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**Brisbane Central Business District Bicycle User Group**

**CBD BUG**

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**Attention: Coordinator-General**

c/- Project Manager – Cross River Rail Change Request No.14

Project Evaluation and Facilitation Division

Office of the Coordinator-General

PO Box 15517

CITY EAST QLD 4002

Via Email: [crr@coordinatorgeneral.qld.gov.au](mailto:crr@coordinatorgeneral.qld.gov.au)

Dear Sir or Madam

**Submission on Cross River Rail Request for Project Change 14**

The following is a submission from the Brisbane Central Business District Bicycle User Group (CBD BUG) on the Cross River Rail (CRR) Delivery Authority's *Request for Project Change 14 – Changes to the approved Roma Street station scope of works*.

Positive aspect

A positive element of this project change is the proposed closure of the approximately 30-metre-long section of Herschel Street between George and Roma streets to motor vehicles.

We view this element of the proposed changes favourably - as we envisage the closure of this very short section of road will have a negligible impact on travel times for people driving. Additionally, this permanent road closure will enable the creation of the proposed Herschel Street Pocket Park - facilitating safer travel for people walking and riding bicycles, while also creating a small additional amount of public open green space in a city that is badly under-served for such spaces.

Negative aspects

However, the positive aspects are relatively minor compared to the broader area covered by the Roma Street PDA – and accordingly, we are very concerned by the proposal's overall lack of delivery of infrastructure enabling safe travel by bicycle.

The statement at page 22 of the *Environmental Impact Statement* published for this project change that the "Roma Street station precinct is generally well serviced by dedicated cycling infrastructure, noting that there are some inconsistencies to the provision given the existing road network constraints" completely understates the lack of safe (i.e. segregated) cycling infrastructure in this precinct and a lack of understanding in the use of the few currently available and disconnected facilities.

Figure 10 in this document titled "Street Station Precinct – Dedicated Bicycle Connectivity" graphically highlights the lack of connectivity for people wanting to ride bicycles to/from/through this precinct – as the majority of the streets depicted have no cycling infrastructure at all, while none of the three lines indicating a bikeway actually connect to one another.

The very strong view of the Brisbane CBD BUG is that the bike boxes and short stretches of green pavement paint planned to be installed to indicate unsegregated bikelanes are just a token effort to improve cycling connectivity in this PDA. In addition, bike boxes and painted lanes will not protect bike riders from buses using Herschel St, in particular turning across the suggested bike boxes, or where bike boxes are positioned directly in front of a bus lane. International research is that unprotected bikelanes and bike boxes provide minimum benefit in improving the safety of the public when riding a bike.

There is already a segregated bike lane along one side of George St that terminates at the intersection with Herschel St. This project change needs to be amended so the segregated bike lane continues through the new pocket park and on to Roma Street. The provision of safe protected bikelanes needs to be continued along Hershal from George St to North Quay. Hershal St forms a vital connection between the Bicentennial Bikeway and CBD premises. The current situation needs to be rectified with the provision of safe, protected bikelanes.

CRR should also be upgrading the on-road bike lane along the northern side of Roma St to a fully segregated state to at least the road entrance the Roma St Parklands, as this will provide genuine safety for people riding bikes to this key access point of the North Brisbane Bikeway.

Finally, as a minimum action to improve cyclist safety in this CRR PDA we also call for the gaps between the current bikeways indicated in Figure 10 of the CRR Request for Project Change 14 Environmental Impact Statement to be connected by new segregated bikeways.

Yours faithfully

*Paul French*

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Cc: Bicycle Queensland  
Space4Cycling Brisbane