



Brisbane Central Business District Bicycle User Group

CBD BUG

GPO Box 2104,

Brisbane 4001

brisbanecbdebug@gmail.com

<https://www.facebook.com/cbdebug/>

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

Please accept the below as our submission regarding the development on 17 Skyring Terrace, Teneriffe with the application number A006375195. As per standard CBD BUG practice our comments are limited to issues regarding people getting about via active transport and how they will be impacted by any project. Due to the binary nature of the Brisbane Development Application feedback, we currently **oppose** the development due to its poor provision for the missing section of the Riverwalk at the forementioned location.

Existing situation

The need to fill in the missing section of the Riverwalk at the development location is vital. The importance of the missing section is outlined in both BCC and TMR documents. Under the *Brisbane City Plan 2014* the missing section is listed as a "primary" cycling corridor (figure 1) and under the TMR Principal network it is listed as "Route Priority A" (figure 2). These classifications are backed up by current usage of the section directly south of the development site. CBD BUG has conducted an onsite count of the people using this path - with the results outlined in table 1 & 2. Based on this information the existing shared paths are currently running at above capacity guidelines as outline by AustRoads and TMR.

Development Proposal

The CBD BUG is bitterly disappointed with the proposal as outlined in the documents supplied in the development application to Brisbane City Council. According to the Landscape plans submitted the riverwalk path will have a usable width of 4.5m (figure 3). This is a contradiction of the Town Planning report that states "6m Riverwalk corridor" (figure 4). Unless the developer intends people to walk on landscaping, to claim they have provided a "6m Riverwalk corridor" is a misrepresentation. An effective width of 4.5m would be even less than other recent developments (Macquarie One and Pier Waterfront) along this corridor that provided paths of approximately 5.5m.

Neither the Landscape Plans nor the Town Planning Report clarify how the riverwalk will function, or whether it will be segregated or shared. Based on the document's images it can be concluded that the riverwalk will be shared. This is highly disappointing as this is not in accordance with both TMR and Austroads guidelines namely "Figure 5.4" (figure 5), which is shared between both guidelines. Further to this the CBD BUG has followed TMR guidance (following an on site patronage count) on how a path should be selected (figure 6), and this once again advises the path should be segregated.

We have noted we are unable to locate in the documents any traffic engineering or patronage counts to justify the proposed riverwalk design. An active transport corridor is just that, a transport corridor and should be subject to proper process including engineering studies.

Developer Representative Conduct

The developer, Kokoda Property held a community information session in the lead up to the development application being lodged. A CBD BUG representative attended one of these sessions and was disappointed at the information being provided to the general public:

- *the path complies with TMR and AustRoads Guidelines*

The Kokoda representative claimed that the path as proposed complies with both TMR and AustRoads guidelines for the provision of active transport corridors as per Part 6A. As outlined above the path is not designed in accordance with TMR and AustRoads guidelines.

- *It's a recreational path so segregation is not required*

As outlined by both BCC and TMR the riverwalk forms a vital function as a transport corridor and is not merely a path for recreation. The fact that it is also used as a recreational path re-enforces the requirement that it be segregated as people on foot naturally gravitate towards the river edge. Both the replacement New Farm Riverwalk and the Lore Bonney Riverwalk clearly show that segregated paths reduce conflict and confusion on active transport corridors.

- *Council will be building protected bike lanes on Skyring Tce*

When pressed on the need for the proposed riverwalk to also cater for people using a bicycle as a form of transport other than for recreation, the developer representative claimed Brisbane City Council would be constructing protected bike lanes on Skyring Tce. To the best of our knowledge, we are unaware of any current proposal by BCC to construct protected bike lanes on Skyring Tce.

As stated above the CBD BUG is disappointed with what is currently being proposed. We call on the council to reject the current proposal and require the developer to provide a minimum 6m clear path width (no obstructions including street furniture) riverwalk that is in compliance with TMR and AustRoads Guidelines. Patronage along this corridor will naturally continue to grow as more people move into the area and the network effective that will occur once this missing section is delivered.

