



Brisbane CBD Bicycle User Group

Brisbane Central Business District Bicycle User Group

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The Right Honourable Cr Adrian Schrinner
Lord Mayor of Brisbane
GPO Box 2287
BRISBANE QLD 4001

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

Dear Lord Mayor

This submission is to voice the views of the CBD BUG on the proposed redevelopment of Victoria Park outlined in BCC's Victoria Park Draft Vision document. Figures 1, 2 and 3 referred to within this submission are provided at the end of this document.

Overall, the CBD BUG is very pleased to see that Victoria Park is to be returned to the general public and that active transport is part of the proposal. The provision of active travel infrastructure throughout the reinstated park will provide much needed active transport access and through the anticipated additional presence of people will also significantly improve passive surveillance - increasing the perceived and actual safety of the park. While we are pleased with the proposal, it still has issues that need to be resolved to ensure cycle access and movement is world class and not subject to constant public disquiet. Due to the plans being 2D and only schematic or artistic impressions assumptions on topography cannot be made with confidence.

1. Dedicated cycle paths

It is pleasing to see the draft plan lists primary corridors "cycle route" as being a "3m cycle path" (Figure 1). We infer from this that the paths are to be dedicated/segregated paths allowing for high volumes ensuring safety and amenity for all. We would suggest 3m should be a bare minimum and 3.5 to 4m would be more suitable to avoid future upgrading works.

2. North South Corridor

We are glad that BCC is to provide a North South cycling corridor. This provides a more direct route for people accessing Kelvin Grove and the North West saving time, time that they can spend with their families.

2a. New Bridge (Figure 3)

A new bridge over the Normanby rail yards and the ICB is critical for the North South Corridor to be functional. It is good to see the cycling corridor over this bridge (and linking to the existing NBB) is to be dedicated cycle path, but we are concerned the bridge may not be built. This bridge is the only one with a note placed beside it ("Queensland Rail owned") in the Draft Vision. None of the other proposed bridges have this note placed beside them. We understand the existing bridge is reaching the end of its life and for this reason we have raised the need for to be replaced with an improved structure in our discussions with Cross River Rail.

2b. Linking to Aberleigh Rd (Figure3)

Aberleigh Rd is the corridor people cycling from the Enoggera Creek Bikeway and Kedron Brook Road use when accessing the CBD. When looking at the connections map on page 15 (Figure 1) it does not match the Illustrative Concept on pages 29 and 30 (Figure 3). The connections map shows a “3m cycle path” linking to Aberleigh Rd, but the Illustrative Concept does not show this connection. Direct connection to Aberleigh Rd is vital to ensure it reaches its full potential. We hope this inconsistency is simply a drafting mistake.

3. Improved North Brisbane Bikeway

Realigning the North Brisbane Bikeway (NBB) to a more direct route roughly paralleling the ICB is a welcome improvement to the busy corridor. As sections of the NBB have opened we have seen more people choosing to cycle to and from the North.

3a. Land Bridge Southern Approach (Figure 3)

The approach to the land bridge has a tight 180-degree turn. While it is assumed this is to gain height after passing under a pedestrian bridge the approach needs to be amended. Tight bends make ascending vertical inclines more difficult due to momentum having to be reduced to negotiate an overly tight bend. Such a bend also increases the potential conflict between people on bicycles traveling in opposing directions

3b. Land Bridge Northern Approach (Figure 3)

The approach to the land bridge has two tight 150-degree turns. While it is assumed this is to gain height the approach has to be amended. It would be preferred that any approach would be as straight as possible. This could be in the form of an embankment or a bridge structure. Tight bends make ascending vertical inclines more difficult due to momentum having to be reduced to negotiate an overly tight bends. Such bends also increase the potential conflict between people on bicycles traveling in opposing directions.

3c. Unnecessary bends (Figure 3)

The realignment of the NBB paralleling the ICB is a welcome improvement that will save travel time for people accessing the suburbs of Albion, Wooloowin and further north. That said, it appears unnecessary bends in the NBB have been added for aesthetic appeal. Such use of bends is advised against in “AustRoads – Part 6A, Pedestrian & Cyclist Paths” where it clearly states - “Sharp curves should not be used to achieve landscaping objectives” (Figure 2)

While we are unable to determine the radii of such bends recent path installations by BCC have been of a radii that contradicted the AustRoads recommended approach.

