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## Brisbane Central Business District Bicycle User Group

### CBD BUG

GPO Box 2104,

Brisbane 4001

[brisbanecbdbug@gmail.com](mailto:brisbanecbdbug@gmail.com)

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

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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](mailto:lord.mayor@brisbane.qld.gov.au)

Dear Lord Mayor

I write to you on behalf of Brisbane CBD BUG members regarding our concerns that Brisbane City Council officers are providing instructions to property developers in the design of active transport infrastructure that conflict with Queensland Transport and Main Roads (TMR) Guidelines and Austroads Guidelines.

This issue came to light recently when the CBD BUG was reviewing past development applications, we viewed A004206778 for 17 Skyring Tce, Newstead of 2016. We have to say what was proposed for the active transport corridor along the river was in line with TMR and AustRoads guidelines. The corridor was segregated between user groups, the respective path widths were of appropriate dimensions and the bends were gentle in nature. However, a Brisbane City Council officer has clearly marked on the submitted drawing "riverwalk to be provided as a 6m shared pathway" (figure 1). This instruction contradicts relevant traffic engineering guidelines as we will explain below.

#### **Transport and Main Roads Guideline**

##### **Supplement to AustRoads Guide to Road Design, Part 6A: Pedestrian and Cyclist Paths, June 2015**

As can be seen, this engineering guideline was released a full year before council gave its instruction. Recently the CBD BUG conducted an on-location patronage count for another development on the site in question and the result of the count overwhelming indicated that a shared path was not in line with the TMR guidelines. Even allowing for 30% reduction in patronage along the corridor (to account for years past), Figure 6a-3 of the guide (figure 2) clearly shows once again a shared path as instructed by BCC is not in compliance with the traffic engineering.

#### **AustRoads, Guide to Road design, Part 6A: Pedestrian and Cyclist Path, 2009**

The advice from this engineering guide is even clearer. The flow graphic (figure 3) makes the type of path recommended very clear. By Brisbane City Plan 2014 (figure 4) designating the corridor as "primary" Brisbane City Council has acknowledged there will be a high number of cycle movements, and it is a well known fact that riverside paths experience high pedestrian patronage. Both these points in combination with it being a commuter corridor clearly indicate that the most suitable engineering solution is to segregate path user groups.

As can be seen from the above, the instruction that the Brisbane City planner gave to the development applicant is a contradiction of relevant traffic engineering guidelines. The fact is past development applications guide future development applications and past instructions will be often referenced when designs are being negotiated with council.

Along with the rest of the community the CBD BUG relies on Brisbane Council officers to properly assess and provide appropriate feedback to development applicants in accordance with contemporary standards when it comes to active transport infrastructure. However, this appears to not have occurred in this case.

Without reviewing every development application along active transport corridors we are unable to determine if this is a one off instance or a systematic problem. However, we now request that Brisbane City Council City planning officers are reminded of the need to:

1. remain cognisant of the active transport guidelines cited earlier in this letter, and
2. ensure these guidelines are applied in assessing development applications to ensure active transport infrastructure is installed that is appropriate to the community's needs.

We look forward to your reply on the issues.

Yours faithfully



Donald Campbell  
Brisbane CBD BUG  
14<sup>th</sup> January 2024

CC: Bicycle Queensland  
Space for Cycling Brisbane  
Queensland Walks  
Members of BCC Transport Committee  
Cr Vicki Howard - Councillor for Central Ward  
Wendy Aghdam - Greens Candidate for Central Ward  
Ash Murray - Labor Candidate for Central Ward  
Cr Julia 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. Bart Mellish MP - Minister for Transport and Main Roads

