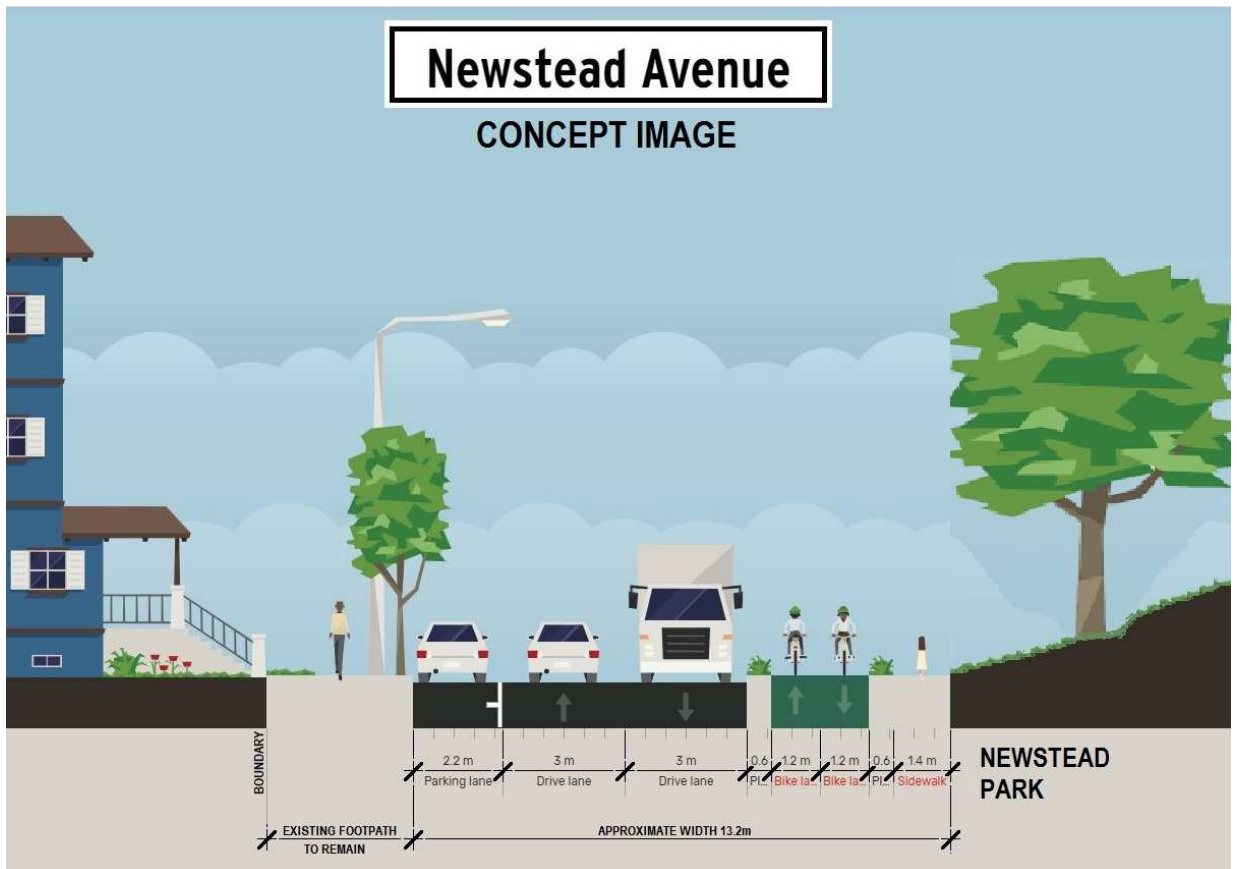


Figure 4 - Newstead Ave - Proposal - Concept Image

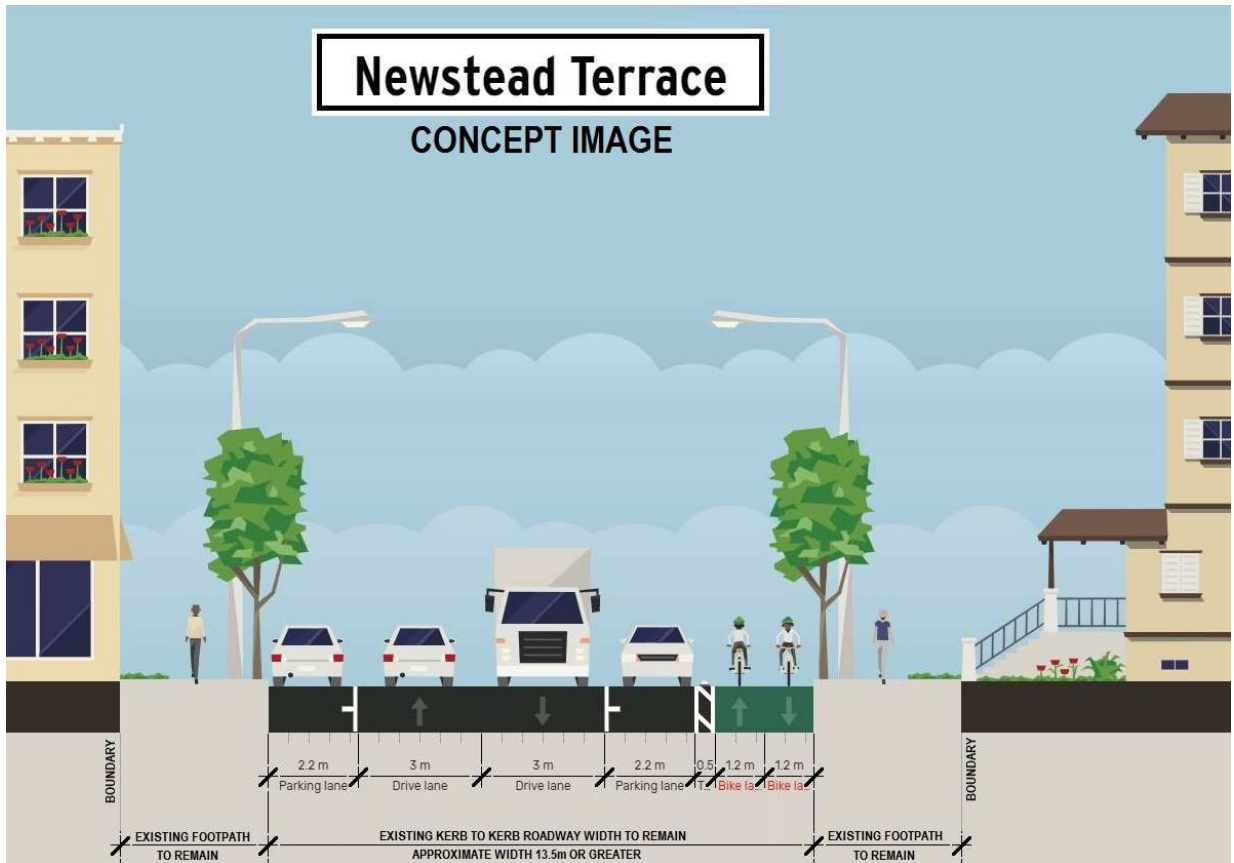


