



## Brisbane Central Business District Bicycle User Group

### CBD BUG

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Dear Sir/Madam

This letter is to convey the views of the CBD BUG in relation to the Development Application A004162925 of the Howard Smith Wharfs. As in line with other CBD BUG submissions this submission is in regard with how this development will impact on people cycling to, from or through the site to be developed.

The cycle route through the site is a principal route on the SEQ Principal Cycle Network Plan. It is currently the only safe and separated cycle route from the New Farm peninsular to the CBD, & was carrying around 3,000 pedestrian & cycle movements a day before the 2011 floods. Since reopening in September 2014 the path had shown continuous growth in patronage of approximately 50% until the closure of the Cityreach Boardwalk (April 2015). As such the CBD BUG does not believe figure 4.2 on page 13 (shown beside) of the traffic report should be used as a reference for current or future patronage through the site or as part of the DA submission. From November 2014 (the date of the reports figures) until the closure of City Reach boardwalk (for maintenance) patronage grow 30% according the CBD BUG's own counts. It is expected that this corridor will once again be carrying over 3000 pedestrian and cycle movements a day and should be designed in such a way as to further encourage and accommodate growth. The plans as submitted as part of the Development Application do not allow for this.



Figure 4.2: Pedestrian and Cyclist Desire Lines & Demands at Site Entry Map Source: Nearmap 2015

As an overview the CBD BUG is not pleased with the proposed plans appear to ignore the importance of the corridor according to the SEQ Principal Cycle Network Plan. The proposal seems to disregard cycling as transport mode and treats it more as leisure activity.

Broadly speaking this submission will deal with 6 broad topics

- 1 Impacts of Construction
- 2 Segregation
- 3 Designed for commuters
- 4 Direct/straight path alignment
- 5 Clear Lights of sight
- 6 Desire lines

## 1. Impacts of Construction

The CBD BUG is pleased to see that during construction a minimum path width of 6m will be maintained. The considering the extent of excavation this is advantageous. The CBD BUG would add that if a minimum path width of 6m is to be maintained that it be provided as a segregated facility with 3.5m to cycle movements and 2.5m to pedestrian movements to minimise the potential for conflict and to maximise the capacity of the path.

### 4.4 Pedestrian Management

We propose to maintain approximate 6m wide pedestrian and bike access through the site at all times during construction. The travel path will be modified occasionally to suit the staging of the works. Overhead gantries will be erected where required allowing pedestrians to continue to safely use the paths during construction.

All vehicles entering or exiting the site across the pedestrian travel path will be under the control of an authorized traffic controller, who will manage the pedestrian traffic in and around the immediate site boundaries.

## 2. Segregation

The corridor running through the proposed development which includes the reconstructed New Farm Riverwalk is an active transport arterial. This is acknowledged by the Queensland Government in the SEQ Principal Cycle Network Plan.

As such the CBD BUG does not believe anything less than the quality delivered in comparison to the Riverwalk is acceptable. Providing a path of 3.5m to cycle movements and 2.5m for pedestrian movements should be the bare minimum. The site sections in the Landscape Report on page 13 to 15 (see Figure below) indeed do indicate segregation of cycle and pedestrian movements but on page 26 (see Figure beside) the report again lists the widths but says it will be shared space. The CBD BUG stresses for the safety, amenity & capacity the path must be segregated. Please see attached plans of how this could be incorporated into existing proposal.

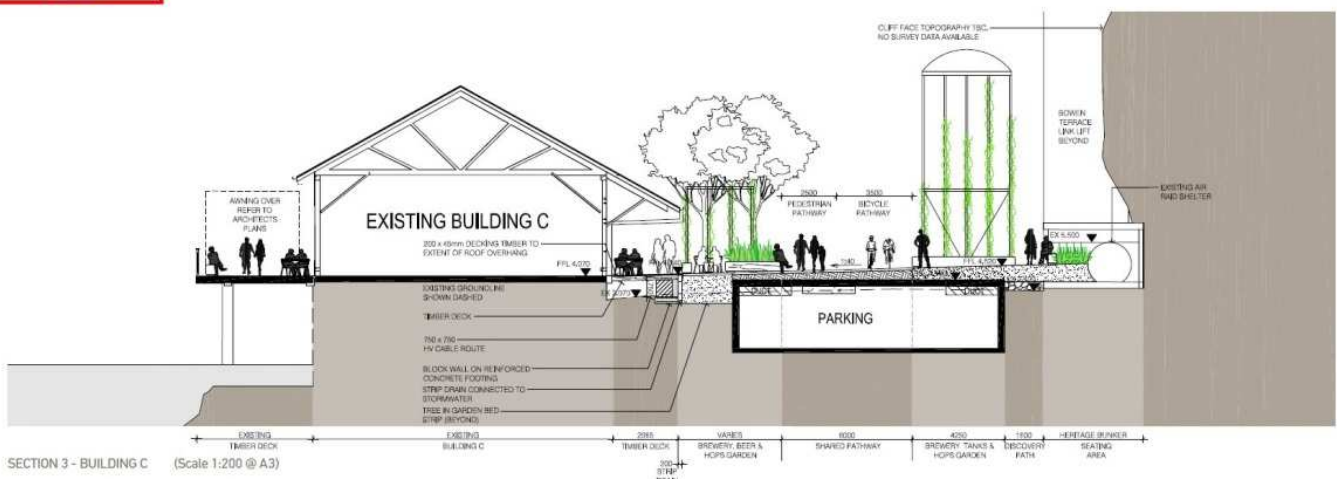
### 02 THE BACKBONE – SHARED CYCLE PEDESTRIAN PATH

#### Design Intent

A 3.5m wide cycle route and a 2.5m pedestrian route run through the site from near Boundary Street to the Riverwalk. For the majority of the length of the site the two paths are combined as a single 6m wide shared zone behind the waterfront buildings. The path surface located to north of Building A and B is proposed to be a 6m wide coloured concrete shared zone with a light broom finish and a compressive strength for vehicle loading. From Building C heading east to the new River Walk the pathway surface finish changes to a decomposed granite with specification to equivalent standard of Birrarung Marr River Promenade, Melbourne.

