



**Brisbane Central Business District Bicycle User Group
(CBD BUG)**

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The Honourable Mark Bailey MP
Minister for Transport and Main Roads
GPO Box 2644
BRISBANE QLD 4001

Via email: transportandmainroads@ministerial.qld.gov.au

Dear Minister Bailey

The CBD BUG is writing to you regarding the proposed Albert St Plaza to be provided by the Cross River Rail Authority (CRRRA) to address three matters, the CRRRA consultation process, the design of the Albert St Plaza and CRRRA's failure to reference existing planning documentation. This letter has been prompted by the interactive 3D image CRRRA released on Facebook on 23 March 2023 (refer Figures 1 & 2)

Consultation Process

The CBD BUG is disappointed with the CRRRA consultation process for the design of Albert St. It was stressed to CRRRA staff during the most recent CRRRA consultative meeting that we did not want to simply be shown a finalised proposal for Albert St. We wanted to be involved in reviewing schematics and concept drawings. While the CBD BUG appreciates detailed briefings, we also attend these meeting to be involved in the design process to ensure the best possible outcome. We are not attending these meetings to be shown a finalised design (that we had no input into) before it is released to the general public. We wish for these meetings to be a genuine exchange of ideas which we feel is not occurring to its fullest at the moment.

Albert St Plaza Design

The CBD BUG fully acknowledges that the cycling demographic is not the only stakeholder in the delivery of the Albert St Plaza but what is currently proposed is not acceptable and will result in conflict between active transport user groups.

The CBD BUG is a strong believer in shared space but its application in Brisbane has been obstructed due to design professionals stereotyping demographics. Our focus for this design, is on ensuring everyone riding bicycles and other wheeled devices through this space can do so in a safe, pleasant environment where everyone is comfortable and will not come into conflict with other users.

This is not how the space is currently proposed. It has been specifically designed to ensure conflict as no user group has been provided with clear visual cues of where they should be. This contrasts with the shared zone of Albert St where motor vehicles accessing Burnett Lane turn off Adelaide St (Figure 3). In this location it is still shared space but it clearly identifies where motor vehicles are to travel. It is perplexing to the CBD BUG why a similar

approach cannot be applied to the proposed Albert St Plaza. Naturally the clear visual cues of where bicycle movements are recommended to be do not need to be as wide but it should be just as clear.

Referencing Planning Documents

In what is becoming a continuing theme within Brisbane, the CRRA proposal for Albert St fails to acknowledge the current council City Plan. The current Brisbane City Council (BCC) City Plan has been in existence since 2014 and there is no reason that CRRA should not be using it in reference to the delivery of the Albert St Plaza. Albert St is listed as a secondary cycling corridor (Figure 4) the same as Edward St and higher than Elizabeth St (which is local), both of which have segregated space in which people can now cycle (and scooter) safely. This approach also benefits people walking. The role of Albert St as a cycling corridor was re-enforced in September 2020 when BCC included Albert St in the CityLink Cycleway proposal (Figure 5). This is/was an important corridor for bicycle and scooter riders because it connects to the Albert St gates of the City Botanic Gardens. It is essential CRRA reinstates this connectivity by adhering to these longstanding plans and provides a suitable active transport corridor along Albert St.

In closing, the CBD BUG supports the CRR project for the public transport benefits it will provide but has concerns that what is proposed with the Albert St Plaza will result in conflict between active transport user groups. We know from experience where shared space is delivered with substandard design (e.g. Howard Smith Wharves) this commonly results in calls for people riding bicycles (and scooters) to be banned from the area. We do not want that occurring to the proposed Albert St Plaza. We call for a design for Albert St that will not create conflict and allows people to travel safely while enjoying the space. This can be achieved, it just takes good design and good design professionals that are willing to listen to the people that will use the space.

Looking forward to your reply

Yours sincerely



Donald Campbell
Brisbane CBD BUG
9th April 2023

CC

Adrian Schinner	Lord Mayor of Brisbane
Cr Ryan Murphy	Chair of Public and Active Transport
Cr Vicki Howard	Councillor for Central Ward
Grace Grace MP	Member for McConnel

Space For Cycling Brisbane
Bicycle Queensland
Queensland Walks
Rail Back on Track



