



Brisbane Central Business District Bicycle User Group

CBD BUG

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The Honourable Anastacia Palaszczuk MP
Premier and Minister for Trade
PO Box 15185
CITY EAST QLD 4002

Via email to: thepremier@premiers.qld.gov.au

Dear Premier

The CBD BUG is once again writing to you, requesting that in your capacity as the Premier of Queensland you intervene with regard to the Queens Wharf (QW) development and the Bicentennial Bikeway. We know that during the Covid-19 pandemic your attention is focused elsewhere but the issues regarding Queens Wharf have not been resolved and construction is continuing to occur.

Since our last letter to you a lot has occurred

- Transport Minister Mark Bailey and then Planning Minister Cameron Dick released a joint statement on the 21st December 2017, confirming there is genuine community concern regarding the poor provision for the Bicentennial Bikeway by Queens Wharf.
- A feasibility study is established to resolve the public concerns
- Feasibility study consulted with stakeholders and presented a primary proposal
- Feasibility study's primary proposal could not resolve the issues created by QW and maintain existing connectivity of Bicentennial to the Brisbane CBD
- Feasibility study proposed additional improvements to Bicentennial outside of QW development envelope that were accepted – however, this does not resolve the issues created by QW development.

We fully acknowledge the work of the ministers & TMR officers to resolve the issues that have been created by QW and Economic Development Queensland (EDQ). The CBD BUG had been hopeful that either EDQ or QW would have amended the plans by this stage. On the 11th March 2020 the CBD BUG visited the display model to ascertain if any changes had occurred. This was followed up in an email to ascertain if the Master Plan had been updated. We are troubled that throughout the past 3 years since our last letter to you and all the money that the Government has spent to fix the (avoidable) issues that have been created by EDQ and QW - both entities (EDQ & QW) have failed to amend their proposal.

Victoria Bridge to Queens Wharf Plaza

The CBD BUG has constantly highlighted that a shared use corridor (without clearly designated paths) is a backward step for a high volume active transport corridor such as the Bicentennial Bikeway. This lack of delineation will result in conflict and potential for injury to the public.

1. When stressing these points both QW and EDQ have both claimed concerns are unfounded and cited Southbank as an example. This example is fundamentally flawed as Southbank carries only a fraction of the Bicentennial Bikeway's cycle traffic.
2. The same traffic engineering company "TTM" has been used by both QW and Howard Smith Wharves (HSW) development. In both cases "TTM" have recommended that a shared use corridor is a suitable solution, despite both cycling advocacy groups and Brisbane City Council

officials arguing that such a design is not suitable. Since the HSW development opened, it has demonstrated such advice is flawed being subject to numerous media articles and public disquiet. The shared path through HSW results in constant confusion and conflict between user groups. Near misses can be easily observed due to engineering that ignores the fundamental nature of human movements. The CBD BUG views a shared use corridor as recommended by "TTM" as being far worse at QW. This is due to the Bicentennial Bikeway carrying over 600 bicycle movements an hour during the peak period compared to the 150 bicycle movements through HSW's.

Both examples above highlight a fundamental ignorance and lack of understanding of people movement by both QW and EDQ regarding an active transport arterial corridor.

Queens Wharf Plaza cycle movement carrying capacity

The CBD BUG in two separate meetings with representatives of QW or EDQ have asked a fundamental question –

"What is the cycling carrying capacity of the plaza area" ie how many people can cycle through the area per hour

1. 21/7/2017 meeting with Grace Grace MP and representatives from EDQ & QW
2. 22/9/2018 TMR feasibility study to resolve issues created by QW

In both cases the question has been waved away with "it is in the documents". The CBD BUG has attempted to find the answer to this question in the documents but has been unable to locate the answer. It has come to the attention of the CBD BUG that the answer to the question may never have even been calculated. If this is indeed true it would demonstrate a failure of due process and "safety in design". Further to this it could undermine the confidence in the integrity of EDQ.

Only Concept Plans

We have been told repeatedly the proposal drawings are only concept plans (ie concept design). According to the Australian Institute of Architects

Concept design comprises two phases: pre-design, the research and information-gathering phase; and design, during which the architect explores and illustrates design and cost options appropriate to the size of the project, for the client to consider.

In short this is where elements of the design can be changed and amended as required. Even when discussing minor changes to the design discussions have been overly robust, which indicates the released proposed plans are not conceptual. This has undermined the integrity of any consultation as there has been no willingness to amend or alter elements of the design.

High Speed

Throughout discussions regarding the cycling corridor representatives of QW & EDQ have uttered the phrase "high speed" as a way to dismiss the need for a dedicated cycle path. We need to clarify that the need for dedicated space is not about "speed" as some parties may suggest, but about the amenity, safety and capacity of a corridor.

VeloCAFE

While we understand that for many people who go for a recreational ride and end it with a chat and a caffeinated drink, this is a desirable cool down. However, this is not always true for people who cycle for transport. The fact that a café may be built along the Bicentennial is not compensation for a cycling corridor whose amenity, capacity and safety is being downgraded. The proposal of the café building further emphasises the lack of willingness to amend QW design. By pushing the café forwards away from the embankment bicycle traffic could travel behind the structure.

