Brisbane Central Business District Bicycle User Group
CBD BUG
GPO Box 2104,
Brisbane 4001
brisbanecbdbug@gmail.com
https://www.facebook.com/cbdbug/

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 Tables 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 narrower than other recent developments (Macquarie One and Pier Waterfront) along this corridor that provided paths of approximately 5.5m.

While we acknowledge the RFI response by Urbis (Figure 7) states the paved surface is now 6m wide the provided architectural plans contradict this statement. Architectural Sheets such as 2002 (rev 2) (Figure 8) continue to show a paved surface (brown hatch) of a 4.5m width and a landscaping strip of 1.5m (green hatch). To claim the 1.5m (green) is not landscaping but paved surface would not be in keeping with the rest of the drawing where the same hatch patten is used to delineate landscaping. Considering the landscape plans have not been resubmitted with amendments it appears the development continues to provide a paved surface of a mere 4.5m. We also object to the BCC suggestion that within the "6m Riverwalk Corridor" that street furniture can be installed. A 6m Riverwalk should mean a minimum 6m of clear transport corridor width. A road

wouldn't have a light pole permitted within the paved surface and therefore neither should an active transport corridor.

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.

The CBD BUG has noted that at the southern end of the proposed riverwalk there is an acute bend in the alignment of the corridor (Figure 8). Indeed when inspecting the drawings more closely it appears that little consideration has been applied to the riverwalk design by the architectural firm. It apparent the architects in question have simply taken the boundary line and offset it 1.6m & 6.1m to provide the active transport corridor.

This clearly shows a lack of concern for the Development Application process and the Brisbane residents and visitors who will use this active transport infrastructure. As outlined in Austroads, where there is no physical constrains a path should be designed for a minimum operation speed of 35kmph. This has clearly not been taken into account looking at the drawing, as it appears these guidelines have been flatly ignored as the radii of the bends as featured in architectural plans could be as acute as a radius of 3m. Considering the development is fronting the river with minimum physical constrains there is no excuse for poor alignment in the proposed riverwalk. All bends in the Riverwalk corridor must comply with AustRoads guidelines.

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 dismayed at the following 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 fully 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
13th December 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
Ash Murray - Labor Candidate for Central Ward
Cr Julie Dixon - Councillor for Hamilton
Leah Malzard - Labor Candidate for Hamilton
Tracey Price - Labor Candidate for Lord Mayor
Jonathan Sriranganathan - Greens Candidate for Lord Mayor
Hon. Mark Bailey MP - Minister for Transport
Hon. Grace Grace MP - Member for McConnel
Stephen 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