4. Additional Car parking

The CBD BUG opposes the car park capacity and footprint being expanded as part of the redevelopment. Such a move would contradict the stated aim of a clean and green Brisbane. In our original submission on this park redevelopment we expressed our opposition to additional car parking being provided.

On page 29 of the Draft Vision document it states there will be an “overall increase of 20-30%” in car parking. However, in our view this is a gross under-representation of this change, with our conservative estimate being that dedicated car parking space within the redeveloped Victoria Park will triple from approximately 6,000m² to 18,000m².

Victoria Park will be exceptionally well serviced by public transport in the near future with the rebuilt full time Exhibition train station as part of CRR and the existing busway stations with hundreds of bus services (Metro, BUZ and regular bus services). The only additional car parking that is required is for disabled access.

As stated at the beginning of this letter, the CBD BUG is pleased with the proposal as a whole, but certain things do need to be improved.

We look forward to your reply

Yours faithfully

I Campbell

Donald Campbell
Brisbane CBD BUG
27 April 2020

CC: Bicycle Queensland
Space for Cycling Brisbane
Cr Vicki Howard Central Ward
Cr Peter Matic Paddington Ward

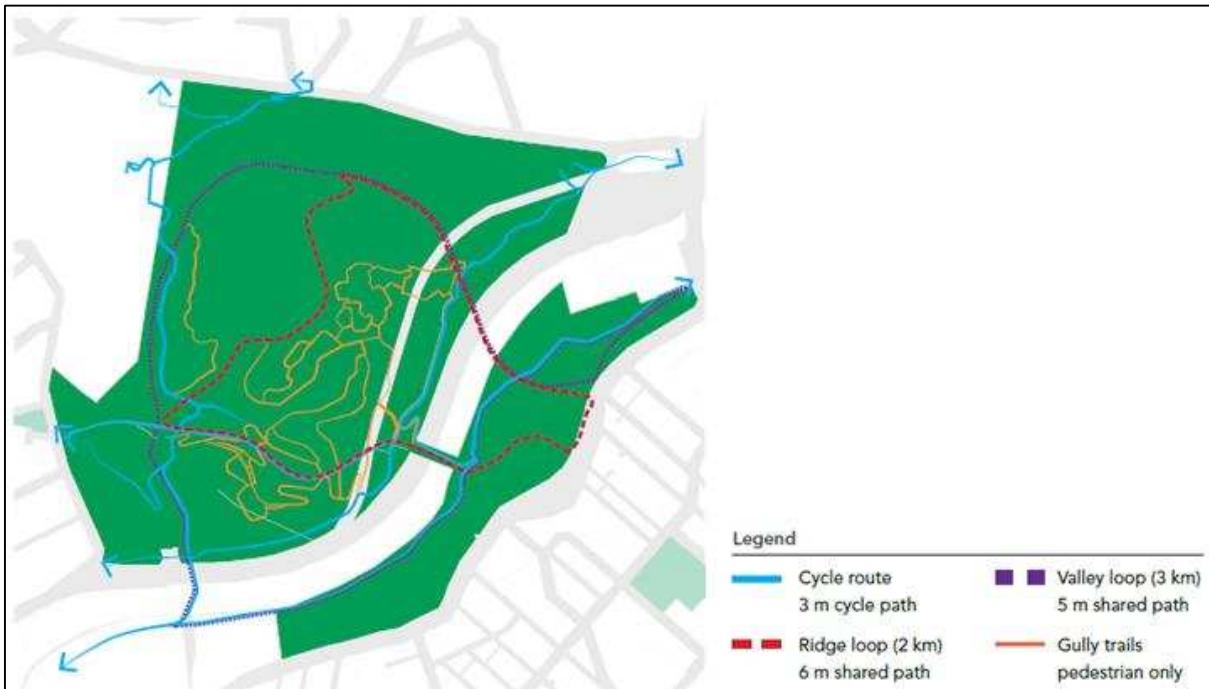


Figure 1

Where practicable designers should not design for the minimum radius as tight curves can result in sight distance restrictions, a poor level of service and some cyclists choosing an informal alternative path to avoid the restriction. Exceptions include locations where the alignment is severely constrained (e.g. steeply sloping land) and smaller radii cannot be avoided. However, isolated tight bends that do not have preparatory approach geometry should be avoided as at night, in an unlit environment, curve warning signage may not be visible with bike lights.

