



*Dedicated to a better Brisbane*

23 November 2022

Mr Paul French  
Co-convenor  
Brisbane Central Business District Bicycle User Group  
CBD BUG  
GPO Box 2104, BRISBANE 4001

Dear Mr French

Thank you for your email of 18 October 2022 providing comments on the recently released Mary Street Vision.

As the city centre continues to evolve, Mary Street is becoming a critical corridor for people walking between the new Cross River Rail Albert Street Station, the Albert Street Green Spine, Queen's Wharf Brisbane and the Waterfront Brisbane development. The street is also becoming a critical two-way connector for public transport in this southern end of the CBD, close to the City Botanic Gardens, QUT and several recent commercial and residential developments.

The Mary Street Vision and the Bus Network Review take into consideration the transport needs of the CBD and inner city to increase pedestrian amenity, public transport access and efficiency and interchange opportunities in the street. Improved public transport in the CBD will reduce people's reliance on private vehicles and, over time, reduce the number of vehicles on CBD roads providing greater safety and amenity for active transport users.

The Mary Street Vision prioritises pedestrian movements, streetscape amenity and access to public transport. While Council agrees that fully separated bike facilities are desirable wherever possible on strategic cycle routes, Mary Street has insufficient space to provide indented bus bays, which are needed to meet the objective to prioritise access to public transport, as well as a cycle track.

While the proposed 3.5 metre traffic lanes do provide an on-road option for confident cyclists who choose to ride in the Mary Street carriageway, the CityLink Cycleway provides a safe network of separated cycle facilities and remains the encouraged route into and within the CBD. While CityLink Cycleway style facilities provide an excellent outcome for cyclists, it is not achievable to deliver these on all CBD roads, including Mary Street, where consideration must be given to balancing the needs of all users and prioritising pedestrian needs.

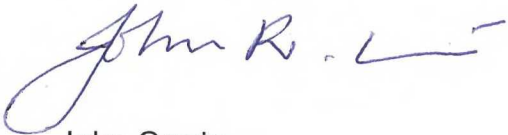
Council has also applied a posted speed of 40kph on all streets within the Brisbane CBD, excluding Turbot Street and parts of Ann Street, to improve pedestrian safety and amenity throughout the CBD.

The Bus Network Review recognises the importance of Mary Street as a two-way public transport connector in the CBD. New bus routes are proposed to be diverted from Adelaide and Elizabeth streets onto Mary Street. This will align bus services with the increasing level of development in the southern part of the CBD and provide integration with Cross River Rail services at Albert Street station. Whilst it is acknowledged this is an increase from the current frequency of buses in the street, it still allows for a comfortable balance between public transport services, active transport, and streetscape amenity.

If you have any further questions about the bus network please contact Daniel Martiri, Senior Network Planner and for transport planning and operations Jamie Mullins, Major Projects Planning Manager on 3403 8888.

Thank you for contacting Council.

Yours Sincerely

A handwritten signature in blue ink, appearing to read 'John Cowie', with a stylized flourish at the end.

John Cowie  
**Manager**

**CITY PLANNING AND ECONOMIC DEVELOPMENT**