



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

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City Centre Master Plan
Reply Paid 1434
Brisbane Qld 4001

Via email to: citycentremasterplan@brisbane.qld.gov.au

Dear Sir or Madam

**Brisbane Central Business District Bicycle User Group (CBD BUG) response on
Brisbane City Council Mary Street Vision**

This submission provides the Brisbane CBD BUG's views in response to the Brisbane City Council (BCC) Mary Street Vision, publicly released on 28 September 2022.

Brisbane CBD BUG members are aghast by BCC throwing away another opportunity to enable people riding bicycles (and scooter) to be out of motor vehicle traffic, and importantly, also be separated from people walking.

The "vision" is an ill-considered document - and is a recipe for another BCC planning disaster as it ignores international best practice in street design.

We continue to see explosive growth in the numbers of people riding e-bikes (and e-scooters) in Brisbane, particularly in and around the CBD. This growth in e-mobility demands dedicated infrastructure for these vulnerable road users.

Incredibly, the glaring and obvious omission from this document is the failure to provide space for bicycle (and scooter) riders with segregated lanes so people riding bicycles (and scooters) are separated from people walking and people driving.

Separation benefits all users - but what this document seems to be more focused on is "maintaining vehicle flow within the city" and possibly also creating more footpath space for BCC to rent out for outdoor dining.

Accordingly, we reject the claim on page 20 of this document that it gives a higher priority to cycling – when in fact no space is proposed to be allocated for cycling.

The document contains only a single mention of the “slow speeds” of motor vehicles along this road and does not even specify what speed limit will be set. This leaves the CBD BUG to assume the current 40km/h limit will continue, which based on the enormous international body of research evidence is unsafe for all vulnerable road users – and a serious deterrent to people riding bicycles on-road.

We also note that while the road width is being reduced the lane widths are being unnecessarily increased – which counteracts BCC’s claim about this vision reducing vehicle speeds along Mary St.

Given these circumstances and BCC’s failure to incorporate segregated space for bicycle (and scooter riders) we take this to mean BCC expects people traveling on these wheeled devices to be weaving through the high volume pedestrian space.

This will guarantee people travelling on bikes and scooters weaving between people walking, leading to conflict and the inevitable complaints about “near misses”, and then calls for people on two wheels to be banned from riding on the Mary Street footpath. The fact that BCC describes sections of Mary Street experiencing “high-volume pedestrian movements” makes this need for separation between people riding bicycles and scooters even more important. It would also suggest that BCC is failing to reference suitable planning guidelines such as AustRoads Part 6 (refer to Figure 1 on page 3 of this letter)

With the proposed reduction in road width there is plenty of space to incorporate a Citylink cycleway along the full length of Mary Street, starting with removing the ludicrous proposition to widen the remaining lane widths to 3.5 metres. CBD BUG has provided a basic concept of how space could be reallocated (refer to Figure 2 on page 4).

The lack of suitable planning for changes in Mary Street’s usage was highlighted shortly after the release of the “Mary St Vision” with the release of the “Brisbane New Bus Network” document. This document proposes diverting bus services down Mary Street that will have a high frequency service pattern during the day (refer to Figures 3 and 4). Mixing heavy vehicles with vulnerable is not just poor planning – but also represents a fundamental failure to address the design principal of “safety in design”. While a street redesign is not a structure (as covered by WorkSafe.qld.gov.au) it could be argued a duty of care to provide a suitable design for current and future needs was ignored.

Given Mary Street is described in the current Vision as acting a connection between the new Kangaroo Point Bridge and Queens Wharf precinct it is hard to understand why a Citylink cycleway along the full length of Mary Street was not planned in the first instance – especially when this will reduce pressure along the shared path around the river side of the City Botanic Gardens.

We look forward to BCC replacing the current Mary Street Vision with a revised version that fully incorporates international best practice, relevant guidelines and thereby takes into account the safety needs and amenity of people travelling by bicycles and scooters.

Yours faithfully



Paul French
Co-convenor
Brisbane CBD BUG
17 October 2022

Cc: Lord Mayor Adrian Schrinner
Cr Vicki Howard, Councillor for Central Ward
Cr Jared Cassidy, Leader of the Opposition in Council
Cr Jonathan Sriranganathan, Councillor for The Gabba
Cr Nicole Johnston, Councillor for Tennyson Ward
Bicycle Queensland
Space4Cycling Brisbane

