



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

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The Hon. Cameron Dick MP
Minister for State Development
PO Box 15009
Brisbane, Qld, 4001

Via Email statedevelopment@ministerial.qld.gov.au

Dear Minister

The CBD BUG is contacting you regarding two matters of keen interest to our organization, firstly the Kangaroo Point Bridge and secondly the redevelopment of the Eagle St Pier.

As background to this letter, the Brisbane CBD BUG is a grass roots volunteer organisation of more than 800 members, representing the interests of the very large number of people riding bicycles to, from and within the Brisbane city centre. We are 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. CBD BUG members meet monthly to exchange information and ideas, discuss issues of relevance and determine the direction of policies to benefit CBD cyclists.

The CBD BUG has long supported the proposed pedestrian/cycle bridge linking Kangaroo Point to the CBD (i.e. Figure 1 & 2). For this reason we are interested in the comments that you made on the 3rd of September 2019 regarding the bridge design where before a channel 9 camera you stated *"we've raised this with council, we've asked them to respond to our concerns and I'm sorry to say at this stage, it's quite lacklustre"*.

We would like to know the basis of your concerns and the suggested solutions that would resolve these concerns. As revealed through many surveys, the people of Brisbane want new green river crossings so they can leave their cars at home.

It has been known for many years that the City Reach Boardwalk between Howard Smith Wharves and the Botanic Gardens during peak periods is at capacity. For this reason we cautiously welcome the announcement on the 19th of December 2019 that Dexus plans a redevelopment of Eagle St Pier. As Howard Smith Wharves has demonstrated, if a redevelopment is not installed correctly it will damage the function of a cycling corridor. For this reason we would like to enquire if the Queensland Government has required Dexus to provide a segregated active transport corridor of the quality previously provided along the New Farm Riverwalk and Bicentennial Bikeway) as part of the negotiations. This was our recommendation when Brisbane City Council released the City Reach Waterfront Masterplan (Figures 3 to 10)

We look forward to your reply.

Sincerely



Donald Campbell
Co-convenor
Brisbane CBD BUG
28 January 2020

CC: Bicycle Queensland
 Space4Cycling Brisbane
 Cr Adrian Schrinner Lord Mayor of Brisbane
 Patrick Condren Labor Candidate for Lord Mayor of Brisbane
 Kath Angus Greens Candidate for Lord Mayor of Brisbane
 Cr Vicki Howard Councillor for Central Ward
 Judi Jabour Labor Candidate for Central Ward
 Trina Massey Greens Candidate for Central Ward
 Grace Grace MP Member for McConnell
 Cr Jonathan Sri Councillor for The Gabba Ward
 Rachel Gallagher Labor Candidate for The Gabba Ward
 Jackie Trad MP Member for South Brisbane



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The Right Honourable Cr Adrian Schrinner
Lord Mayor of Brisbane
GPO Box 2287
BRISBANE QLD 4001

Via email to: lord.mayor@brisbane.qld.gov.au

Dear Lord Mayor

I write on behalf of Brisbane CBD BUG members to congratulate you on your recent appointment as Lord Mayor of Brisbane.

To ensure Brisbane's future livability and prosperity our city's transport system needs to transition away from its current over-dependence on private motor vehicles, which currently results in a broad range of negative consequences including the economic losses due to traffic congestion, adverse population health outcomes and harmful social capital impacts.

Accordingly, your announced commitment to invest \$550 million building five new green bridges has very much excited CBD BUG members - as the lack of Brisbane River crossings has been a longstanding obstacle holding back the growth of cycling and walking as viable and affordable transport modes for our city.

We do note the omission of an announcement about a new Bulimba to Teneriffe river crossing, with this bridge a potentially costly project especially if current river height restrictions cannot be renegotiated. If this is the case a pedestrian/cyclist tunnel should also be considered for this location.