Yours faithfully



Donald Campbell
Brisbane CBD BUG
21 October 2023

CC: Bicycle Queensland
Space for Cycling Brisbane
Queensland Walks
Members of BCC Public and Active Transport Committee
Cr Vicki Howard - Councillor for Central Ward
Wendy Aghdam - Greens Candidate for Central Ward
Cr Julie Dixon - Councillor for Hamilton
Leah Malzard - Labor Candidate for Hamilton
Tracy Price - Labor Candidate for Lord Mayor
Jonathan Sriranganathan - Greens Candidate for Lord Mayor
Hon. Mark Bailey - Minister for Transport
Grace Grace MP - Member for McConnal
Stephan Bates MP - Member for Brisbane

Teneriffe Riverwalk patronage count, 9am-10am, 10/9/23			
North Bound		South Bound	
Pedestrian	Bicycle/E-mobility	Pedestrian	Bicycle/E-mobility
236	24	250	27

Table 1 – Bikeway count data

Teneriffe Riverwalk patronage count, 5.30pm-6.30pm, 19/10/23			
North Bound		South Bound	
Pedestrian	Bicycle/E-mobility	Pedestrian	Bicycle/E-mobility
290	24	322	20

Table 2 – Bikeway count data

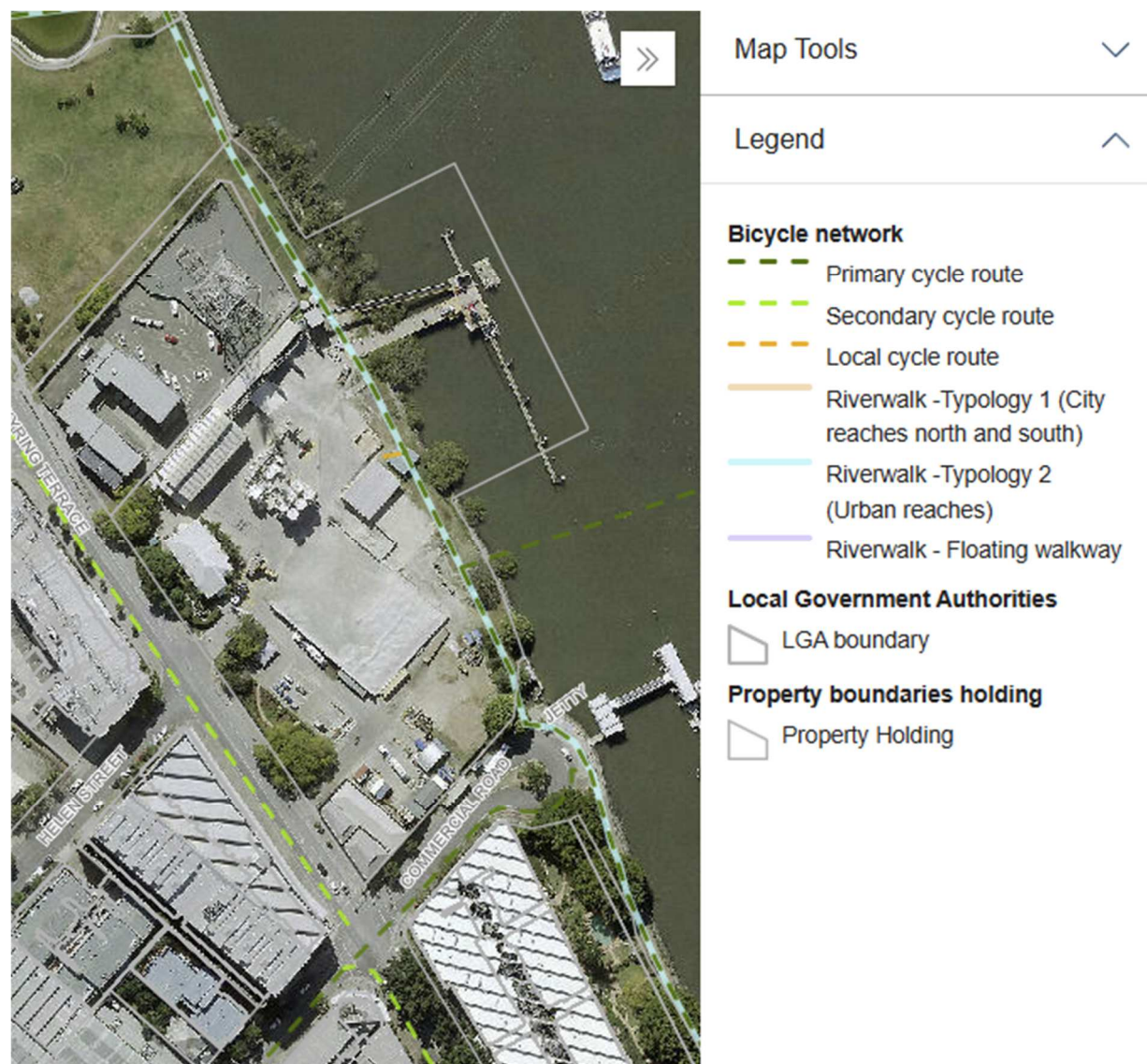


Figure 1 – BCC City Plan 2014 – Bicycle network overlay

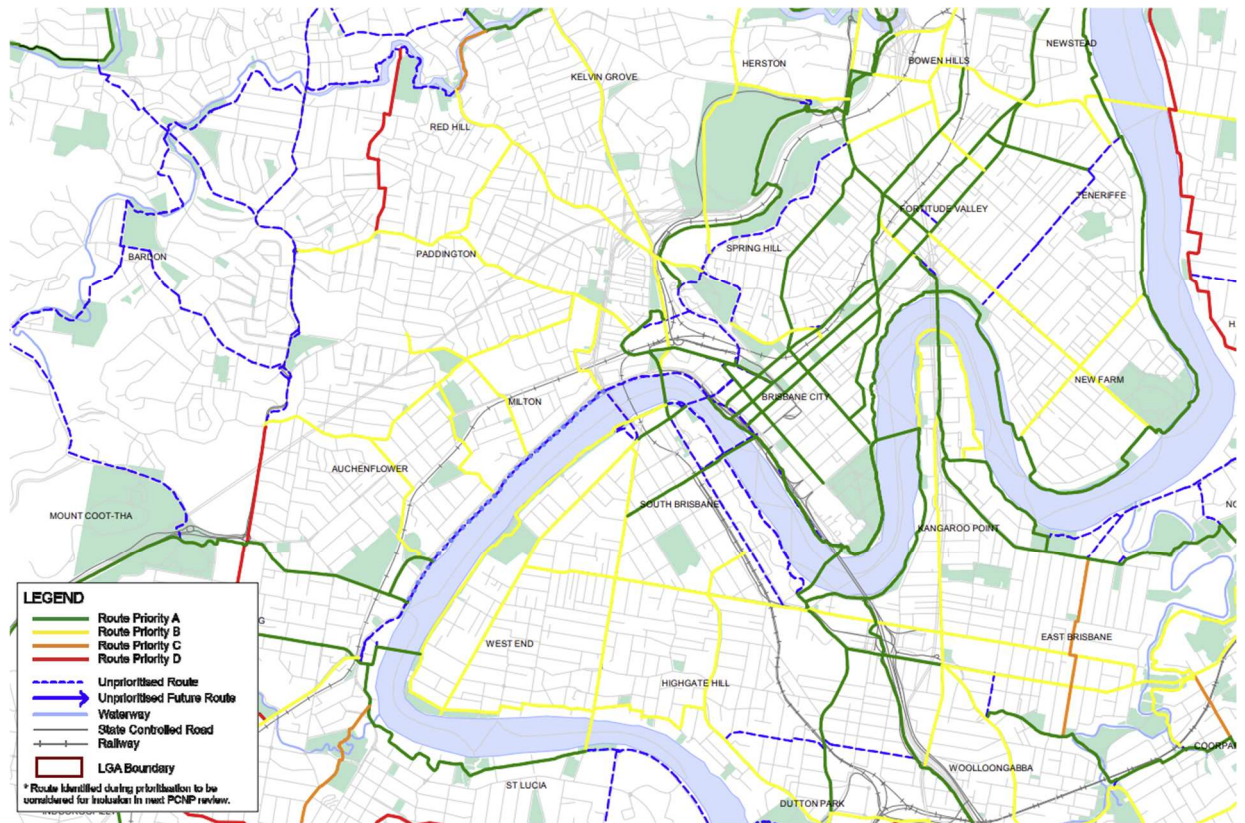


Figure 2 – TMR SEQ principal network plan