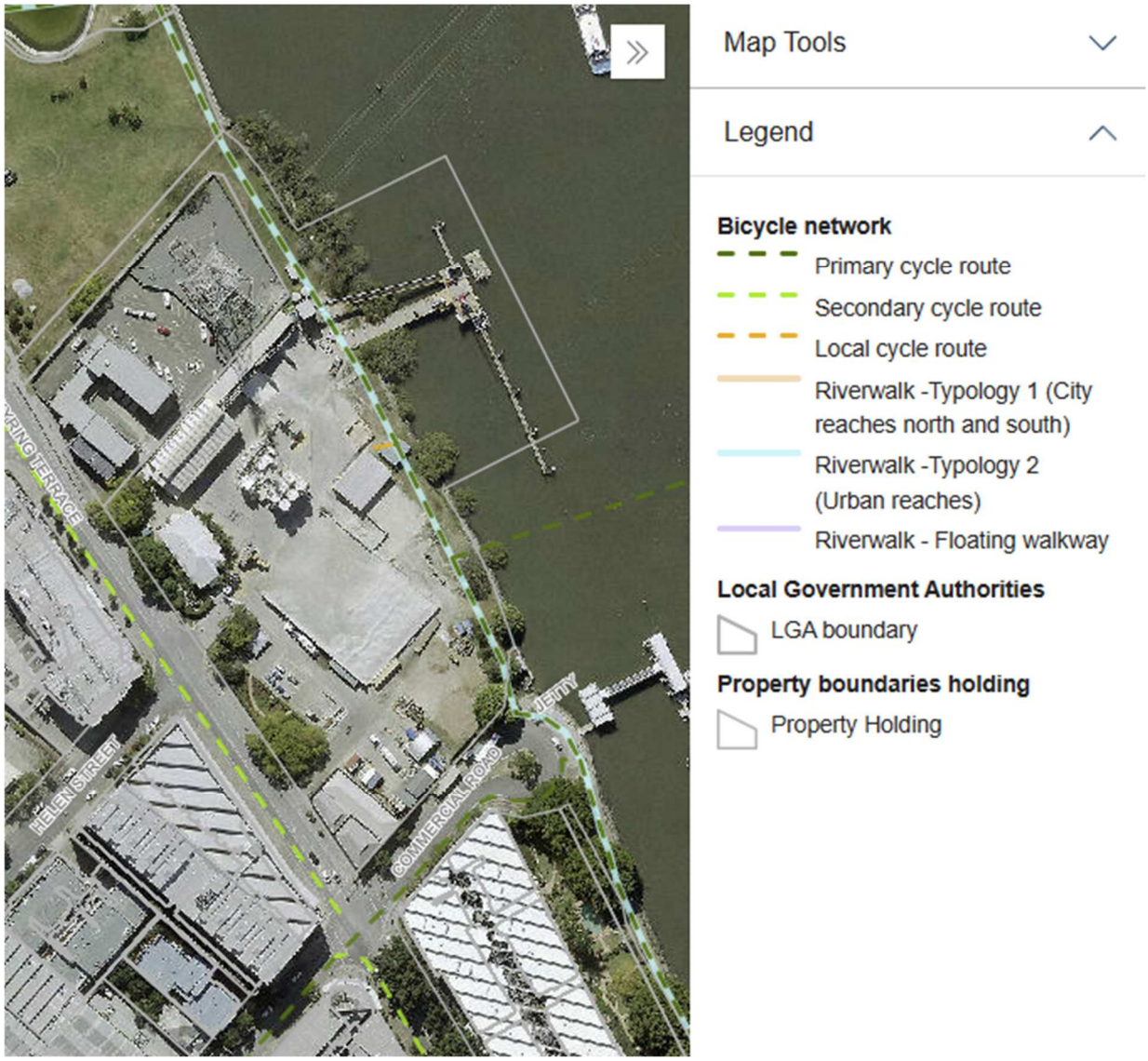

Figure 1 – BCC City Plan 2014 – Bicycle network overlay

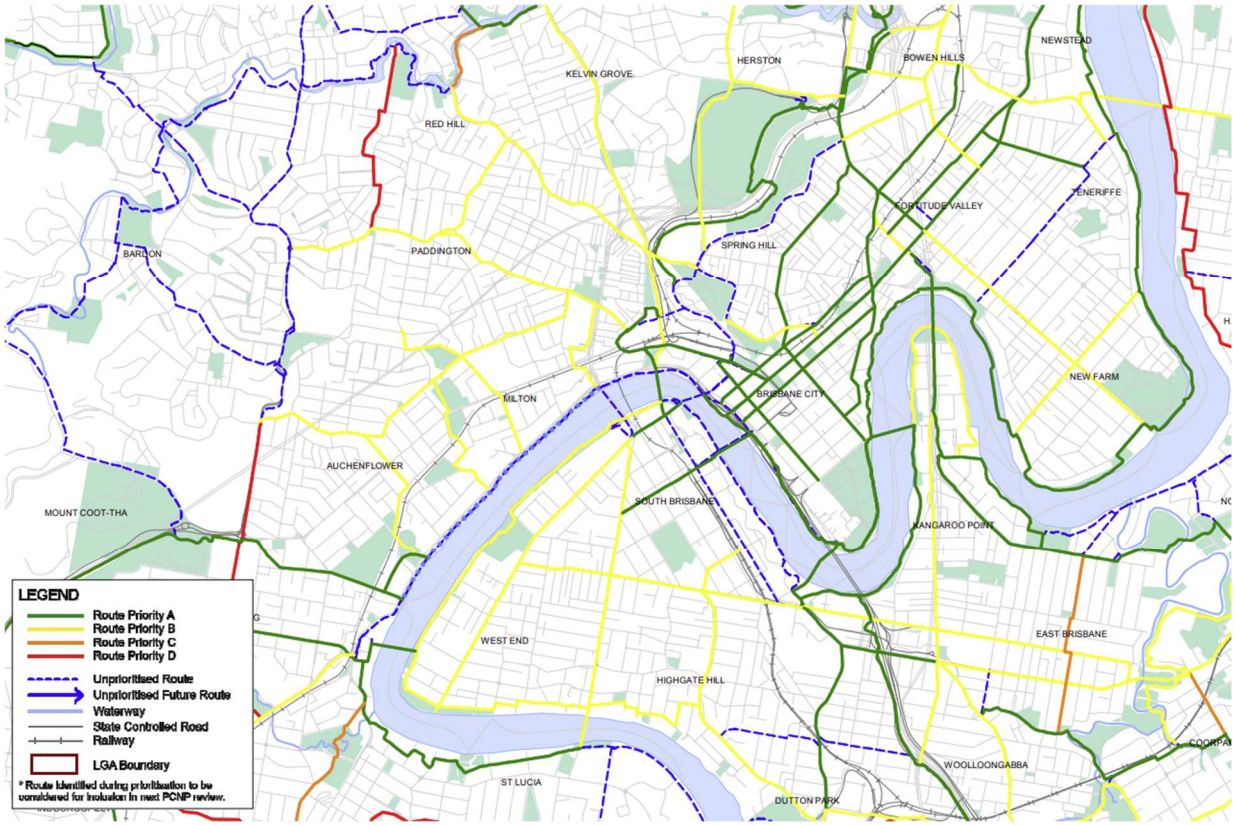

Figure 2 – TMR SEQ principal network plan

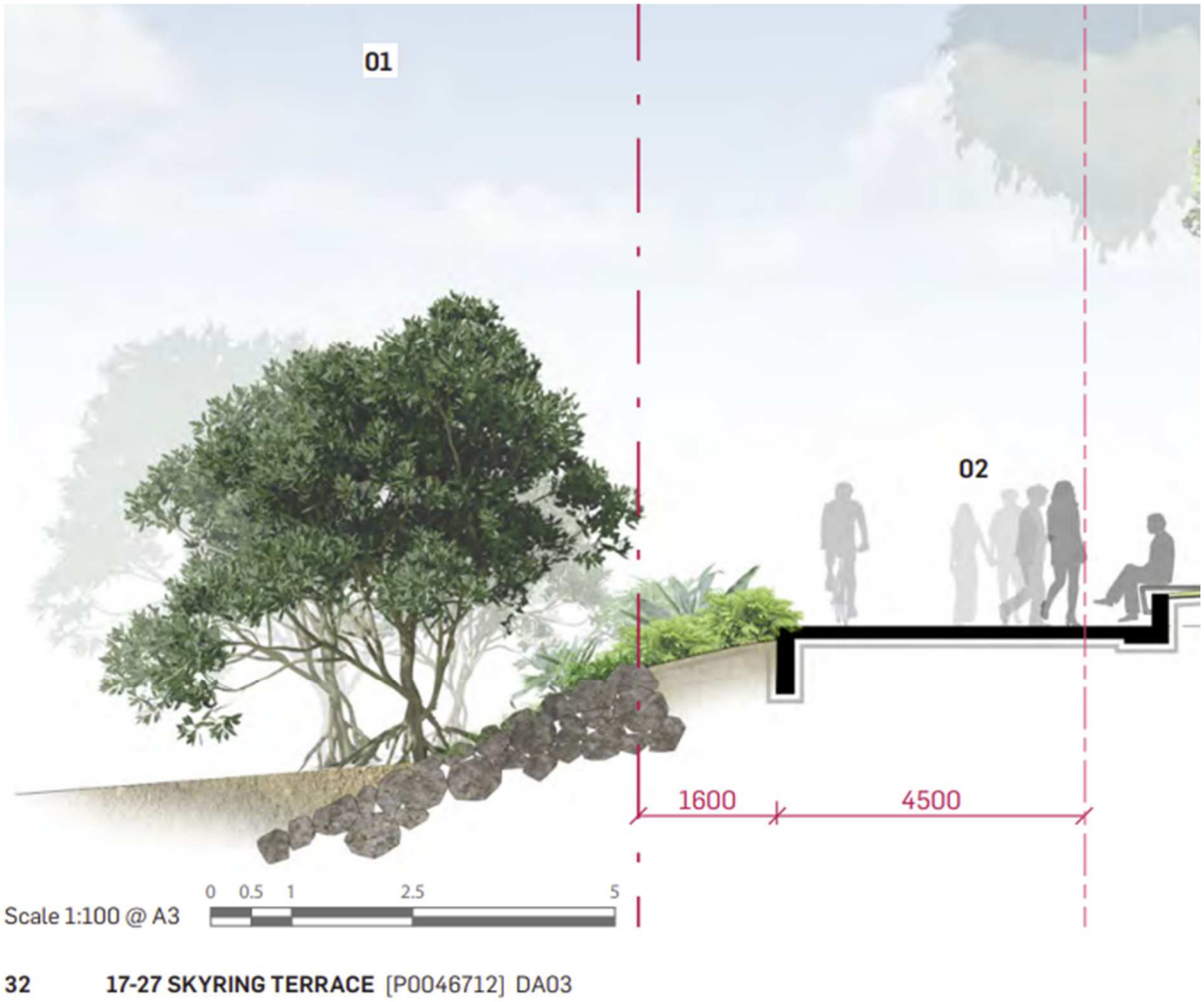

Figure 3 – Development application – Landscape section

Streetscape Dedications and Road Widenings	The proposal included dedication of land to achieve the following: ▪ 3.75m verge width along Skyring Terrace; ▪ 5m verge width along Commercial Road; and ▪ 6m Riverwalk corridor along the river frontage. 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.

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

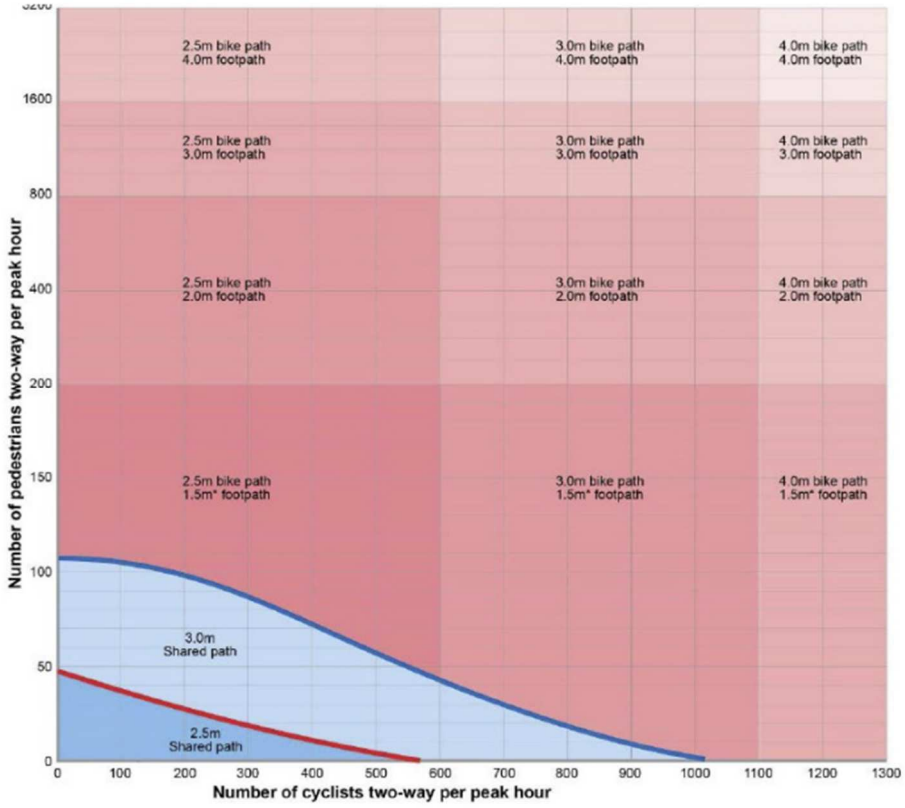

Figure 5 – AusRoads and TMR info-graphic on path width

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

Step 1

Determine the "design hour" for the path.

The design hour for the path is the hour during which it is most desirable to minimise delays for cyclists. The design hour may be the weekday AM peak hour for commuter paths, it may be sometime on a weekend for recreational paths or it may be the hour when most people are using the path. It is up to the designer or the path manager to determine the design hour. If possible future usage should always be factored into these calculations.

Step 2

Count the numbers of pedestrians and cyclists using the path in the design hour and their direction of travel.

Counting may be done manually or by automatic counting methods such as sensors. For more information on counting methodology for pedestrians and cyclists refer to the *Austroads (2013) Guide to Traffic Management – Part 3: Traffic Studies and Analysis*.

Step 3

Determine the directional split of the path users.

"Directional split" indicates the proportion of path users going in each direction. The split can be calculated by dividing the numbers of path users going in each direction by the total number of path users. Expressed as a percentage.

Step 4

Determine the appropriate path width for the number of pedestrians and cyclists using the path and the directional split.