It is acknowledged that a curvilinear alignment is often preferred to achieve a visually pleasing path for cyclists. However, minimum radius or sharp curves should not be used to achieve landscaping objectives to the detriment of the level of service and social safety for cyclists on any path that has a commuter, major recreational or utility function.

Figure 2

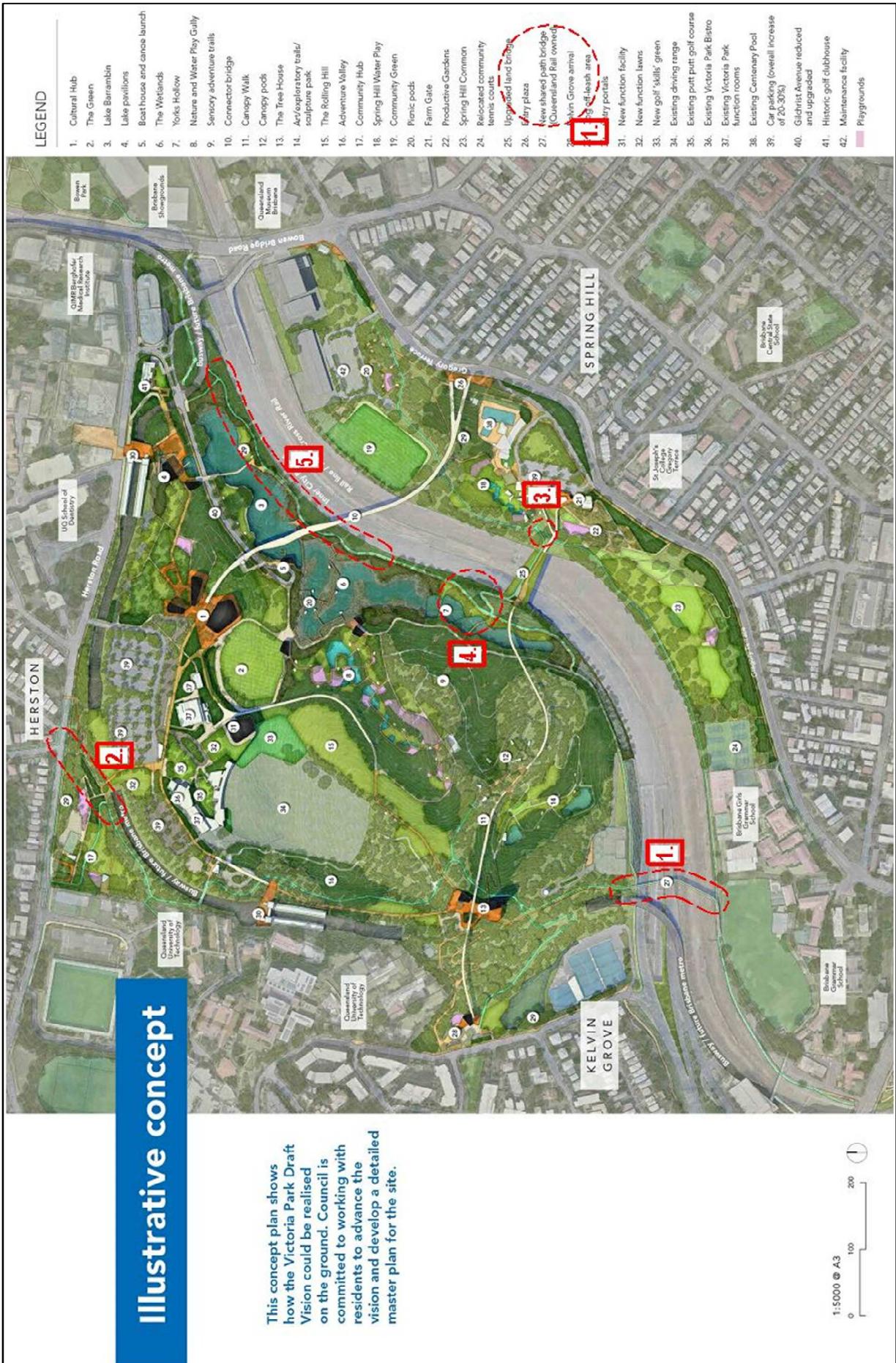


Figure 3