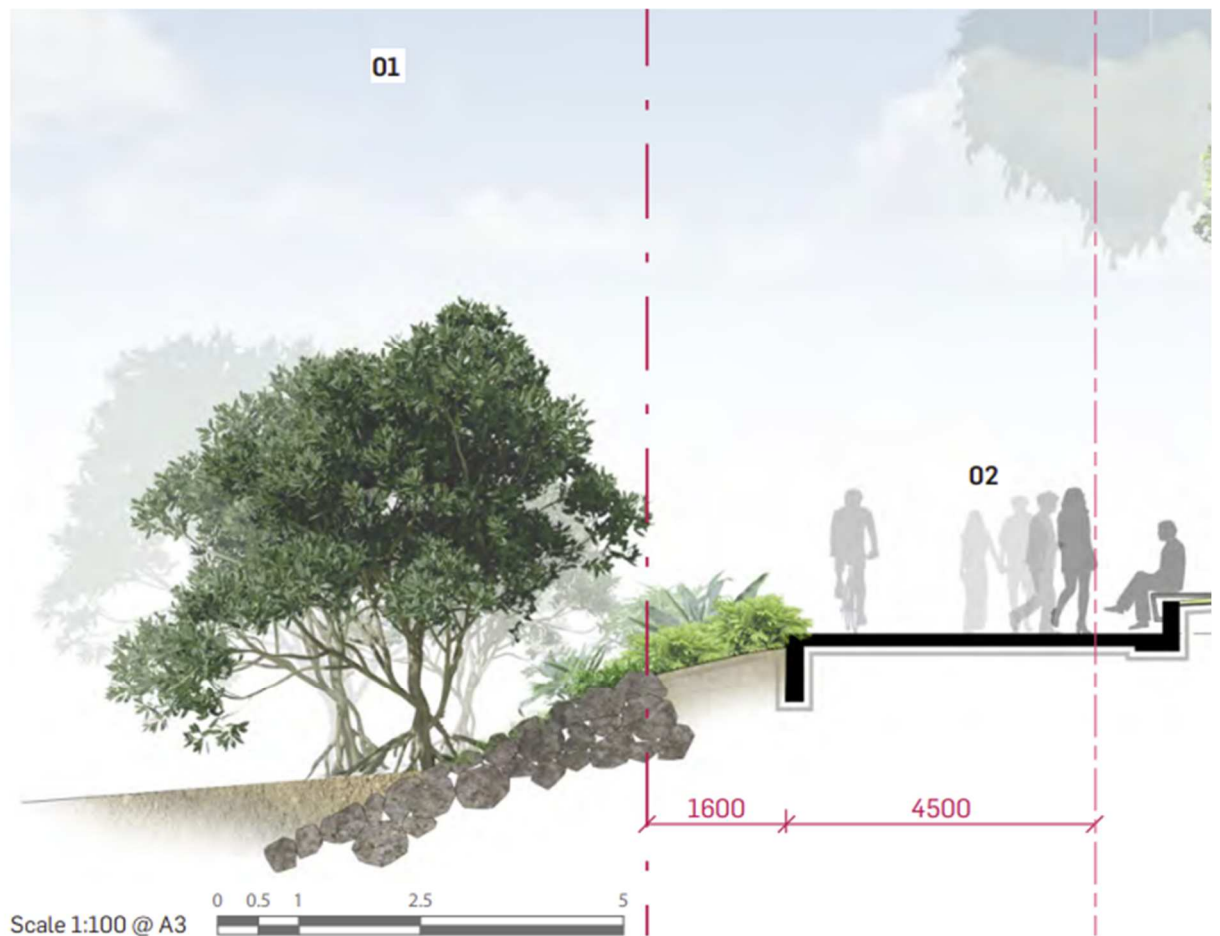


Figure 3 – Development application – Landscape section

Streetscape Dedications and Road Widenings	<p>The proposal included dedication of land to achieve the following:</p> <ul style="list-style-type: none"> 3.75m verge width along Skyring Terrace; 5m verge width along Commercial Road; and 6m Riverwalk corridor along the river frontage. <p>Dedication is proposed at the Skyring Terrace / Commercial Road corner, and along Skyring Terrace, Commercial Road, and Brisbane River frontages to accommodate proposed road widening and Riverwalk infrastructure. Refer to Appendix G – Plans of Development for further detail.</p>
