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## Brisbane Central Business District Bicycle User Group

### CBD BUG

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Cross River Rail Delivery Authority  
PO Box 15476  
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Via email to: [info@crossriverrail.qld.gov.au](mailto:info@crossriverrail.qld.gov.au)

Dear Sir or Madam

#### **Submission on Boggo Road Cross River Rail Priority Development Area Draft Proposed Development Scheme**

This submission provides the views of the Brisbane Central Business District Bicycle User Group (CBD BUG) on the Boggo Road Cross River Rail (CRR) Priority Development Area Draft Proposed Development Scheme ("the scheme").

As background on the Brisbane CBD BUG, we are a grass roots volunteer organisation of more than 800 members, representing the interests of the very large number of residents who ride bicycles to, from and within the city of Brisbane. The Brisbane CBD BUG actively seeks policy decisions at all levels of government that support cycling. In particular, the CBD BUG seeks improved infrastructure, end-of trip facilities, integration of cycling with other transport modes and a cyclist-friendly regulatory environment. Additionally, we strongly support appropriate provision for other active travel modes such as walking and e-scooters because of users of these modes are also vulnerable road users and are people and environmentally-friendly modes - unlike motor vehicles.

As per the longstanding policy of the Brisbane CBD BUG the elements of the scheme commented on in this submission are limited to those impacting people wanting to ride a bicycle for transport and other active and public transport users.

Importantly, as this submission is silent on other aspects of the scheme the CBD BUG submission's is not to be regarded in any way as implicit endorsement of these proposals.

#### **Comments on details of the scheme and Draft Kent Street Movement Corridor Guideline**

In this region the rail and freight lines and the Princess Alexandra Hospital are major obstacles to active transport users and we welcome the identification of key pedestrian/cycle connections in the scheme.

The scheme indicates there are multiple active travel crossings of the rail line planned between Joe Baker St and Elliot St. It is critical that at least one of these make provision for people travelling on bicycles and scooters, which we would point out could also prove useful for people in wheelchairs, people pushing prams and people out walking who have children with them riding on bikes/scooters etc.

While the draft Kent Street Movement Corridor Guideline claims to support key active transport connections – from the CBD BUG’s perspective views it as being aimed at prioritising future hospital structural development as well as improving private vehicle access to Dutton Park station and service vehicle access to the hospital and the adjoining Queensland Rail yard via reinstating two-way motor vehicle travel. Essentially this is proposed to be achieved by downgrading safety and amenity for active travel users.

Hitherto, people riding bikes/mobility devices and people walking along Kent Street have enjoyed the use of shared space, which has been made safe by being grade separated from vehicular traffic that has only been allowed one-way travel.

We note the proposed method of achieving this outcome is a misuse of the “Cycle Streets” design approach. We would point to this approach is completely inappropriate as the Transport and Main Roads Guide to Traffic Management states “It is always preferred to provide exclusive bicycle lanes where space permits” and “Exclusive facilities for cyclists are required on higher order roads, roads with bus routes and / or high heavy vehicles numbers”. (<https://www.tmr.qld.gov.au/-/media/busind/techstdpubs/Traffic-management/Traffic-and-Road-Use-Management-manual-TRUM/Volume-1/Volume1Part8.pdf?la=en>)

As there is already sufficient space for use by space by bicycle riders and pedestrians separate to motor vehicles it seems clear this is a misapplication of the “cycle street” concept - in order to advantage land development intentions and improve motor vehicle access.

Even just a superficial examination of this plan reveals the high potential for crashes between bicycle riders and motor vehicles because of this ill-considered approach. Possibly the worst aspect of this proposed design is the intention to deliver two way motor vehicle access on Kent St for a Dutton Park train station passenger drop-off/pick-up. It is entirely foreseeable this will cause crashes at that location due to a motorist in a hurry who wants to drive back to Cornwall St after a passenger drop-off/pick-up there then attempts to U-turn and crashes with an approaching bicycle rider.

We also oppose the intention to improve service vehicle along Kent St by forcing cyclists to share space with heavy vehicles. We are only too aware of the high fatality rate of vulnerable road users involved in a crash with heavy vehicles. Additionally, the experience locally of cyclists (as well as scooter riders and pedestrians) being required to share space with service vehicles e.g., Howard Smith Wharves has been a disaster for active travel users due to the obstruction and danger caused by manoeuvring/standing/parked service vehicles.

Furthermore, some of the more detailed design elements also highlight the development scheme’s bias against active travellers and the favouring of motor vehicle movements along Kent St. These include:

- 1.5m wide footpaths – totally inadequate and quite archaic for a key active travel corridor, and
- 2.5m wide two-way cycle track – less than the AustRoads standards.

This under-provision for active travel users contrasts with the proposed over-provision of two-way roadway 3.3m wide lanes.

We also object to the misrepresentation of stages of this plan as “interim”, when in fact their duration will be the 10 years between 2031 to 2041. With such a prolonged timeframe for many users of this corridor the conditions they will have to endure will be all they ever experience. We shudder to think about the dangerous conditions active travel users will be forced to deal with for many years – and especially while development construction occurs with the associated additional heavy vehicle movements – only to then have a put up with sub-optimal conditions as the final arrangement.

Instead, we call for the space along the Kent St corridor to be redesigned to provide full segregation for active travel users over the short, medium and longer term periods that as a minimum meets the Austroad standards for the following groups (each for whom the path/travel direction/s are also indicated in brackets):

- 1) pedestrians (footpath), and
- 2) bicycle/scooter/personal mobility device riders (two-way bikeway).

For the safety of all vulnerable road users along the Kent St corridor we also call for one-way traffic for motor vehicles to be maintained for all development stages.

The CBD BUG’s experience from previous PDA processes has been that they have deliver poor outcomes for active travel users. The most recent of these is the active travel disaster to be delivered under the Queens Wharf PDA, which will see a significant length of shared path instead of full segregation. Even more concerning is this shared path will be aligned through a plaza area where markets and events are anticipated. Additionally, the new green bridge being delivered by the Queens Wharf consortium that was part of the community benefit will also be off limits for people riding bikes. We do not want a repeat of these outcomes here.

In closing, the CBD BUG rejects the currently planning for the Kent St corridor. Our unequivocal position is that if developments can’t be delivered without negatively impacting active travel users by removing/downgrading their segregated space – then those developments are obviously inappropriate for this site.

Yours faithfully



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Brisbane CBD BUG  
6 April 2022

Cc: Space for Cycling Brisbane  
Bicycle Queensland  
Queensland Walks