



## 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



### 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.

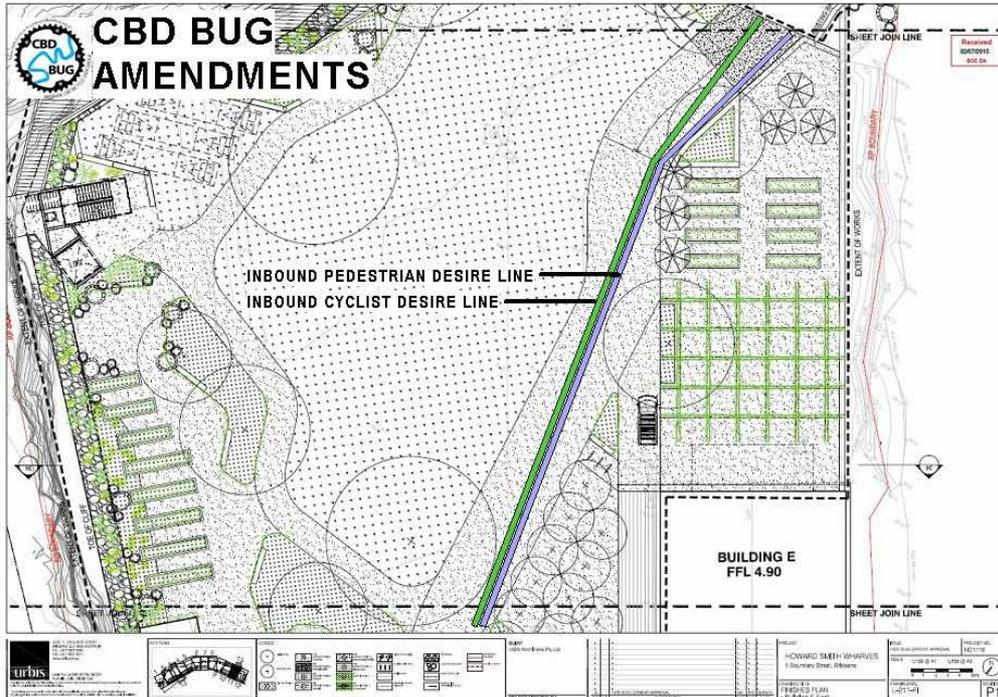
### 5. Clear Lines of Sight

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