Figure 1



Figure 2

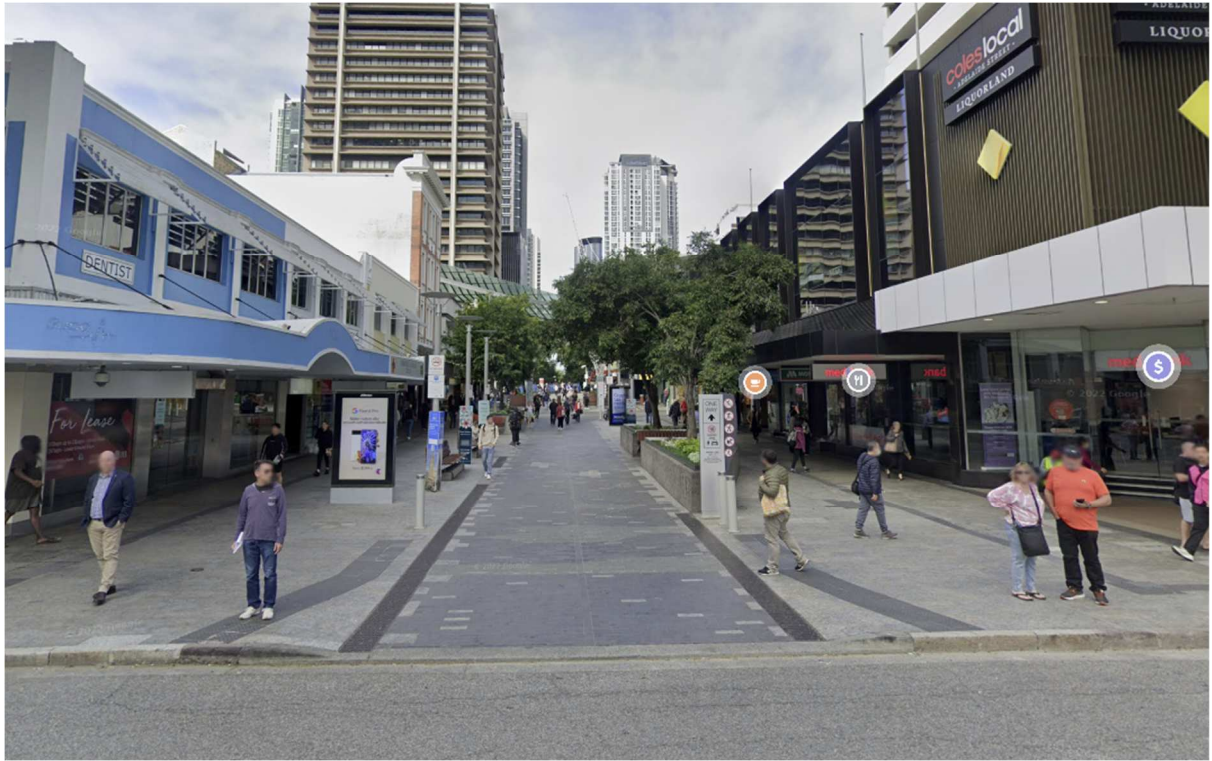


Figure 3

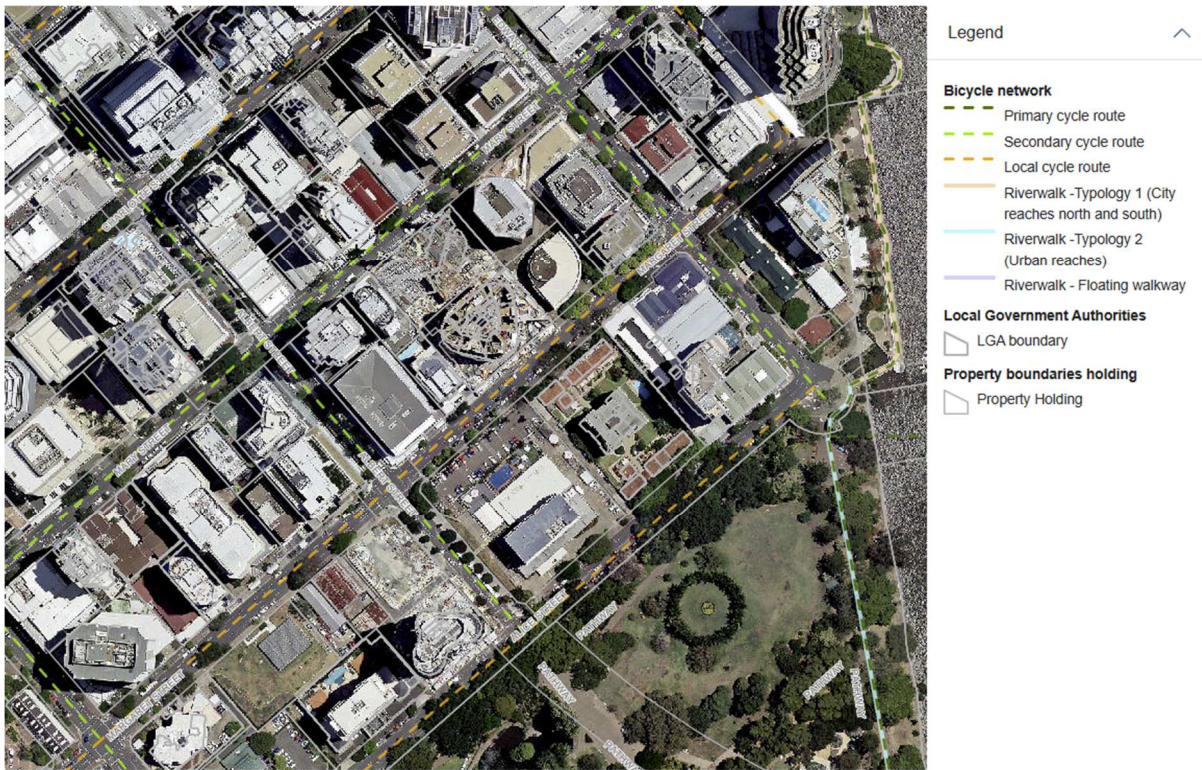


Figure 4

The missing link

The CityLink Cycleway will fill in the missing link for cyclists journeying into Brisbane's city centre. Now, dedicated bikeways will make the journey by bicycle safer and more efficient.



Figure 5