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

**GPO Box 2104, Brisbane 4001**

[brisbanecbdbug@gmail.com](mailto:brisbanecbdbug@gmail.com)

[www.facebook.com/cbdbug/](https://www.facebook.com/cbdbug/)

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The Honourable Bart Mellish MP  
Minister for Transport & Main Roads  
GPO Box 2644  
BRISBANE QLD 4001

Via email to: [transportandmainroads@ministerial.qld.gov.au](mailto:transportandmainroads@ministerial.qld.gov.au)

Dear Minister

The CBD BUG is writing to you in view of our continuing concerns regarding the delivery of the pedestrianised Albert St occurring as part of the Cross River Rail (CRR) project.

During April last year we wrote to your predecessor Mark Bailey to express our concerns (Figure 1 & 2) regarding the proposed Albert St design. Following that letter CRR arranged a number of meetings to discuss the matter with relevant stakeholders including the CBD BUG. At the final meeting, stakeholders were told that the feedback would be taken on board and be followed up, later on. Since that time the CBD BUG has been unable to locate any follow-up correspondence.

On the 8<sup>th</sup> & 12<sup>th</sup> of March CRR posted an interactive 3D image on Facebook (Figure 3 & 4). From what can be seen in the postings nothing has been amended since the workshop was held. All the issues identified in our letter in 2023 are still present.

A key question, on which we are still to receive a response, is whether modelling has been performed to determine if the very cluttered CRR design for Albert St can cope with the anticipated pedestrian and cyclist movements.

Without repeating all that was stated in the 2023 letter the CBD BUG continues to reject the assertion by CRR that a pedestrianised Albert St cannot incorporate a clearly defined cycling path through said space. One of our members was recently in Japan and experienced a revitalised street that continued to function safely and comfortably for both people on foot and bicycle. The shopping street in Odawara is a mere 11m wide (boundary to boundary) yet is able to safely and comfortably cater for the movement of pedestrians, people on bikes and local deliveries despite this street's width being approximately only half that of Albert St (Figure 5).

The major difference between this street and the CRR plan is the Japanese local authority did not allocate public land to private enterprise. All the issues that CRR present to justify not providing a clearly identified cycling corridor along Albert St are due to poor design and the desire to allocate public space to private enterprise.

Prior to the CRR's takeover of Albert St this thoroughfare was an important route for people riding bicycles as it provided direct access to/from the City Botanic Gardens via the Albert St gates. The adjoining Mary St and Adelaide St are also being re-developed by Brisbane City Council using plans that do not take account of people riding bicycles and instead are focused on privatising public space for footpath dining. The combination of these approaches will lead to bicycle movements (and scooter riders) being excluded from a major portion of the Brisbane CBD.

Albert St can safely, comfortably and effectively accommodate people on foot, people on bicycle and out of hour deliveries, it just takes good design that focuses on the needs of the public. Streets are about the movement of people and Albert St as currently proposed does not focus on the movement of all types of people. The CBD BUG wishes Albert St to be a safe space that caters for everyone on foot or bicycle regardless of age or ability, which the current design will not achieve.

Looking forward to receiving your reply.

Yours sincerely



Donald Campbell  
Brisbane CBD BUG  
29 April 2024

CC:   Bicycle Queensland  
      Space for Cycling Brisbane  
      Queensland Walks  
      Members of the BCC transport Committee  
      Cr Vicki Howard       - Councillor for Central Ward  
      Grace Grace MP       - Member for McConnel  
      Holstein Wong        - Greens Candidate for McConnel  
      Rail Back on Track



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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](mailto: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

Figure 1 - 2023 CBD BUG letter regarding Albert St

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  
9<sup>th</sup> April 2023

CC

Adrian Schrinner	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 2 - 2023 CBD BUG letter regarding Albert St



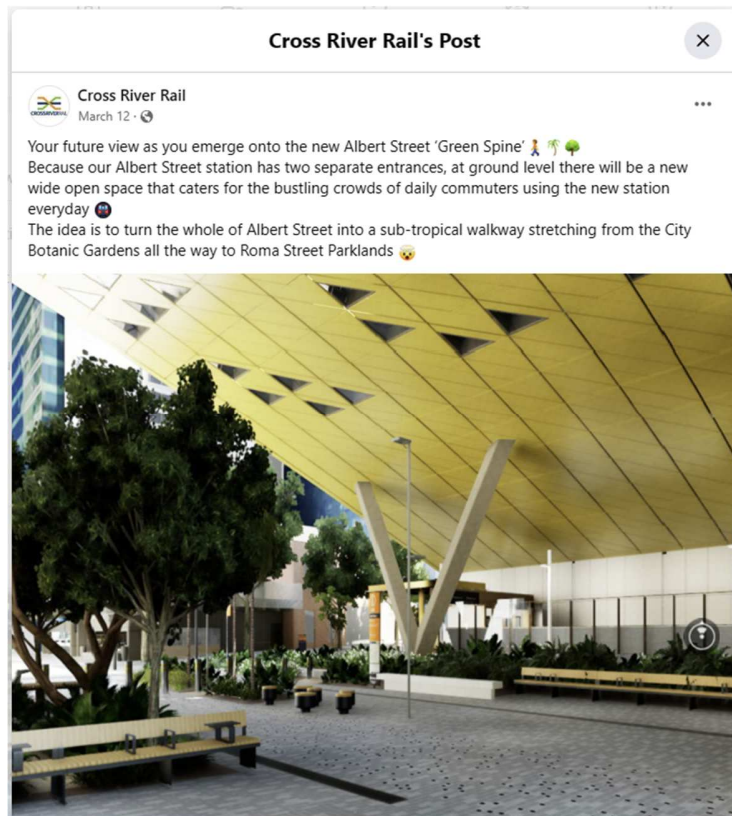


Figure 3 - Cross River Rail Facebook Posting

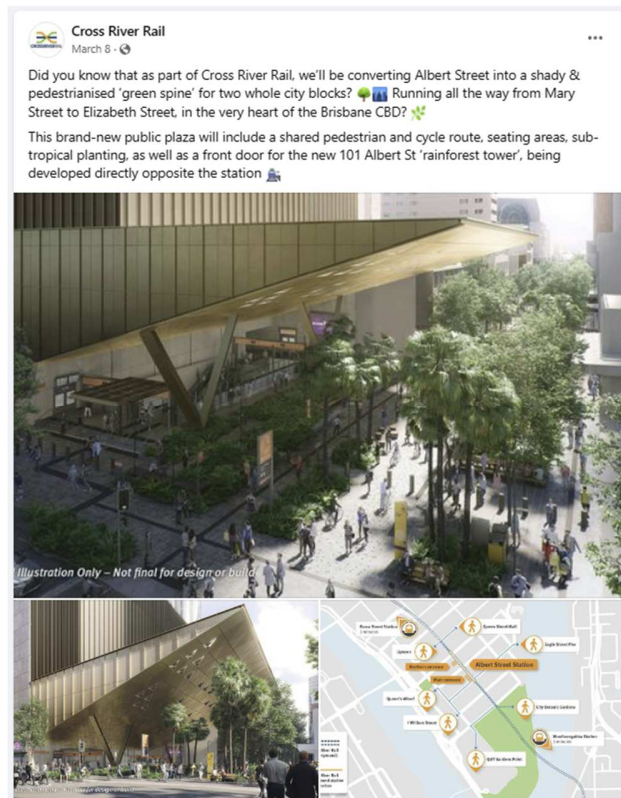


Figure 4 – Cross River Rail Facebook Posting



*Figure 5 – Pedestrianised Street, Odawara Japan*