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

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Mr Daniel Keenan  
Brisbane City Centre Master Plan Team  
GPO Box 1434  
BRISBANE QLD 4001

Dear Mr Keenan

This letter is to provide feedback from a cyclist's perspective on the recently completed Market Street Small Spaces Project, which it is understood is a component of the Brisbane City Council's City Centre Master Plan.

While this and similar projects in the Brisbane CBD are strongly supported by the CBD BUG for their effect on reducing the motor vehicle's dominance of the CBD, the CBD BUG's view is that there needs to be additional consideration given to the impacts on cyclists resulting from converting the entire width of traffic lanes for other uses.

To be specific in relation to this project, converting the entire width of the north-west bound lane of Market Street into a plaza, means cyclists can no longer ride through Market Street "on road" in both directions. Accordingly, when cyclists want to access Charlotte Street from Market Street they are going to either:

1. ride through this newly created plaza;
2. cross oncoming traffic to ride on the footpath on the other side of the street; or
3. ride on the wrong side of Market Street against the traffic.

None of these options is welcomed by cyclists, with the first two likely to introduce contests between cyclists and pedestrians for footpath space.

In a not dissimilar situation the footpath on one side of Albert Street (eastern end) was widened some years ago, resulting in the removal of a road lane. Regrettably, this has forced cyclists riding in Albert Street to either attempt to share a lane with cars or ride on what is a usually a very crowded footpath.

To remedy this situation for future projects the CBD BUG proposes that instead of converting the entire width of a road lane for these projects, at least 1.5 metres of the previous road lane should be preserved to provide a cycle lane. This will enable cyclists to stay on-road, but remain out of the flow of motor vehicle traffic.

In terms of now retrofitting appropriate infrastructure to accommodate cyclists riding on-road along Market Street in both directions it is suggested there is further removal of on-street parking. This would allow the disabled parking spaces opposite the new pedestrian space to be moved further east along Market Street, allowing the street's centre line to be moved over sufficiently to enable installation of an on-road bike lane.

Should you or your staff wish to discuss the issues raised in this letter further, CBD BUG representatives would welcome such an opportunity.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Paul French', with a stylized, cursive script.

Paul French  
Co-convenor  
Central Business District Bicycle User Group  
/ December 2008