



**Brisbane Central Business District Bicycle User Group
CBD BUG**

GPO Box 2104, Brisbane 4001

convenors@cbdbug.org.au

www.cbdbug.org.au

Howard Smith Wharves Redevelopment

Dear Luke Fraser

This letter formally conveys the views of the Brisbane Central Business District Bicycle User Group (CBD BUG) on the essential characteristics of the proposed cycling corridor through the proposed Howard Smith Wharves Redevelopment.

In line with previous CBD BUG submissions regarding proposed projects we are limiting our comments to issues directly affecting cyclists.

The CBD BUG actively called for Brisbane City Council in replacing former floating Riverwalk that previously provided an essential connection between the CBD to New Farm for cyclists and pedestrians. As such overall the CBD BUG has been pleased with its replacement but is concerned that with how the proposed Howard Smith Redevelopment may affect people riding bikes between New Farm and the City.

Before the 2011 floods that washed away the former Floating Walkway over 3,000 pedestrian/cycle movements were traveling through the Howard Smith Wharves precinct and as such due to it being a shared area there were signs of design issues. The CBD BUG would like to also point to the fact that the cycling corridor through the Howard Smith Wharfs development is included in the South East Queensland Principal Cycle Network.

The following factors have been identified by the CBD BUG in this regard to increase the amenity for cycling

1. Segregation – As a shared facility the current path is less than ideal due to the potential for conflicts between pedestrians and cyclists, particularly during the peak travel periods. The CBD BUG welcomes the indication that the new facility will be segregated in a similar manner to the recently constructed Riverwalk. It is suggested that due to traffic volumes the minimum cycling path width of 3.5m be designed for. For further detail see Figure 1 and Figure 2
2. Designed for commuters – While the current function of the Howard Smith Precinct is as an area to travel through the CBD BUG completely understands the desire to turn it into a destination in itself. However the precinct will continue to be an area that commuters will travel through highlighted by being in the SEQ principal cycle network. In that sense the new path primarily needs to meet the needs of people travelling to and from their regular work and study destinations. Segregating cyclists and pedestrians goes a long way towards achieving that outcome.

Advocacy

Advice

Action

3. Direct/Straight path alignment – The CBD BUG strongly urges that any unnecessary curvature of the path should be avoided and any required bends be as gentle as possible. Bends encourage both cyclists and pedestrians to cut corners, creating unnecessary conflicts. Curvature may be used to move the path away from areas of high activity, but should not be used for ‘traffic calming’ or purely aesthetic reasons.
4. Clear lines of sight – For user safety clear lines of vision are essential to reduce the chance of conflict occurring. On that basis the CBD BUG prefers straight paths, rather than curving paths, as well as foliage that do not obscure the view forward.
5. Ability to be used during Heavy Downpours – Some of Brisbane’s busiest bikeways are regularly being submerged by flood and/or storm-water. Since reopening in September 2014 Howard Smith Wharves’ current path has been submerged by storm-water on a frequent basis. It is hoped that this issue will be resolved.

The CBD BUG is aware of concerns within the Howard Smith Wharves regarding the potential for some cyclists to travel at ‘excessive’ speeds. The CBD BUG wishes to stress that hard built environment treatments of unnecessary bends and pinch points should be avoided. As well signage with speed limits and “Slow Down” should be avoided; both treatments lead to conflict and negative perceptions. Preferable options include soft landscaping and changed surface textures & patterns as discussed previously in person.

The Queensland Department of Transport and Main Roads Technical Note 130 - Speed Management on shared paths (November 2014) contains similar guidance on this issue. Section 2.1 states, ‘Counter data shows that the average speed of each facility at peak times approximates a reasonable design speed for each location. It is therefore posed that the cycling community is able to self-moderate speeds that are appropriate to the location.’ It then uses strong language on the issue of speed regulation, ‘There is no defensible justification for imposing regulatory speed limits on shared paths.’

In closing, the Howard Smith Wharves currently carries over 3000 pedestrian and cycle movements through it each day. This will only increase into the future and it essential that cycle movements are well designed for to avoid the mistakes that were done at Southbank. With the corridor also being listed in the South East Queensland Principal Cycle Network the Queensland Government itself expects patronage through the area to also increase

Yours faithfully



Donald Campbell
Co-convenor
Brisbane CBD BUG
2 July 2015

CC Brisbane Lord Mayor
Brisbane Central Councillor
State Member for Brisbane

Graham Quirk
Vicki Howard
Grace Grace

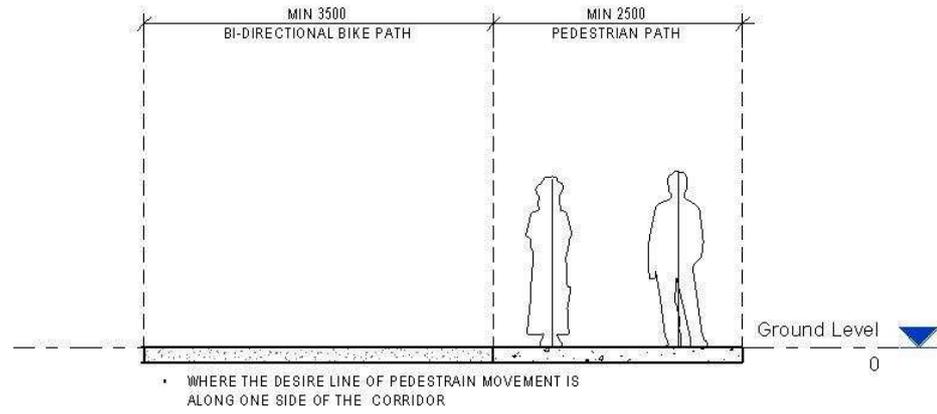


FIGURE 1

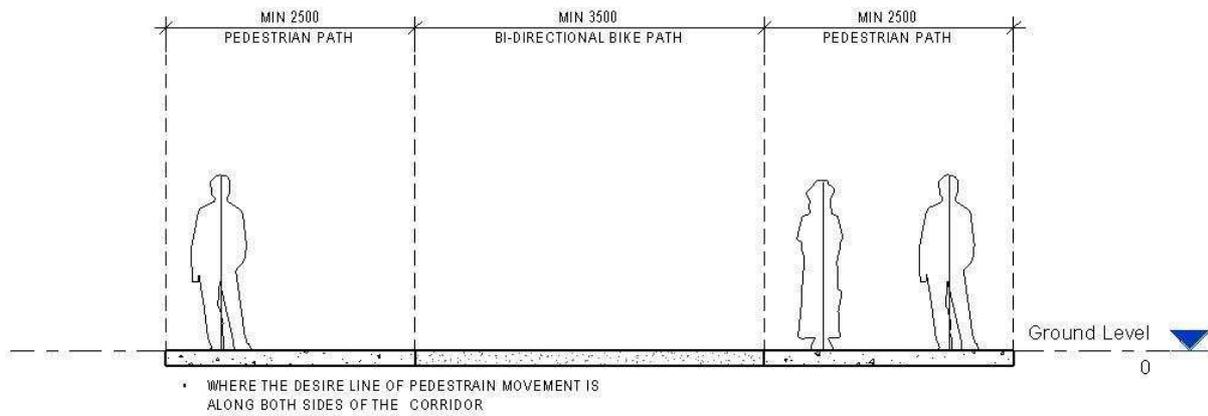


FIGURE 2