Figure 5 - Newstead Tce - Proposal - Concept Image

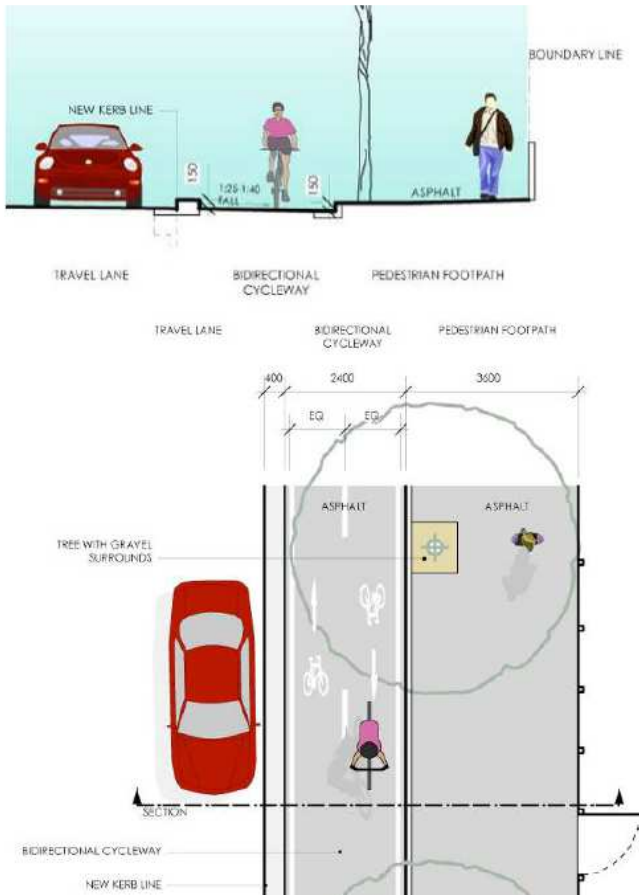


Figure 6 - City of Sydney – Standard Cycleway Treatments Overview - Cycleway width