--	--

A breakdown of the proposed number of units and GFA is provided for each stage as outlined in **Table 7** below. Note all car parking and ground level open space is to be provided in Stage 1.

Figure 4 – Development Application – Town Planning Report

Figure 5.4: Path widths for a 50/50 directional split

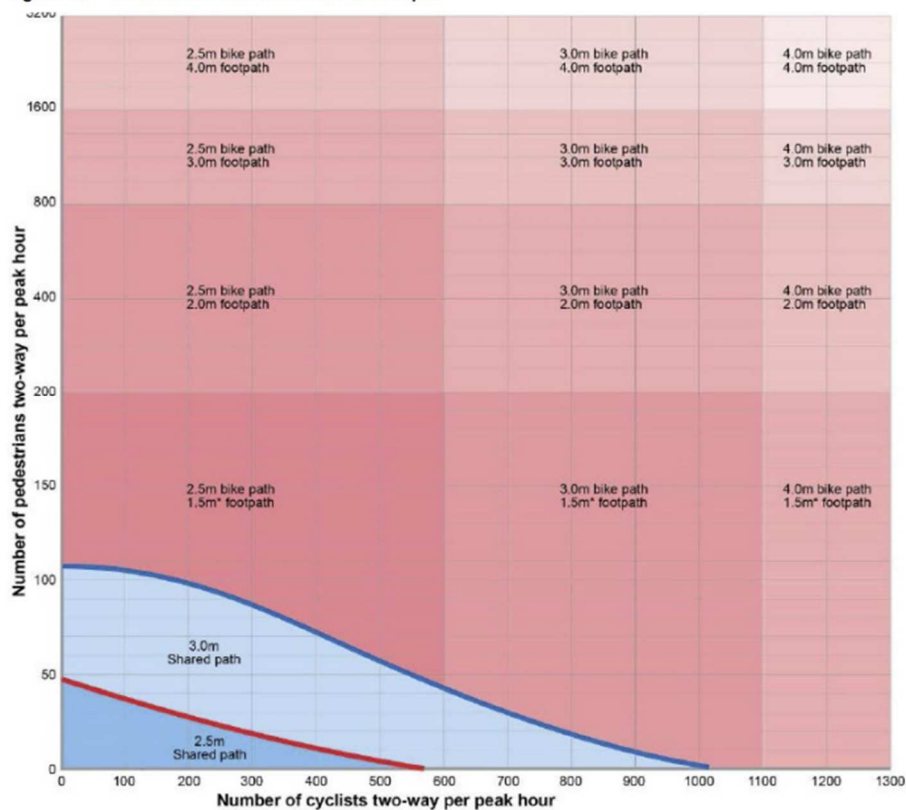


Figure 5 – AusRoads and TMR info-graphic on path width

Figure 6A-1 Transport and Main Roads accepted process for determining the appropriate path type