Figure 1: AustRoads Guide to Road Design Part 6A

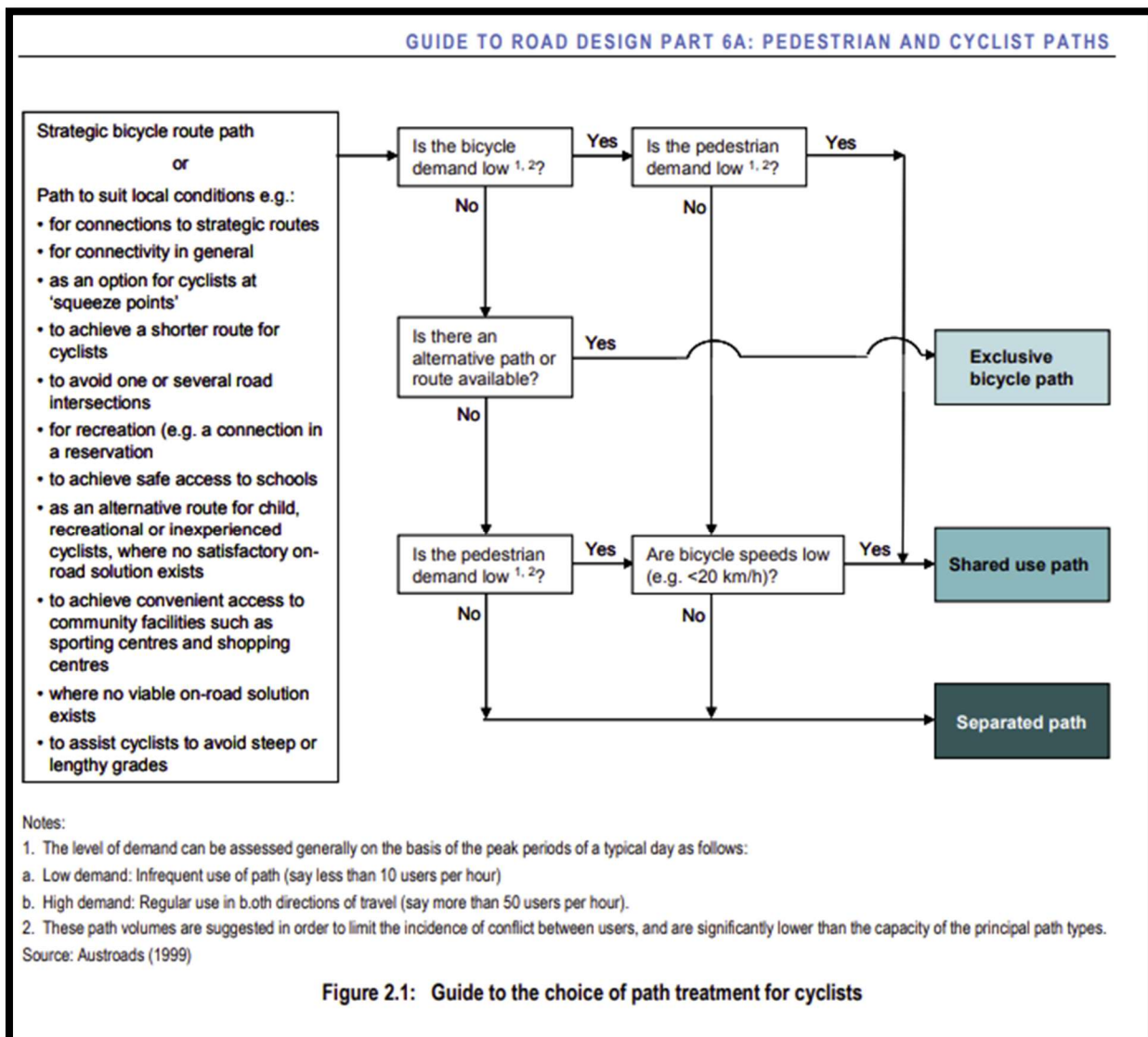


Figure 2: Brisbane CBD BUG concept image for Mary Street Vision



Figure 3: “Brisbane’s New Bus Network” (page 30)

These routes are proposed to travel eastward along Main Street

Mary Street bus corridor

Routes terminating in Fortitude Valley:
125, 175, 185, 204 and future Gold CityGlider

Post Office Square bus terminus

Routes via Story Bridge:
227, P228, 232, 234

Routes via Fortitude Valley:
309 (renumbered from Route 393), 310, 325, 334, 335, 346, 353, 360, 361, 364, 370, 375 (Stafford to City), 379 (Stafford/Grange to City)

Routes via Roma Street:
325, 350, 351, 352, 357, 359, 377, 378

Routes via Spring Hill:
30 (Spring Hill loop), 321, 372, 373

30 Brisbane’s New Bus Network
Draft October 2022

Figure 4: “Brisbane’s New Bus Network” (page 31)