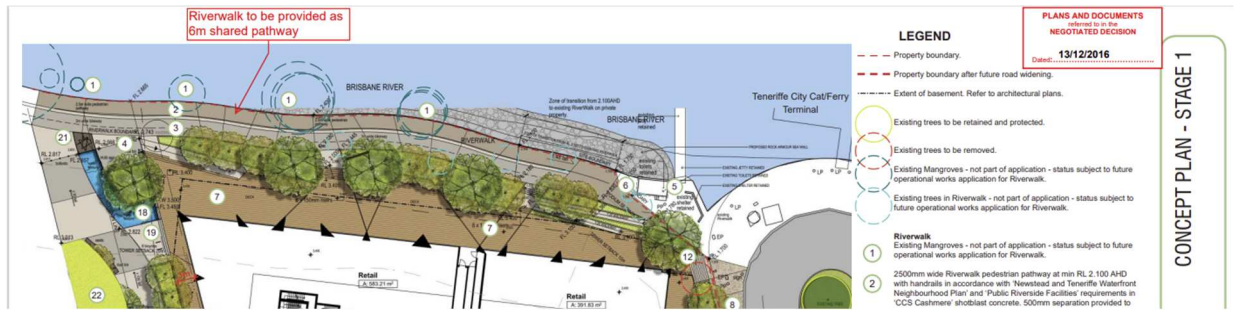
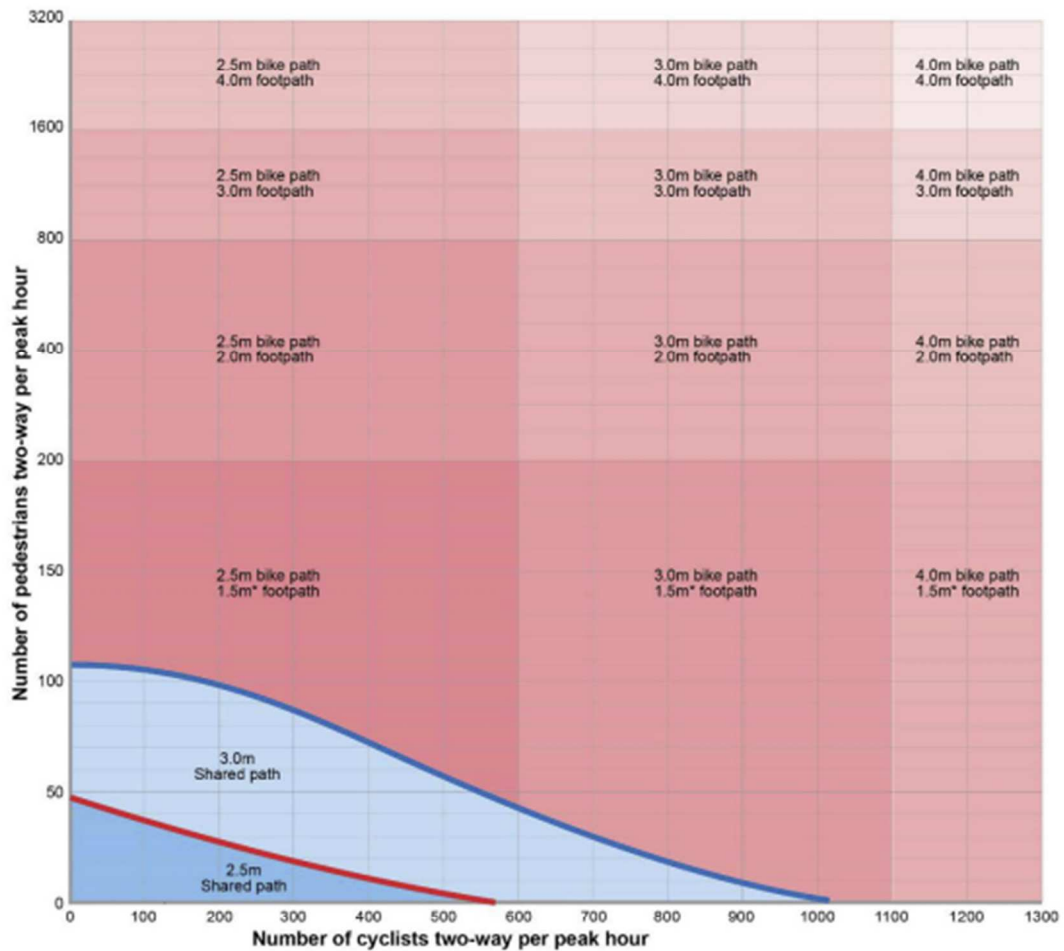


Figure 1 - Landscaping sheet 3239-01 (Rev-C)