It is also worth pointing out that additional active transport river crossings will only be as useful as the network that feeds them. The Kurilpa Bridge is particularly hamstrung by very poor connections to the Bicentennial Bikeway (something you can address by converting Tank St to a shared zone and allowing people to cycle southbound off the Kurilpa Bridge). A new bridge landing at Alice St / Edward St for instance, would need a network in the CBD that people will feel safe riding on to maximise its potential.

It is our view that these projects will be transformative due to the patronage that can be expected. A large section of the community has indicated through many surveys and questionnaires over many years that they wish to leave their cars at home and instead use active transport.

Accordingly, we offer our support for continued bold measures to increase the level of cycling, noting that this hasn't changed significantly in 20 years while females continue to be woefully under-represented among people riding bikes.

Advocacy

Advice

Action

Figure 1

We wish you all the best as you take up the many challenges you will no doubt face in the office of Lord Mayor of Brisbane. We look forward to constructively working with you and your Council colleagues to ensure these new river crossings produce the many anticipated benefits for the Brisbane community.

Yours faithfully



Paul French
Co-convenor
Brisbane CBD BUG
16 April 2019

Cc: Cr Ryan Murphy, Chair, Public and Active Transport Committee
Cr Amanda Cooper, Chair, Infrastructure Committee
Ms Anne Savage, Chief Executive Officer, Bicycle Queensland
Hon Mark Bailey MP, Minister for Transport and Main Roads



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CBD BUG

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Neighbourhood Planning and Urban Renewal
(City Reach Waterfront)
Brisbane City Council
GPO Box 1434
BRISBANE QLD 4001

Via email to: cityreachwaterfront@brisbane.qld.gov.au

Dear Sir or Madam

Submission on Brisbane City Council draft City Reach Waterfront Master Plan

This submission provides the views of the Brisbane Central Business District Bicycle User Group (CBD BUG) on Brisbane City Council draft City Reach Waterfront Master Plan.

As background to this submission, the Brisbane CBD BUG is a grass roots volunteer organisation of more than 800 members, representing the interests of the very large number of people riding bicycles to, from and within the Brisbane city centre. We are 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. CBD BUG members meet monthly to exchange information and ideas, discuss issues of relevance and determine the direction of policies to benefit CBD cyclists.

While the CBD BUG focuses on issues affecting people riding bikes, we also strongly support initiatives enabling people to: 1) walk more, and 2) utilise public transport more often.

The City Reach Waterfront is one of the most popular off-road corridors for people riding bicycles in the Brisbane CBD. It links the CBD to northern suburbs such as New Farm and Teneriffe and further out to Newstead, Hamilton and beyond. It also connects to the City Botanic Gardens, which sees people riding in from the south side via Goodwill Bridge and for people cycling in from the western suburbs along the Bicentennial Bikeway.

The CBD BUG sees a number of positive aspects in this master plan and commends BCC for taking this step towards improving what has long been recognised as a corridor that has exceeded its carrying capacity. Elements of this draft master plan that the CBD BUG strongly supports for improving amenity for promenade users are:

- increasing the width of the promenade for the full length of the City Reach Waterfront to a consistent and unobstructed eight metres
- resolving conflict points and improving visibility, and
- providing more shade.

Nevertheless, we are extremely disappointed the current draft plan proposes the widened promenade would continue to be shared by people walking and cycling, instead of segregating this space to enhance safety and amenity for cyclists and pedestrians. Such a proposal contradicts previous advice that Brisbane City Council has provided to Howard Smith Wharves (Figure 1) and Queens Wharf (Figure 2). The proposal for shared use instead of segregation also contradicts AustRoads Part 6a (figure 3). The flow diagram on page 7 (of AustRoads document) clearly shows a segregated path as preferred.