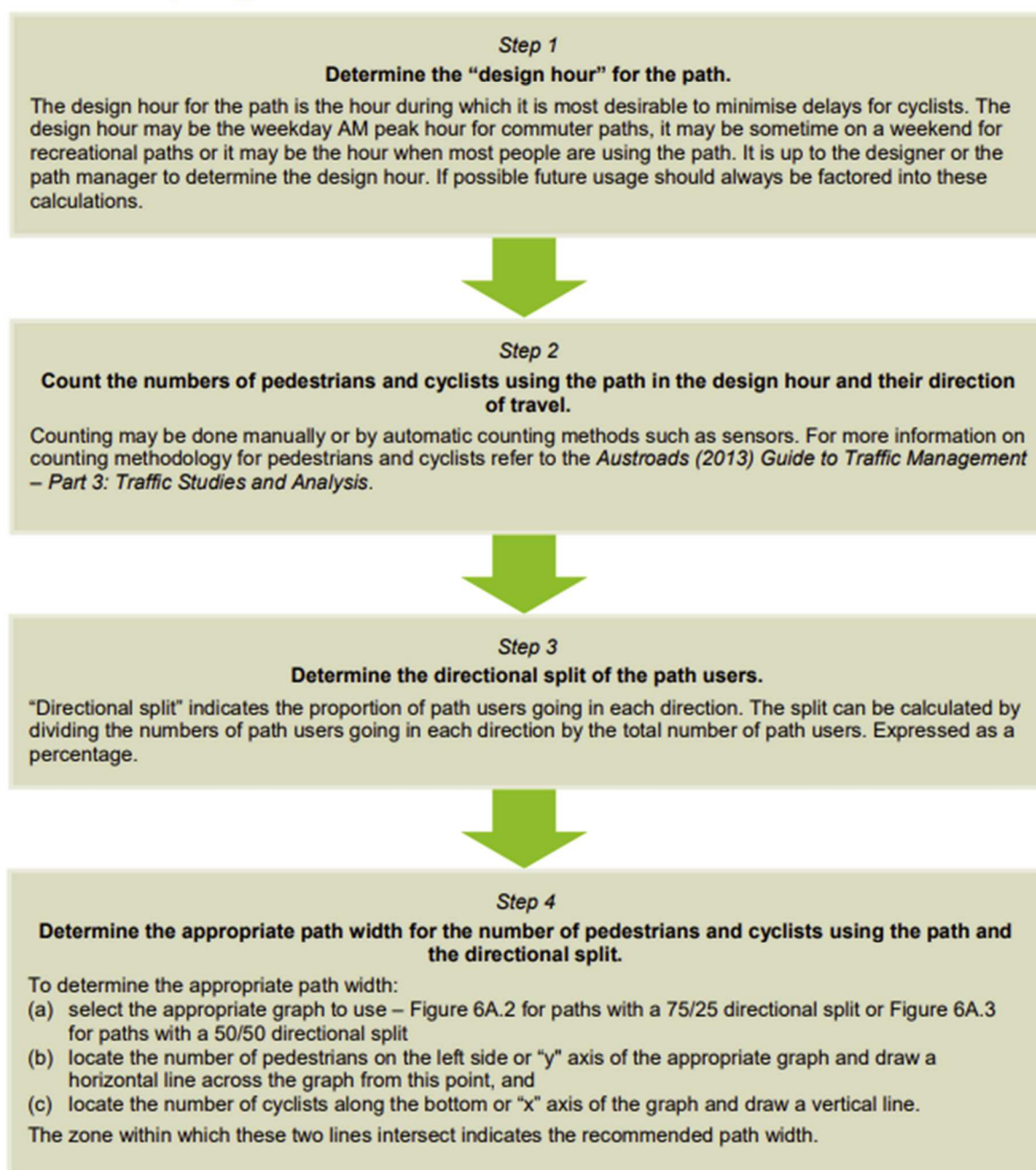


Figure 6 – TMR guidance on the selection of path