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## Brisbane Central Business District Bicycle User Group

### CBD BUG

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Honourable Anastacia Palaszczuk MP  
Premier of Queensland  
GPO Box 15185  
City East, QLD, 4002

Dear Premier Anastacia Palaszczuk

This letter is seeking common sense to prevail regarding how the Bicentennial Bikeway will be reconstructed as part of the Queens Wharf development. While a more detailed submission will be provided at a later date, members of the Queens Wharf design team have given the impression to the CBD BUG that schematic plans are more or less concrete. As such many undesirable elements of the current proposal will follow through to the final product. This has prompted this early response.

On Friday the 21<sup>st</sup> of July 2017 representatives of the CBD BUG (Paul French and Donald Campbell) met with Grace Grace MP at her office. Grace Grace kindly invited members of the Queens Wharf design team also to the meeting to further the discussion. Members of Queens Wharf included Stephen Pate (CUSP Landscape Architecture), Graham Witherspoon (Destination Brisbane Consortium) & Steve Keating (Department of State Development), three other members of the design team were also in attendance but unfortunately we did not record their names. During the meeting the discussion left representatives of the BUG concerned that Queens Wharf has not adequately designed for the present cyclists traffic levels, let along the future with regard to the Bicentennial Bikeway.

### **A Dedicated Cycle Path.**

The CBD BUG holds the very strong view that the Bicentennial Bikeway through the Queens Wharf should be upgraded with a dedicated cycle path for the entire length of the development. With current cycle movements through the area as frequent as one every four seconds, current guidelines suggest installing a dedicated cycling path, would provide clear easy to understand language of where primary bicycle movements will occur. While the current proposal does propose to upgrade two thirds of the bikeway with a dedicated cycle path, the CBD BUG remains firmly committed to the view that the entire bikeway requires a dedicated cycle path.

### **Path Width**

The CBD BUG is concerned that where a dedicated cycle path is to be provided insufficient width is proposed. Frequently during the meeting, complying with current Australian Standards were referenced as sufficient reasoning for widths that will be quickly and vastly too narrow, if patronage of the development is correct. The CBD BUG is of view, due to the Bicentennial Bikeway being at the heart of the Brisbane active transport network, paths widths have to, at least be consistent with recent Bicentennial Bikeway upgrades. This would require 3.5m for cycle movements and where pedestrian movements are immediately adjacent, a pedestrian path width of a minimum 2.0m be adopted. Considering the location and future patronage growth these widths should be considered a bare minimum.

### **Shared Space/Path**

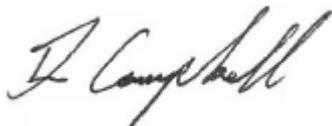
The CBD BUG is of the view that the entire length of the Bicentennial Bikeway within the development envelope should be upgraded from a shared use path to dedicated paths for bicycle and pedestrian movements. While shared use paths and space, can and does work well, where bicycle movements are as frequent as one every four seconds dedicated paths are in the interest of everyone.

### **Not repeating the mistakes of South Bank**

The design team appear to be fully aware that due to the design of the South Bank promenade, being shared, with no clear messaging influencing how people move through the space, its function as an active transport corridor is compromised. The CBD BUG is not keen for such a poor outcome to be repeated at Queens Wharf. However, the design team does seem to be repeating this same mistake regarding shared space. Ensuring a dedicated path for cycle movements is the most appropriate design solution. It is envisaged with the project teams' current plan that with such large numbers expected of pedestrians and cyclists coming together that this will result in the potential for crashes. Even in the case of near misses there will then be the inevitable call for cyclists to be banned from a route. The Bicentennial Bikeway's importance makes it presently their equivalent of the Riverside Expressway.

In closing the CBD BUG does not see our view of providing a dedicated cycle path as part of the upgrade of the Bicentennial Bikeway is anything other than the most common sense and logical move.

Yours faithfully



Donald Campbell  
Co-convenor  
Brisbane CBD BUG

1 August 2017

CC

Vicki Howard – Councillor – Central Ward

Adrian Schrunner – Head of Active Transport – Brisbane City Council

Mark Bailey – State Minister – Minister for Roads

Grace Grace MP – Qld state member – Brisbane Central

Jamie Foster – LNP Candidate – State seat of McConnel

Kirsten Lovejoy – Greens Candidate – State Seat of McConnel