Advocacy

Advice

Action

Figure 3

Whether a Brisbane CBD minimum grid of protected bikelanes is installed or not, this promenade will remain a key route for cyclists for the foreseeable future! Many people want to ride for transport but are too intimidated by Brisbane's hostile road environment and a corridor such as the promenade resolves this barrier. It should be pointed out that both Brisbane City Council and Transport and Main Roads list this as a "Primary Cycle Route" (Figure 4) and "Route Priority A" (Figure 5) respectively. The TMR document indicates that the Cityreach Boardwalk Promenade is to complement the proposed CBD bike lanes and not be a replacement for them.

While it may only be an artist's impression, Figure 6 from the draft Master Plan shows the future anticipated pedestrian densities along the Admiralty section of the City Reach Waterfront will be high - meaning sharing this space will be ineffective and cause conflict for both people on foot and bicycle. This is further proven by real world examples such as Southbank (Figure 7) and Howard Smith Wharves (Figure 8). Both examples have been subject to social media commentary where people on bicycles are subject to hate and criticism. Additionally, even at low speeds shared spaces can be uncomfortable for users, as walkers do not anticipate or appreciate people riding bicycles passing at close range. This tends to create public disdain for people on bicycles. This occurs regardless of path width due to the human nature to spread out and fill space (Figure 10). People on bicycles also do not like having to weave through people walking as it creates conflict and the risk of injury to both parties. It should be pointed out that simply creating a wider path does not make it any better. TMR Technical Note 133 (Figure 9) clearly states for paths over 4 m in width, a shared path is not recommended but segregated for the safety and amenity of both user groups. The TMR TN133 clearly states that a segregated path is of greater benefit to those with a disability.

This proposal (by BCC) as it stands will provide a substandard upgrade to the Cityreach Boardwalk Promenade. It does not align with Council's announced intention to deliver the Kangaroo Point to CBD Green Bridge, which will see many more people walking and cycling along this boardwalk.

We note the opportunity identified in the draft plan for improving the promenade's safety and amenity, but do not anticipate or agree that people walking, running and cycling sharing the same space (without segregation of user groups) would contribute to these objectives. People on foot naturally gravitate towards the river side of the path. Placing pedestrian movements on the river side of the path would resolve many conflicts that will occur and will provide improved promenade safety.

Accordingly, as the safest approach we call for the master plan to include the segregation of pedestrians and cyclists. This will reduce legal liability for Council and align it with Austroads and TMR guidelines on high use active transport corridors.

Thank you for the opportunity to provide input on the draft City Reach Waterfront Master Plan.

Yours faithfully



Donald Campbell
Co-convenor
Brisbane CBD BUG
5 December 2019

Cc: Bicycle Queensland
 Space4Cycling Brisbane
 Cr Adrian Schrunner Lord Mayor of Brisbane
 Patrick Condren Labor Candidate for Lord Mayor of Brisbane
 Kath Angus Greens Candidate for Lord Mayor of Brisbane
 Cr Vicki Howard Councillor for Central Ward
 Judi Jabour Labor Candidate for Central Ward
 Trina Massey Greens Candidate for Central Ward

Austrroads standards state a path with the predicted peak-hour capacity of 260 pedestrians and 740 cyclists per hour should require a shared path.

A council officer said the council had written to the state government several times raising concerns about the design and made a submission that the council believed the path should be separated.