Figure 7 - Google Streetview - Uncompleted bikeway

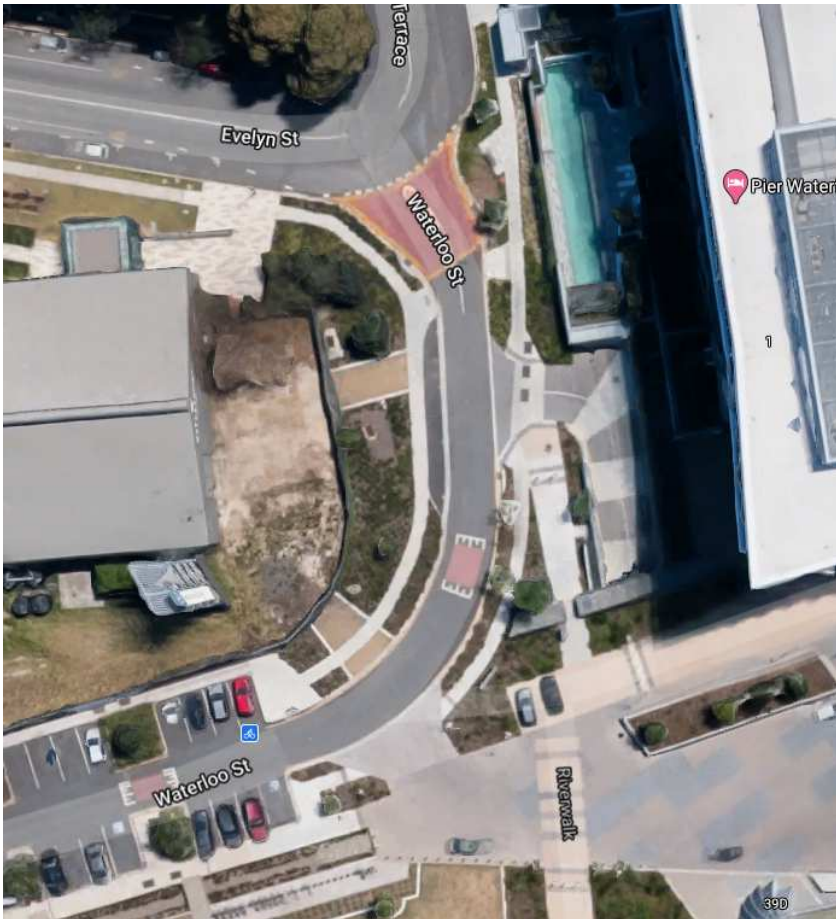


Figure 8 - Aerial View - Uncompleted bikeway