



Brisbane Central Business District Bicycle User Group

CBD BUG

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The Right Honourable Cr Adrian Schrinner
Lord Mayor of Brisbane
GPO Box 2287
BRISBANE QLD 4001

Via email to: lord.mayor@brisbane.qld.gov.au

Dear Lord Mayor

I refer to Council's letter dated 23 November 2022 that rejected the CBD BUG's call for separated bicycle lanes to be included in the Mary St Vision.

We are very disappointed Council's "Vision" for the future of Mary Street has been so narrowed that it excludes the safety needs of people riding bicycles (and scooters).

We appreciate Mary Street is to become an even more important corridor for people walking - due to the new Cross River Rail Albert Street Station and the other major changes in the CBD mentioned in Council's letter (we were surprised it neglected to mention the nearby Kangaroo Point Green Bridge).

However, all these changes should also be expected to increase the number of people travelling on bicycles (and scooters) in and through the CBD. It is therefore disturbing that Brisbane City Council somehow does not view Mary St as also becoming important for people travelling on these devices.

Along with the changes happening on North Quay and Adelaide St as part of the Metro project, this will be yet another recent, major Council street refurbishment in the CBD to entail no provision for people riding bicycles/scooters.

This emerging pattern is leading to speculation Council's intent is to gradually limit bicycle (and scooter riders) access within the CBD - through adopting overtly hostile street design one street at a time that do not take in world's best practice of being inclusive. Where is the CBD cycling strategy?

The CDB BUG has always strongly supported improved public transport. However, this should not come at the cost of excluding active travel users.

Furthermore, Council's claims about the Metro project taking buses off CBD streets appear disingenuous when via the network review it intends to direct existing bus routes away from the central CBD bus corridor of Adelaide St. This does the opposite of encouraging transfers between public transport services as it divides the locations at which (in this case buses) travel

through the CBD making it harder and more confusing to know where services depart from. It was claimed in the Bus network review (Figure 1) this is to allow transfers between the existing 125,175, 185 & 204. All these routes service Gabba Busway Station and provide a superior connection to Cross River Rail services at this location. Taking this into account it would be far more sensible for bus services to be consolidated to Adelaide St.

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. However, this will be a pyrrhic victory if it results in driving active transport users out of the CBD.

We disagree entirely with Council's claim there isn't sufficient space along Mary St to provide segregated bikelanes. Please see attached a number of concept images. These concept images depict the pinch points of indented bus stops and loading zones. As can be seen (using standard BCC data on widths) there is sufficient space.

There's plenty of room if the footpath dining is removed or strategically installed, which is really more privatisation of public space. It is a discretionary element that should not come at the expense of the essential safety needs of bicycle and scooter riders.

If Brisbane City Council remains committed to diverting bus routes down Mary St the indented bus stops are unnecessary. These indentations will primarily benefit motorists not public transport users because with there's many more cars in the in the CBD to be delayed by waiting behind a bus at a stop, a situation unlikely to change for the foreseeable future while BCC on the broader front continues to prioritise motorists over all other road users.

Council's reply pointed out the existing CityLink Cycleway provides a safe "network" of separated cycle facilities and remains the encouraged route into and within the CBD. Somehow it has escaped Council's attention that bicycle and scooter riders need permeability throughout the CBD not just via the two streets in the CBD that have the CityLink Cycleway.

We very much welcome Council's mention of needing to balance the needs of all users and prioritising pedestrian needs, as there is a total imbalance in the allocation of CBD space between travel mode users. Excluding bicycle and scooter riders in this plan is just maintaining the status quo.

Based on the Mary St Vision's exclusionary design and clear lack of balance - we call for its revision to reprioritise the safety of bicycle and scooter riders.

Yours sincerely



Paul French
Co-convenor
Brisbane CBD BUG
29 March 2023

Cc: The Honourable Mark Bailey MP, Minister for Transport
Cr Vicki Howard (Central Ward)
Bicycle Queensland
Space for Cycling Brisbane

Attachment 1: CBD BUG Mary St cross-sectional concepts