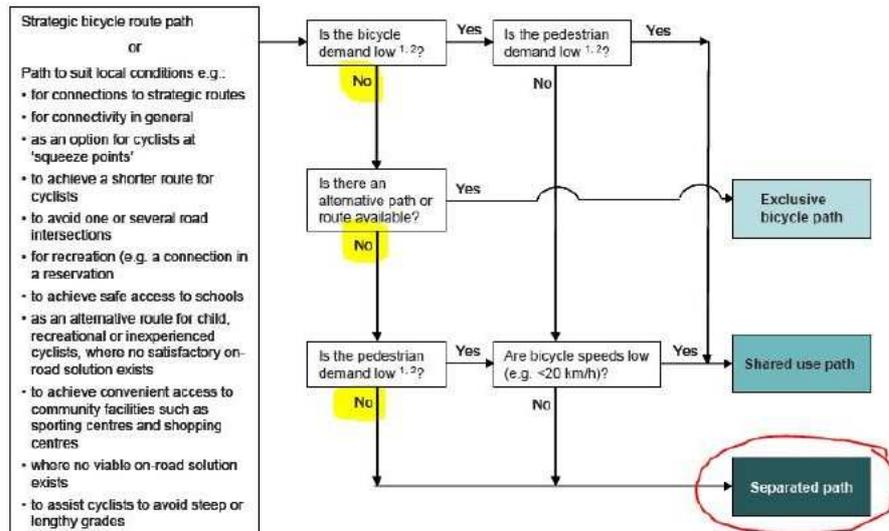
"We have got grave concerns about the 320-metre shared areas placed in the middle of a major commuter recreation bikeway.

"We believe they should be sticking to the Austrroads standards."

Figure 1 - Brisbane City Council officer stating Queens Wharf should be a segregated path as per Austrroads Brisbane Times, 5th June, 2018



Figure 2 - Brisbane City Council advice stating HSW path should be segregated



Notes:

- The level of demand can be assessed generally on the basis of the peak periods of a typical day as follows:
 - Low demand: Infrequent use of path (say less than 10 users per hour)
 - High demand: Regular use in both directions of travel (say more than 50 users per hour).
- 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 3- Austroads Part 6a – Figure 2.1 page 7