To determine the appropriate path width:

(a) select the appropriate graph to use – Figure 6A.2 for paths with a 75/25 directional split or Figure 6A.3 for paths with a 50/50 directional split

(b) locate the number of pedestrians on the left side or "y" axis of the appropriate graph and draw a horizontal line across the graph from this point, and

(c) locate the number of cyclists along the bottom or "x" axis of the graph and draw a vertical line.

The zone within which these two lines intersect indicates the recommended path width.

Figure 6 – TMR guidance on the selection of path

Response:

The architectural plans have been amended to demonstrate that the Riverfront land dedication is correctly calculated from the Brisbane River MHWS. Subsequential amendments have therefore been made to the Riverwalk to achieve a 6.1 metre wide corridor, 6 metres of which will be paved and 4.5 metres which will be unobstructed (refer to **Figure 20**). It is noted that a 100mm buffer strip is

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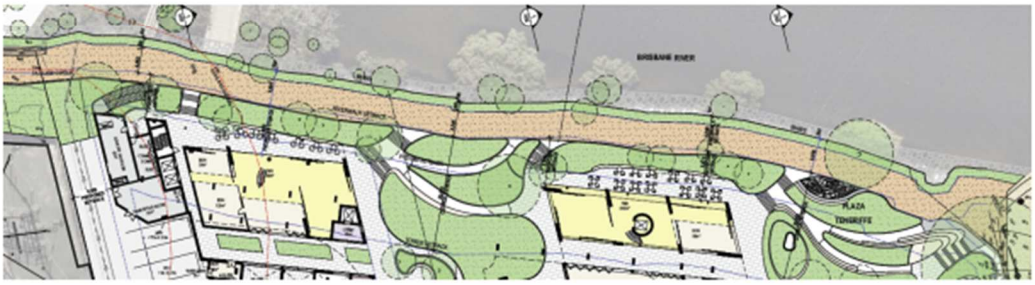
proposed between the Brisbane River and Riverwalk, which is intended to be owned and maintained by the site owner. This will ensure that legal access can be obtained across the Riverwalk for any future development within the wet lease area on the Brisbane River, aligning with legal and surveyor advice. This increases the overall corridor width for the Riverwalk to 6.1 metres. For further information, refer to **Attachment A – Revised Plans of Development**.

Figure 20 – Revised Riverwalk Corridor (Ground Floor Plan Extract)



Source: Cottee Parker Architects

Figure 7 – Urbis town planning reply

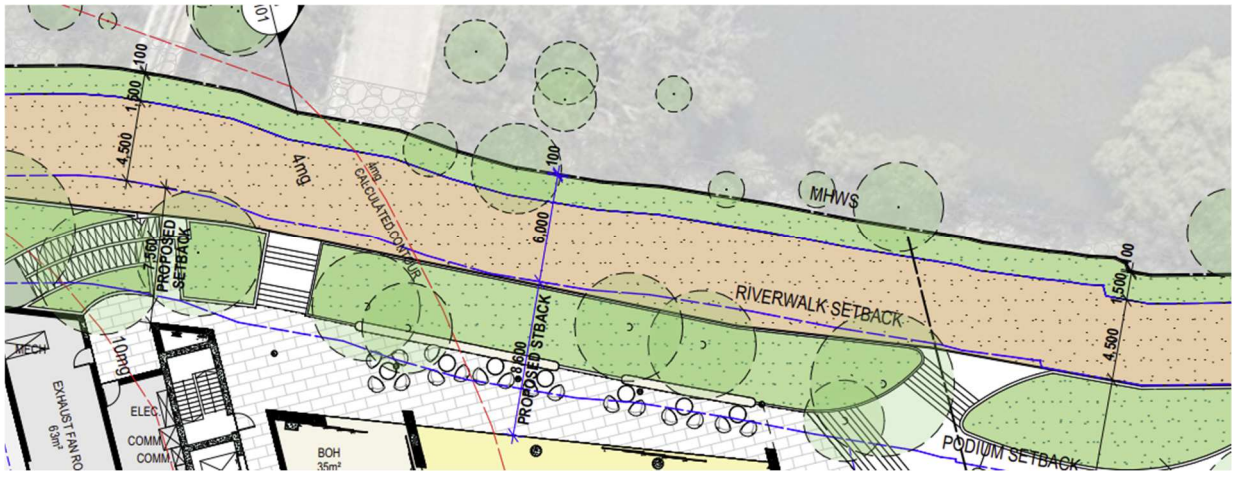


Figure 8 – snippet of reissued architectural plan, Sheet SD2002, issue 2, BCC RFI, 22.11.2023

