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15 MAY 2024

Mr Donald Campbell
Co-convenor
Brisbane Central Business District Bicycle User Group (CBD BUG)
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BRISBANE QLD 4001

By email: brisbanecbdbug@gmail.com

Dear Mr Campbell

Thank you for your letter of 29 April 2024 to the Honourable Bart Mellish MP, Minister for Transport and Main Roads and Minister for Digital Services about the 'Green Spine' pedestrianisation of Albert Street between Mary Street and Elizabeth Street. The Minister has asked that I respond on his behalf.

The initial detailed design process, was progressed in close consultation with Brisbane City Council (BCC) and took into account a number of factors including but not limited to BCC's planning for wheeled active transport in the central business district area; BCC's approach to wheeled active transport interactions in high pedestrian zones; and BCC's implementation of different hierarchies of controls to manage pedestrian/wheeled active transport interactions – such as requirements to dismount from wheeled active transport devices in high pedestrian areas – as currently occurs in locations such as Reddycliff Place and Queen Street Mall.

In 2023, the Cross River Rail Delivery Authority (Delivery Authority) engagement of BUG representatives included design exploration sessions on 7 and 28 June 2023. Following these workshops, the Delivery Authority committed to investigating feedback and has subsequently undertaken a design review to determine if suggestions can be incorporated.

The review included investigation of height and location of hazardous vehicle management bollards, placement and orientation of seating, street furniture, drinking fountains and tactile indicators, placement and finish of stormwater drains, and cycle access arrangements including inclusion of a delineated cycle path.

Following this review, the Delivery Authority has determined the current design is consistent with BCC's planning requirements and appropriately balances the needs of a range of user groups, while delivering a space that is distinctive and relevant to Brisbane's identity and character.

During the initial detailed design process, precinct pedestrian modelling was also undertaken to inform the design, given the significant pedestrian loads expected to be generated by the new station. This modelling indicated at peak, the public realm will be required to accommodate approximately 350 to 400 people per minute, which equates to a minimum requirement of eight metres of unobstructed net width for pedestrian passage.

As such, inclusion of a dedicated cycling path is not in accordance with the design intent or pedestrian passage requirements in the precinct. Regardless, the design accommodates for all users and the expected increase in pedestrian and cycle movements through the area via:

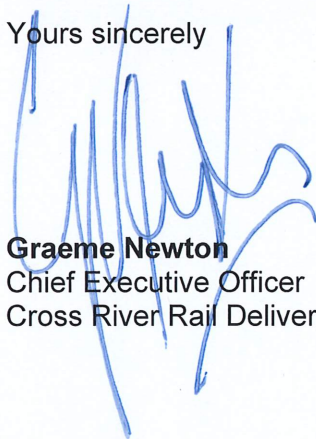
- multiple movement routes along the Green Spine, with two three-metre-wide primary pedestrian paths and a five-metre-wide central shared path;
- deliberate configuration of the central shared path to promote a low-speed environment that is safe for all users;
- clear sight lines at intersections and station entries; and
- incorporation of pavement patterning as a visual cue to cyclists of the preferred travel path, avoiding specific demarcation of a cycle path.

While your feedback regarding inclusion of a dedicated cycle path cannot be incorporated into the design, we appreciate the contributions made by BUG representatives and thank you for your input.

Construction of the Green Spine is due to commence in mid-2024. Activities will be completed in stages to maintain connectivity through the area, and we will continue to provide updates as construction progresses.

If you require further information, I encourage you to reach out directly to the Delivery Authority Stakeholder Engagement team on 1800 010 875 or by email at info@crossriverrail.qld.gov.au.

Yours sincerely



Graeme Newton
Chief Executive Officer
Cross River Rail Delivery Authority