



Brisbane Central Business District Bicycle User Group

CBD BUG

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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

Kangaroo Point Green Bridge: detailed design and ongoing operation of commercial spaces

This letter seeks your action to ensure Council delivers a safe route for people wanting to travel by bicycle, walking and micro-mobility devices via the Kangaroo Point Green Bridge.

The Brisbane CBD Bicycle User Group (BUG) continues to strongly support Council's Green Bridges Program because of the clear benefits the planned new river crossings will deliver for users of active transport and e-mobility devices.

We note recent media articles have announced that Council has awarded the contract for this bridge's design and construction. We also note these articles indicate that Council views the bridge to be a commercial opportunity because it "presents several opportunities for new dining, drinking and event spaces on the bridge and its city landing".

Brisbane CDB BUG members are eagerly anticipating the delivery of this bridge. However, we want to ensure that the mistakes made in the Howard Smith Wharf development, where private commercial interests are allowed to take priority over the needs of the traveling public, are not repeated in this new infrastructure.

Accordingly, we call for the priority of this asset to be for transport and that it is first and foremost an asset dedicated for the benefit of the community and not selected private interests.

We are not opposed to private operations occurring on the bridge and its surrounds, as long as their operations do not compromise the safe passage of bridge users and do not create conflict between the various user groups. We would point to the cafe on the Goodwill Bridge as a local example of a commercial venture operating without negatively impacting on the users of this important active transport infrastructure.

To this end we encourage Council to incorporate the following features:

- space is provided for bike and scooter parking at any new commercial "destinations" to prevent cluttering of the travel corridors
- entrances / exits to commercial spaces are situated on the pedestrian side of the bridge
- space is provided for queuing of patrons that does not hinder people travelling over the bridge
- permanent, physical delineation of the privately operated space/s from the public realm is achieved via fixed walls, planter boxes, furniture etc, and
- surface markings/colours do not create a visually confusing environment.


In addition to these physical design elements of the bridge, we also see a need for Council's contracts to impose strict rules on the operators of these commercial space/s to ensure safety and the ongoing utility of this bridge as a transport corridor.

Experience gained from the Howard Smith Wharf development is that the operator must have limitations on the timing and manner of goods delivery and waste removal (including the parking/transit of service vehicles), and obligations to manage crowds to avoid the free movements of bridge users wanting to cross the bridge.

Finally, and above all, we call for the avoidance of any requirement that people travelling on wheels over the new green bridges must dismount.

In closing, Council's consultation processes on these new green bridges has been very good. We anticipate this approach will continue and look forward to providing further input on this project when its detailed design has progressed to an appropriate stage.

Yours faithfully,



Paul French
Co-convenor
Brisbane CBD BUG
31 July 2021

Cc: Space4Cycling Brisbane
Bicycle Queensland
Queensland Walks