



Brisbane Central Business District Bicycle Users Group
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The Honourable Robert Swarten MP
 Minister for Public Works and Information
 and Communication Technology
 GPO Box 2457
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Dear Minister

The Brisbane Central Business District Bicycle Users Group (CBD BUG) welcomes the Queensland Government's recent opening of the Kurilpa Bridge as another step towards reducing the massive over-dependence of Brisbane residents on motor cars for personal transport.

However, the CBD BUG has identified some significant safety issues with the bridge's final structure that pose risks to users. Accordingly, the following table details these issues along with the CBD BUG's proposed solutions and seeks your action to ensure they are addressed.

Safety issues	
Issue	Proposed solution
Lighting is inadequate at the bridge's southern end where its ramp curves back under the main span.	Install additional lighting.
Bollards and concrete street furniture obstructing both ends of the bridge blend in with the deck surface and background and provide crash risks.	Install yellow reflective tape and / or paint on bollards and leading edges of street furniture.
No separation of cyclists and pedestrians means risk of conflict for bridge space.	Install additional surface markings (including a centre line for length of bridge) and signage advising all bridge users to keep left and for cyclists to keep to the middle, in the same manner as applied on the Goodwill Bridge.
Potential conflict for cyclists with motorists entering and exiting Santos Building car park on to Tank St.	Install stop lines, speed bumps and/or raised platforms, as well as signage for vehicles crossing the footpath and cycle lane.
Directional signage at both ends of the bridge inadequate in terms of information content and lettering too small.	Install additional direction signage with larger lettering.
Pedestrians shortcutting across Tank St walk through the garden bed at the bridge's immediate end, but because they have to focus on their footing they are distracted from watching for cyclists (and motorists).	Install railing to prevent pedestrian shortcutting; or remove garden bed and fill area with concrete.

In addition to these safety issues the CBD BUG has also identified the following range of connectivity issues that will impact negatively on and around the recently opened bridge. The CBD BUG's position on these connectivity issues is that it is unreasonable for the Department of Public Works to simply build a bridge and leave the Brisbane City Council to ensure it is appropriately connected to the surrounding cycling network.

Advocacy

Advice

Action

Connectivity issues	
Issue	Proposed solution
No directional signage from the Roma Street Parklands indicating path to the bridge.	Install directional signage indicating route to bridge.
Left turn for cyclists from George St bike lane into Tank St – cyclists are unable to reach the crossing button from the bike lane.	Improve crossing design to allow cyclist a right turn area or move cycle crossing button in line with George St.
Right turn for cyclists from Tank St into George St bike lane – no green light to clearly indicate cyclists may make this turn.	Install right hand turning arrow for cyclists.
No access for cyclists from George St bike lane to turn right up Herschel St towards Roma St Parklands.	Install two way bike lane from opposite the entrance of Roma St Parklands, left into Herschel St and right into George St lanes.
No direct route for cyclists to access the Bicentennial bikeway from the Kurilpa Bridge	Install bike lane in Tank St for direct cyclist access to North Quay, and provide an adequate quality connection to the Herschel St ramp to the Bicentennial bikeway.
Red paint on the Tank St connection does not comply with the standard range of road surface markings.	Upgrade to comply with standard surface markings

Further to these issues there is also a range of other bridge design elements the CBD BUG understood were to be included, which have now been found as not being delivered and by their absence are viewed as detracting from the bridge's functionality.

The CBD BUG was given the understanding that the bridge was to have a roof over 75% of its width, an issue on which the CBD BUG's position was that the bridge should have a roof over 100% of its width. The reason for this position is that if the Queensland Government is serious about encouraging people to walk more, then adequate shade and cover from the rain is essential. Additionally, experience from the Goodwill Bridge with its 50% covering has been that when it is raining pedestrians walk on the wrong side of the Bridge to stay under cover, increasing the risk of crashes with cyclists. However, the Kurilpa Bridge's roof appears to cover no more than 50% of its width.

Similarly, based on the experience from the Goodwill Bridge where a lack of adequate separation of pedestrians and cyclists has resulted in many crashes, the CBD BUG sought an enhancement of this approach for the Kurilpa Bridge. This was to be made via a pedestrian staircase to be built at the bridge's South Bank end to divert many pedestrians away from using the ramp that curves back under the Bridge. However, no staircase of this nature has been built.

Then there is the high risk area at the Tank Street end of the Bridge. The CBD BUG was informed many months ago that in view of the large number of pedestrians and cyclists who would be using Tank Street after the bridge's completion this street would be converted into a Shared Zone. However, this treatment has not been applied. With the anticipated 36,500 people using the Kurilpa Bridge each week the CBD BUG's position is that pedestrians and cyclists in this street will far outnumber to the number of motorists and therefore, a Shared Zone should be installed in Tank Street.

Bollards are also required to prevent unauthorised entry by motor vehicles to the cyclist / pedestrian pathway and surrounding parkland at the Montague Street approach to the bridge. This pathway entry point currently looks like a driveway and on the morning of 20 October 2009 a vehicle was illegally parked at the immediate end of the bridge. A photo of this vehicle is attached. It is suggested that with the installation of bollards set further back from the bridge's immediate South Bank, the bollards currently in place at the bridge's immediate end that form a choke point for users could then be removed.

On a final note, while the Queensland Government's building of infrastructure to enable sustainable and active transport options is a highly responsible investment in Brisbane's future, the Kurilpa Bridge's \$63 million dollar cost is regarded as excessive when it is considered that two cyclist / pedestrian bridges could have been constructed for the same amount by using more conventional principles. Given Brisbane's desperate need for at least another four such bridges the CBD BUG's position is that to accelerate the rollout of these structure the focus should be rebalanced from form to function.

I look forward to your response on these issues.

Should officers of your department wish to discuss any of the issues raised in this letter I may contacted directly on 0423 974 825.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Paul French', with a stylized, flowing script.

Paul French
Co-convenor
Brisbane CBD BUG
23 October 2009