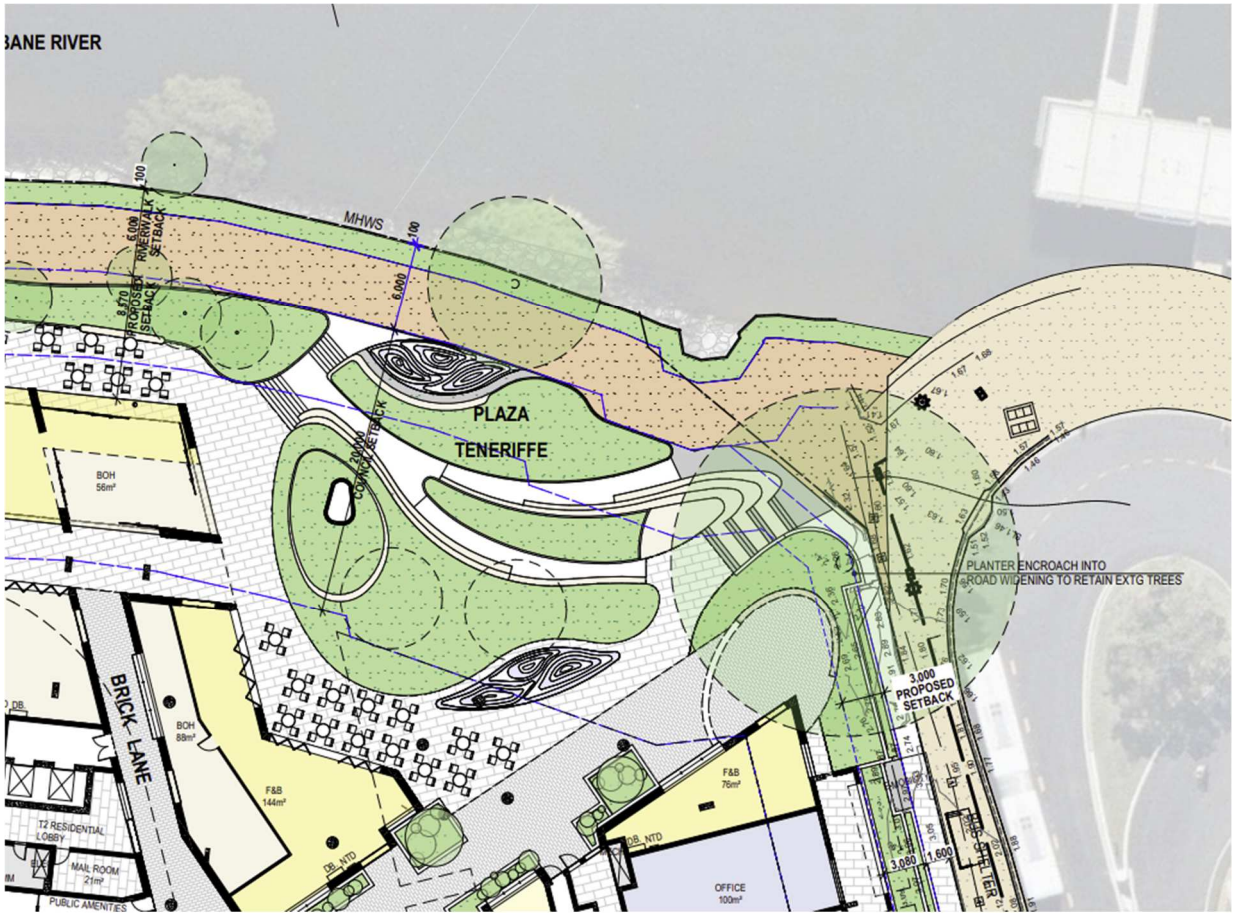


Figure 9 - snippet of reissued architectural plan, Sheet SD2002, issue 2, BCC RFI, 22.11.2023

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.

Table 5.6: Minimum radius of horizontal curves without superelevation

Design speed (km/h)	Minimum radius (m)
20	10
30	25
40	50
50	94

Note: Based on zero superelevation and friction factors of 0.31, 0.28, 0.25 and 0.21 for speeds of 20, 30, 40 and 50 km/h respectively.

Figure 10 – AustRoads table for path curvature