



Brisbane Central Business District Bicycle User Group

CBD BUG

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Queen's Wharf Brisbane PDA
Economic Development Queensland
Reply Paid GPO Box 2202
BRISBANE QLD 4001
Via email: edq@dilgp.qld.gov.au

Dear Sir or Madam

This submission provides the views of the Brisbane Central Business District Bicycle User Group (CBD BUG) on the August 2015 Queen's Wharf Brisbane Priority Development Area (PDA) Proposed Development Scheme.

As a matter of principle the CBD BUG's submission is limited to commenting on matters directly affecting people riding bicycles, and particularly focuses on issues impacting on commuter/utility cyclists.

The CBD BUG is a grass roots volunteer organisation of almost 800 members, representing the interests of the large number of people riding bicycles to, from and within the Brisbane city centre. It is active in seeking policy decisions at all levels of government supporting people who want to cycle, and in particular relating to improved infrastructure, end-of-trip facilities, integration of cycling needs with other transport modes and a regulatory environment friendly towards people riding bikes.

We note that among the range of outcomes planned to arise through the development in the Queen's Wharf Brisbane PDA it will "support connections and integrate with key locations in the surrounding area including those on the southern bank of the Brisbane River". It is of critical importance to cyclists that this outcome is delivered as currently, and for the foreseeable future, the Bicentennial Bikeway is the only safe, direct, separated cycle commuter facility in this part of the CBD and it draws on significant catchments from the CBD and West End and links to QUT, the University of Queensland, the Boggo Rd precinct and the South East (V1) Veloway via the Goodwill Bridge. This major cycling artery is the active transport equivalent of the Riverside Expressway that sits directly above it, and therefore it needs to be retained as such for the entirety of the project and beyond.

While now well below contemporary standards, the section of the Bicentennial Bikeway running the length of this PDA does still at least currently enable hundreds of people every day to ride bikes for commuting (and recreational) purposes. Here they can cycle in much greater safety than the comparable on-road alternatives where there is a significantly greater exposure to potential conflict with motor vehicles.

Therefore, it is very welcome that this PDA Proposed Development Scheme requires:

- upgrades to the Bicentennial Bikeway
- upgrades to other existing cycleways, and provides new connections within the PDA to enable integration with the Bicentennial Bikeway, and
- the provision of publicly accessible cycle facilities.

However, the CBD BUG view is that the statements in relation to these requirements are too generalised, and need to be made much more specific. This approach is necessary in order to ensure the desired outcomes are achieved for the community. Sadly, the CBD BUG's experience has been that the bikeway "enhancements" arising from other previous projects have produced mixed outcomes. In some cases these have resulted in diminished service levels and a more dangerous environment for people riding bicycles.

In relation to the provision of upgraded/enhanced cycleways, the Department of Transport has published a range of technical notes specifying how cycling infrastructure should be implemented. These should be detailed in this PDA Proposed Development Scheme as the applicable minimum standard to be achieved.

Principal among these is the recently published - *TN128 Selection and Design of Cycle Tracks*. Along with this are the following other technical notes that focus on cyclist infrastructure:

- *TN108 Mid-block bicycle lane termination treatments*
- *TN130 Speed management on shared paths*
- *TN131 Shared path and bicycle path termination treatments*
- *TN132 Maintenance minimisation guidelines for walking and cycling facilities*
- *TN133 Guidance on the widths of shared paths and separated bicycle paths*
- *TN136 Providing for Cyclists on Roundabouts*
- *TN137 Bicycle activated warning signs*
- *TN138 Verge parking and indented parking*
- *TN139 Use of on-street space (kerbside road space) for safer cycling.*

All of these technical notes are publically available at: <http://www.tmr.qld.gov.au/business-industry/Technical-standards-publications/Technical-Notes/Traffic-engineering.aspx>.

Signage installed along all cycleways in the PDA should also be required to comply with the *Manual of Uniform Traffic Control Devices (MUTCD) Part 9: Bicycle facilities*, available at <http://www.tmr.qld.gov.au/business-industry/Technical-standards-publications/Manual-of-uniform-traffic-control-devices.aspx>.

In relation to the end of trip facilities for cyclists minimum standards that should be applied to this development, are provided in the *Queensland Development Code Mandatory Part 4.1—Sustainable buildings guideline* (<http://www.hpw.qld.gov.au/SiteCollectionDocuments/EndOfTripFacilities.pdf>)

We would point to the detailing of the technical requirements for cycleways and other cyclist enabling infrastructure in this manner as being consistent with the approach in section 3.5.3 "Street and movement network" of this PDA's Proposed Development Scheme, where a number of Brisbane City Council and TMR standards/guidelines are already referenced.

On a broader note, the CBD BUG is very keen that this development does not lead to a repeat of the mistake made directly across the river along the Southbank Parklands riverfront. Here, people riding bicycles for commuting and people walking have to inappropriately share the same space. This poor design has led to unnecessary conflicts between the two groups.

Further to this your attention is drawn to Map 2 on page five that displays the structural elements plan. The two cycleways indicated in this map are shown to pass through the main public plaza on the riverfront. With this plaza area likely to host "outdoor performances, sporting or other events" such events will likely hinder the passage of people riding bikes. We are concerned this may lead to crashes between pedestrians and cyclists - leading to the inevitable call for cyclists to be banned, or at the least, temporary closures to be imposed on this cycleway.

With this in mind it needs to be remembered that the Bicentennial Bikeway is a major route for commuter cyclists on a 24/7 basis i.e. people looking to travel to work, study etc. destinations who may need to ride at higher speeds in comparison to irregular, recreational riders.

We remind you that the Bicentennial Bikeway is the cycling equivalent of the Riverside Expressway in this location. Accordingly, there needs to be 24/7 through-access for bike riders along this corridor. We consider a bypass for cyclists of the major public plaza area to also be an essential element of this development.

To ensure the safety of all visitors to this precinct and the delivery of the project's much touted community benefits – the wording of the PDA's proposed development scheme must be unconditional in relation to the development's application of codes and standards e.g. *TN128 Selection and Design of Cycle Tracks*, Brisbane City Council's *Traffic, Access, Parking and Servicing Code*, and the *Crime Prevention through Environmental Design (CPTED)* etc.

The numerous references to these codes and standards throughout the document currently only state that the “development should demonstrate consideration of the requirements, standards and guidance.....” of these codes and standards. This terminology appears to make it entirely optional for the developer to observe these requirements. Instead, these references should be revised to state that the “development must comply with the requirements, standards and guidance.....” of these codes and standards.

These codes and standards have been developed over time so they present the current optimal approach, and it would be inappropriate for them to be allowed to be ignored in the interests of the developer's convenience or profit. Furthermore, when people enter this precinct via foot, cycle or motor vehicle they need to be presented with an environment consistent with the surrounding domain. If signage or path/road design is allowed to be different to or below code/standard, this will increase the potential for misunderstandings and crashes/conflicts to occur.

Finally, it is understood that the future land ownership/tenure for the Queen's Wharf Brisbane PDA is still subject to the contractual negotiations with the successful consortium. Irrespective of the outcomes of these negotiations the ongoing access by the public on a 24/7 basis to this precinct's cycling infrastructure, and especially the Bicentennial Bikeway, must be guaranteed. One option for this is that these corridors are excised as easements from the Queen's Wharf Brisbane PDA.

Thank you for providing the CBD BUG with the opportunity to comment on the Queen's Wharf Brisbane PDA Proposed Development Scheme.

Yours faithfully



Paul French
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Brisbane CBD BUG
16 September 2015