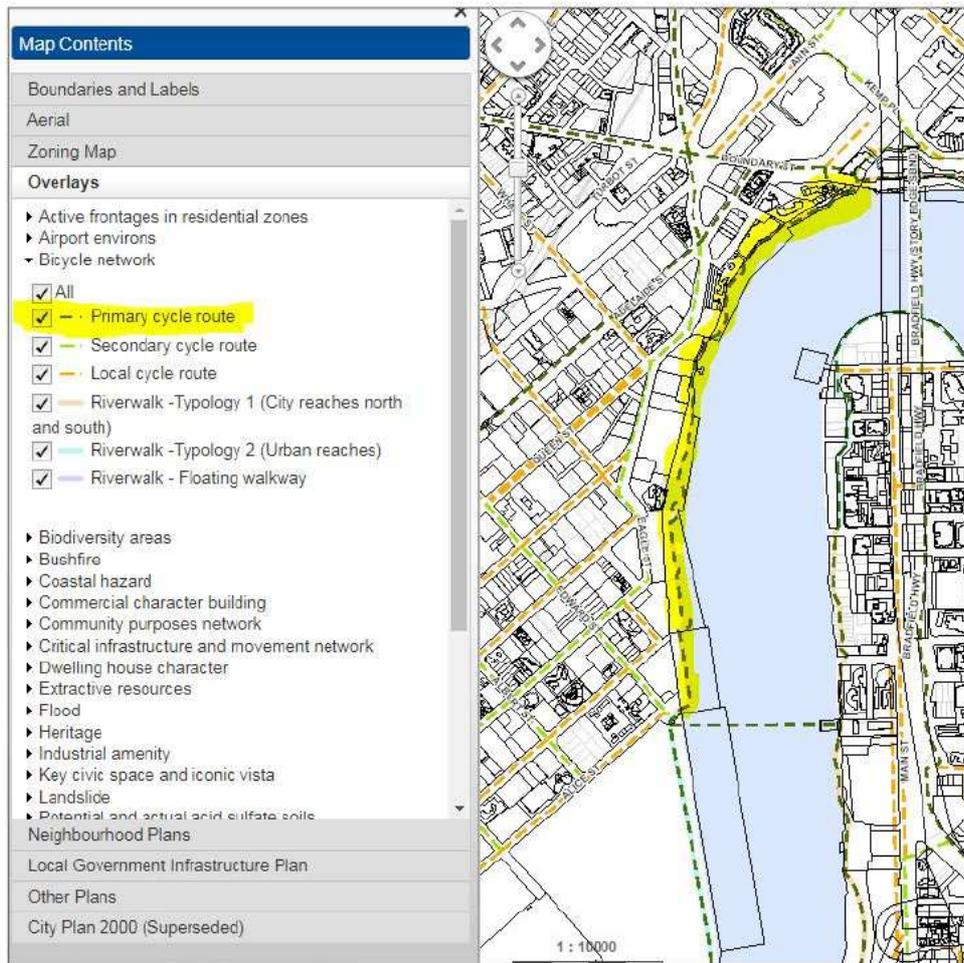


Figure 4 – Brisbane City Council City Plan 2014

Figure 7

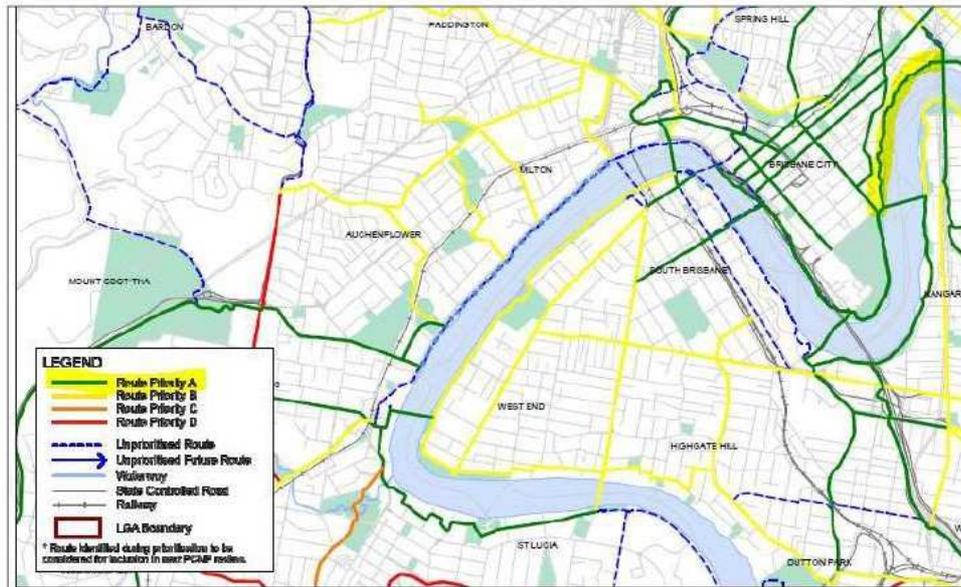


Figure 5 – Transport and Main Roads Principal Cycle Network Plan



Figure 6 – Masterplan document showing, people on bicycles riding towards and weaving between pedestrians



Figure 7 - Howard Smith Wharves, main active transport corridor



Figure 8 - Southbank Promenade

7 Separating cyclists from pedestrians

The most effective way to increase the capacity of off-road facilities for cyclists and pedestrians of 4.0 m width and above is to separate the user types by providing a separate footpath and a separate bicycle path.

7.1 The benefits of separation: increased capacity, safety and LOS

Separating cyclists from pedestrians recognises the speed differential between cyclists and pedestrians and reduces the number of delayed passings that cyclists experience along a path.

Separation improves the safety and sharing difficulties between the different user groups by providing clearly defined operating space designed to cater to their particular operating characteristics.

Separation also allows cyclists to maintain more comfortable speeds, reduces the potential for conflict between cyclists and pedestrians and improves the level of service for pedestrians, especially elderly pedestrians or those with a disability.

7.2 Effective separation requires effective design

Refer to the department's *Road Planning and Design Manual* Volume 3, Part 6A for guidelines for separating cyclists from pedestrians.

Figure 9 – Transport and Main Roads , TN133 page 8



Figure 10 – people on foot spreading out to fill space