TMR & AustRoads Guidelines

The proposed works as suggested by EDQ and QW do not comply with either TMR or AustRoads guidelines. AustRoad's "Guide to Road Design – Part 6A: Pedestrian & cyclist Paths" has a very simple diagram on page 7 (Figure 1). This clearly shows that a segregated path is the recommended solution. TMR's "Road Planning and Design ManualPart 6A" further expands on this guidance in a table (Figure 2). Once again the proposal is not in compliance with the guidelines. The CBD BUG finds it quite extraordinary that a Government department would fail to comply with official documents of another Government Department whose role is the design & installation of safe high quality cycling infrastructure.

In closing, the CBD BUG has greatly appreciated the desire of your ministers and TMR officers to resolve the issues created by QW & EDQ. As we have seen during this pandemic people have been using active transport infrastructure as never before. For this reason the CBD BUG continues to advocate that the most amendable, highest capacity and safest option is for the Bicentennial Bikeway to be upgraded to a continuous dedicated segregated path.

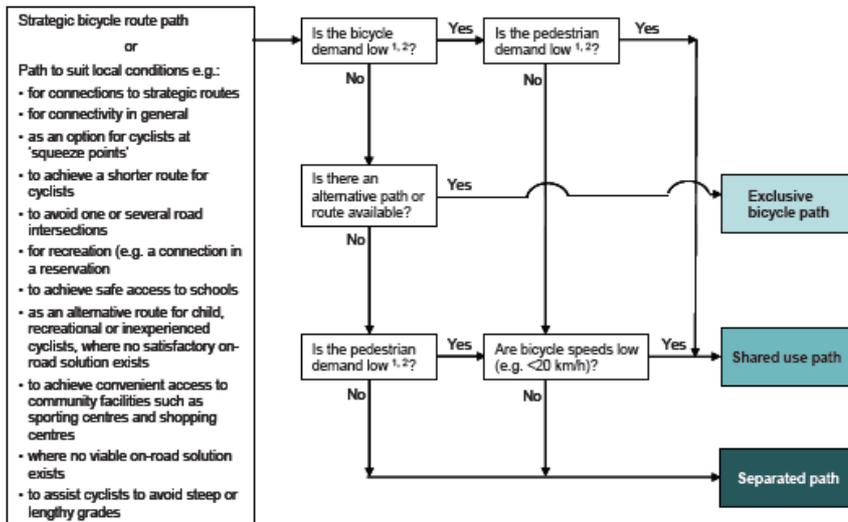
We look forward to your response on this matter.

Yours sincerely



Donald Campbell
Brisbane CBD BUG
15 May 2020

Cc: Bicycle Queensland
 Space4Cycling Brisbane
 Grace Grace MP Member for McConnel
 Minister Mark Bailey Minister for Transport and Main Roads
 Minister Kate Jones Minister for State Development, Tourism & Innovation
 Cr Vicki Howard Brisbane Central
 Lord Mayor Adrian Schrinner, Brisbane City



Notes:

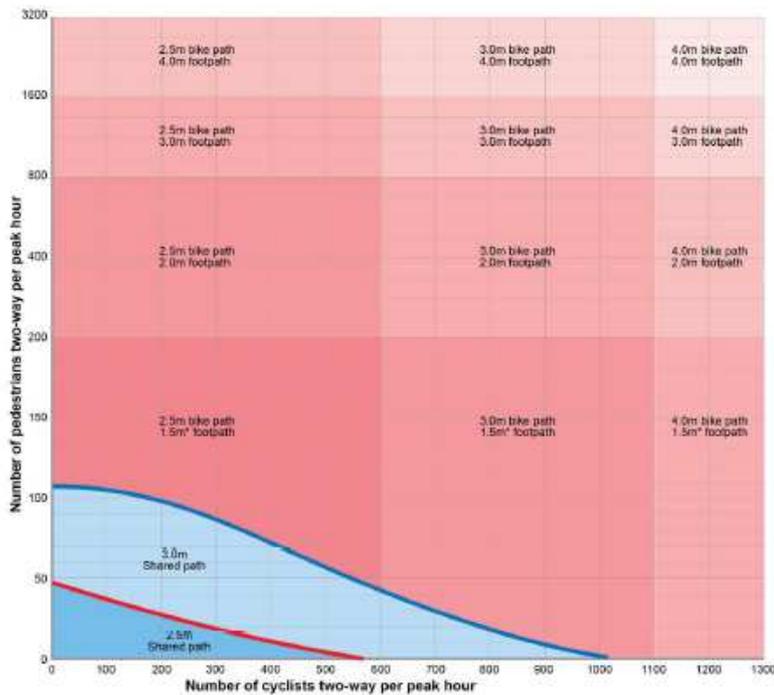
1. The level of demand can be assessed generally on the basis of the peak periods of a typical day as follows:
 - a. Low demand: Infrequent use of path (say less than 10 users per hour)
 - b. High demand: Regular use in both directions of travel (say more than 50 users per hour).
 2. These path volumes are suggested in order to limit the incidence of conflict between users, and are significantly lower than the capacity of the principal path types.
- Source: Austroads (1999)

Figure 2.1: Guide to the choice of path treatment for cyclists

Figure 1- AustRoads flow chart.

Supplement to Austroads Guide to Road Design Part 6A: Pedestrian and Cyclist Paths

Figure 6A-3 Path capacity and recommended widths, directional split 50/50



Notes: This figure is not to be used for pedestrian only paths

- 1.5 m footpath width is the low use minimum only and is not appropriate at higher pedestrian volumes
- A 50/50 directional split is typical for most recreational paths which are subject to high use in both directions.

Figure 2 – TMR Guidelines