## Supplement to Austroads Guide to Road Design Part 6A: Pedestrian and Cyclist Paths

**Figure 6A-3 Path capacity and recommended widths, directional split 50/50**

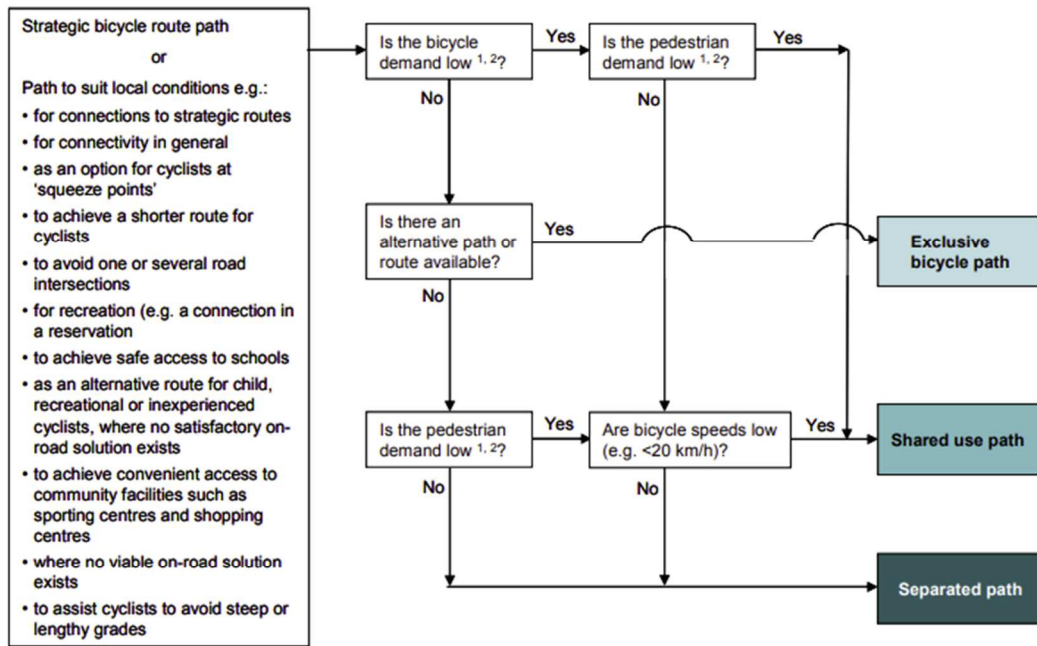


Notes: This figure is not to be used for pedestrian only paths

1.5 m footpath width is the low use minimum only and is not appropriate at higher pedestrian volumes

A 50/50 directional split is typical for most recreational paths which are subject to high use in both directions.

Figure 2 – TMR guideline – Supplement to AustRoads Guide to Road Design, Part 6A: Pedestrian and Cyclist Path



## Notes:

1. The level of demand can be assessed generally on the basis of the peak periods of a typical day as follows:

- Low demand: Infrequent use of path (say less than 10 users per hour)
- High demand: Regular use in both directions of travel (say more than 50 users per hour).

2. These path volumes are suggested in order to limit the incidence of conflict between users, and are significantly lower than the capacity of the principal path types.

Source: Austroads (1999)

Figure 2.1: Guide to the choice of path treatment for cyclists

Figure 3 – AustRoads – Guide to road design Part 6A: Pedestrian and Cyclist Paths

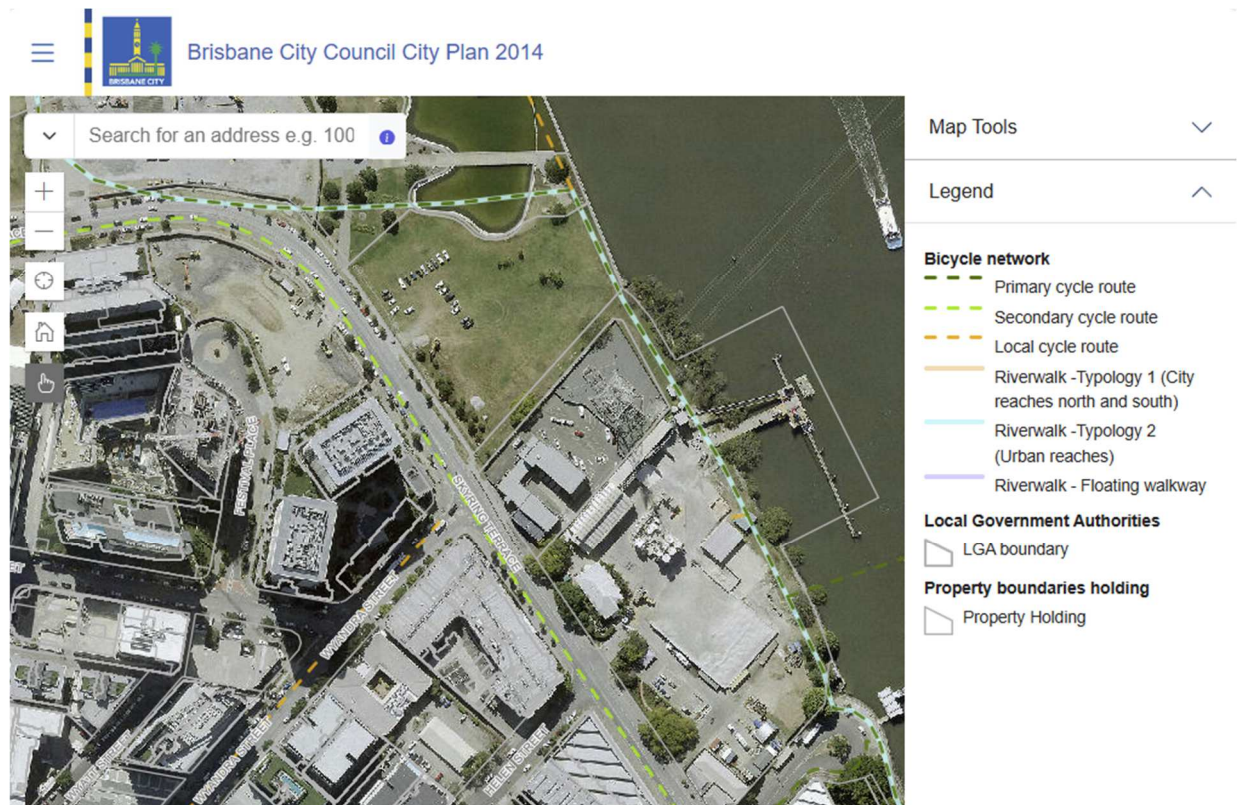


Figure 4 - Brisbane City Plan 2014 - Bicycle overlay