## 10 HSW CROSS SECTIONS

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BCC DA



### 3. Designed for commuters

As previously outlined the path through the proposed development site forms part of the SEQ Principal Cycle Network a Queensland Government document. The Traffic report on Page 8 acknowledges that also under BCC City Plan 2014 it is listed as a primary cycling corridor. As such the primary cycle movements will be through the site of people accessing other destinations. However due to the path being listed as “shared” this requirement has been overlooked. The CBD BUG does not wish for the mistakes of Southbank to be repeated. As such the primary path through the site forming part of SEQ Principal Cycle Network needs to be designed for commuter traffic.

### 4. Direct/Straight Path Alignment

The CBD BUG is disappointed with the proposed alignment of the primary cycling corridor through the site. The number of curvatures has been increased from current 3 to approximately 11 with all additional 7 being unnecessary. It has been noted they have been made excessively tight. The CBD BUG does not view this as a suitable outcome for a path that forms part of SEQ Principal Cycle Network. Unnecessary path curvatures and tight curvature decrease the amenity, safety and capacity of cycling corridor though limiting one cyclist's ability to overtake another cyclist's. Due the very nature of cyclist having to lean into a bend (to counter act centripetal force) the effective path capacity is reduced at bends as is the effective width. Such designs would not be built into a primary general road corridor and neither should they be built into a primary cycling corridor. Please see attached amended plan L-211-F1 which clearly shows unnecessary curvature that can be removed providing a gently sweeping curve which provides excellent lines of sight that does not impede one cyclist's ability to overtake another.

### 5. Clear Lines of Sight

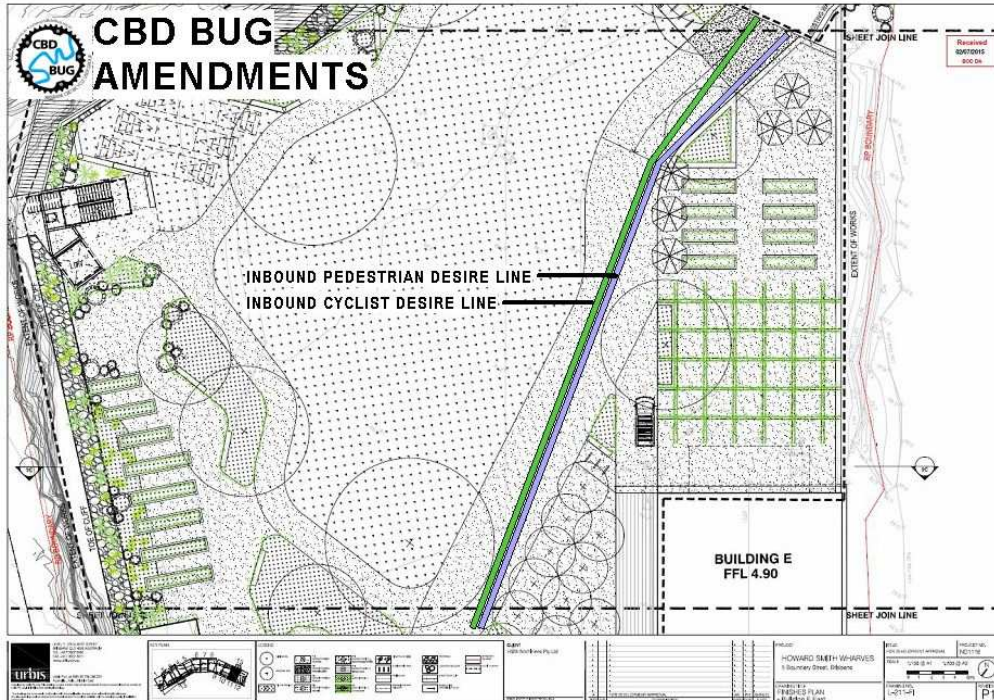
Clear lines of sight are essential to provide high levels of safety. As such the CBD BUG does not agree with the unnecessary use of path curvature as it diverts a rider attention away from the surroundings to the path surface itself. The CBD BUG also does not agree with the use of structures, landscaping or foliage that may obscure a rider's line of sight. As such the current plans do not meet these criteria.



## 6. Desire Lines

The existing plans appear to have overlooked the concept of desire lines. Desire lines explain a human's nature to find the shortest and most direct path from one point to another. This concept underpins the CBD BUG's desire that the cycling corridor through site is segregated, designed for commuters and direct with clear lines of sight. As can be seen in Figure (below) the desire lines of a person on foot or bike are very similar. As such both movements come into close proximity to each other due to the very nature of desire lines. While this is not a problem on a shared path with low usage, on a primary corridor such as this it is inviting conflict between modes.

The proposed plans also ignore the desire of cyclists going to or from the story bridge to access the existing city reach boardwalk. Please see attached amended plan "L-201-F1" of how such movements could be accommodated.



In closing the CBD BUG is not satisfied that World Class cycling facility through the development site has been met and such the plans need to be revised. The CBD BUG has provided amended plans. These should be used as only a guide, as bare minimum standard. The CBD BUG would expect a higher quality facility on a Principal cycling corridor listed as per the Queensland Government and the Brisbane City Council.

Sincerely

Donald Campbell  
Co-convenor  
Brisbane CBD BUG  
30 July 2015