

1 Brisbane CBD BUG <brisbanecbdbug@gmail.com> 24 September 2019 at 07:27  
2 To: cooper@parliament.qld.gov.au  
3 Cc: Main Roads Minister <mainroads@ministerial.qld.gov.au>, bqinfo@bq.org.au,  
space4cycling BNE <space4cyclingbne@gmail.com>

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6 Dear Minister Jones

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10 I write to you as the Minister for Cross River Rail (CRR) about the announced  
closure of Albert Street between Charlotte Street and Mary Street effective from 30  
September 2019 for construction of the new Albert Street underground station as an  
element of the CRR project.

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14 The Brisbane Central Business District Bicycle User Group (CBD BUG) applauds the  
permanent closure of this section of Albert Street to motor vehicles, as part of  
Brisbane City Council's broader "green spine" project in the CBD. As strong  
supporters of active transport we also commend the CRR Delivery Authority for  
maintaining pedestrian access along Albert Street between Charlotte Street and Mary  
Street while this new station is under construction.

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18 However, this closure notice also indicates people riding bicycles will need to  
either: 1) utilise alternative routes, or 2) dismount to travel along this section  
of Albert Street. We view this approach as inadequate and unacceptable, and  
accordingly, call for a review of this approach so the safety and amenity needs of  
people cycling in the CBD are appropriately taken into consideration.

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22 We note no timeframe has been indicated for these works and anticipate given the  
scale of this project that this closure to cyclists could be from 12 months to two  
years.

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26 Albert Street is the only practical northbound link from the City Botanic Gardens to  
the northern parts of the CBD. All other options (George Street and Edward Street)  
require people to ride on narrow, crowded footpaths full of street furniture.  
Severing Albert Street with another narrow, crowded footpath is a significant hit to  
the ability of people to travel around the CBD by bicycle.

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30 The importance of Albert Street to cyclists is even greater at this time due to the  
BCC project works occurring at the Edward Street end of the City Botanic Gardens,  
while at the George Street end of the city QUT has recently imposed a ban on people  
cycling in its Gardens Point Campus, and there are the works for the Queens Wharf  
project. Not surprisingly, many cyclists are currently speculating that the city is  
being shut down to them.

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34 The situation in the CBD is that cyclists would be using routes other than Albert  
Street if they were in any way suitable, but there is currently no adequate  
alternative route, especially when considering the volume of cycling traffic that  
crosses the Goodwill Bridge.

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38 It is understood there will be a 6 metre-wide path preserved through the Albert  
Street station works site and this is more than sufficient for a path to be shared  
by cyclists and pedestrians. We would draw your attention to the very busy Goodwill  
Bridge is only marginally wider at 6.5 metres. Furthermore, we would draw your  
attention to the local research indicating that when pedestrians and cyclists forced  
to share space the actual risk of a crash occurring is low very low (Source:  
[https://eprints.qut.edu.au/79101/1/JACRS\\_bike\\_obs\\_paper.pdf](https://eprints.qut.edu.au/79101/1/JACRS_bike_obs_paper.pdf))

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42 Even if cyclists are allowed to ride through this site via "Please dismount" signs  
being installed, our prior experience with this approach is this generates animosity  
towards cyclists from pedestrians who misinterpret these signs as a mandatory  
dismount point - undermining the Queensland Government's agenda to generate positive  
perceptions of cycling.

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46 Accordingly, we ask that a safe, rideable route be provided along Albert Street by  
the CRR Delivery Authority that doesn't require cyclists to dismount. Instead of the  
current dismount zone, a 5 km/h shared zone should be installed with surface  
markings similar to those on the Good Will Bridge to delineate the areas to be used  
by different travel modes.

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50 Beyond the period of these works we are also highly alarmed at the prospect that  
people riding bicycles may be permanently excluded from travelling unimpeded along  
this section of Albert Street. We would point out that people using Albert Street to  
connect to the Roma Street Parklands already have to dismount to cross the Queen St  
Mall. With yet another dismount zone being implemented many cyclists are likely to  
feel they may as well leave their bikes at home.

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54 We look forward to your response on this issue and would appreciate a meeting with  
CRR Delivery Authority staff to discuss a way forward on these issues.

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58 Your sincerely

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