



24 March 2020

Veloway 1 Project
Department of Transport and Main Roads
Queensland Government

Email submission: metropolitanregion@tmr.qld.gov.au
CC: v1@tmr.qld.gov.au

Dear Project Team,

Re: Veloway 1 - future sections – proposed Velobridge at Lower River Terrace

The Queensland Chapter of the Australian Institute of Landscape Architects (AILA) congratulates the Department of Transport and Main Roads (TMR) on the proposed Velobridge and welcomes the opportunity to provide feedback.

AILA is the growing national advocacy body representing over 3,000 active and engaged landscape architects, promoting the importance of the profession today and for the future. Committed to designing and creating a better Australia, landscape architects have the skills and expertise to solve macro issues with innovative integrated solutions. Landscape architects contribute leadership, creativity and innovation as they strive to collaborate to achieve better health, environmental, social and economic outcomes. From citywide strategies to the redesign of local parks, landscape architects are making places and spaces more sustainable and productive.

AILA's national position statements on [Green Infrastructure](#), [Child Friendly Cities](#), [Healthy Communities](#) and [Active Travel](#) all examine how an integrated approach can be used to shape the health and wellbeing of a community. Landscape architecture plays an important role in developing these strategies and these statements should be considered in the planning and design phases of the Veloway.

AILA supports the provision of and investment in active transport by governments on behalf of their communities. Cycling, walking and use of public transport will become increasingly important factors in moving towards greater sustainability and liveability of Australian towns and cities.

Designing streets, squares and open spaces for pedestrians, cyclists and accessible public transport is a task that should involve landscape architects because it requires integrated design thinking that is a core professional skill.

AILA advocates for the design of active transport systems as an integral component of new and redeveloped urban structure, ensuring that they are fully integrated into the network of travel modes to efficiently meet the needs of the community.

However, AILA also recommends careful consideration and design for any built form elements integrated into the existing urban fabric and careful consideration of long-term future impacts of design decisions being made.

While it is important to maintain and promote a diversity of river's edge treatments that offer different experiences and opportunities to access and enjoy the river, we have a responsibility to make informed decisions on what we add or remove from our river edge.

The river is a dominating feature of the inner-city. The meandering nature of the river is one of its defining characteristics as well as the context that make up its banks. As a community, do we want an inner urban river



edge environment that is dominated by built form or should we be protecting our river edge visual qualities through the retention and protection of natural elements such as escarpments, cliff faces and vegetation. This is particularly important near already significant existing infrastructure such as the Captain Cook Bridge.

In addition to the above, we make the following comments regarding the proposal.

- Accessibility is improved and a welcomed opportunity that caters far better for differing cycling abilities.
- Avoiding conflicts between vehicles and cyclists is certainly an improved benefit.
- Removing the conflict point between cyclists crossing the road and those coming from the bikeway along the Kangaroo Point Cliffs, particularly on the inbound route is also a positive addition.
- The creation of a “start/end” point to the V1 promotes active transport for Brisbane.
- As we move towards more sustainable cities and towns, protecting the environment, locally and globally in the short and long term is of paramount importance. Impacts on significant vegetation must always be considered. Replacing significant vegetation with built form simply increases the amount of hard concrete surfaces. Mature vegetation has the unique benefits of cooling cities at no or minimal cost to anyone.
- Design aesthetics and context should always be considered. The proposal seems to ‘create a new conversation with an old bridge’.
- Views and vistas for the community and residents are always important and the cluttering of views through the addition of built form intensifies the urban built form experience.
- Consideration and provision of shade should always be a priority in the Queensland climate.
- The potential cost to deliver this piece of infrastructure could possibly be better spent on various other, potentially more needed, cycling/pedestrian infrastructure throughout the city. For example, upgrading the pathways along Kangaroo point cliffs where there are far more problems for legibility and where there are many conflicts between cyclists, pedestrians and rock climbers.
- The design has the potential to create confusion and may ‘encourage’ pedestrians to use the cycle way, making it dangerous for all users if not clearly signed. Potentially a structure may become an attraction for other users such as pedestrians looking for visual vantage points and therefore create conflicts between cyclists and pedestrians.
- The river edge is Brisbane’s premium walkable waterfront. Should tree lined pedestrian boulevards be dominated by the intrusion of cycling viaducts?

AILA Queensland members have created [the Guidance Note for Landscape and Visual Assessment](#) and we strongly suggest that this document be consulted during the planning phase.

We encourage Government to deliver solutions that are well considered and aim to reduce visual clutter through clever and well considered urban design. We also believe that protecting the historical components of the city is important.

We congratulate the TMR team on making a concerted effort thus far to reduce congestion and provide more environmentally sound transport options for the community. We would welcome the opportunity to discuss further. Should you have any queries or wish to discuss, please contact Melanie West, AILA Queensland Chapter Manager on 0417 666 622 or melanie.west@aila.org.au

Yours sincerely,

David Uhlmann
AILA Queensland President