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14 February 2019

Mr Donald Campbell  
Co-convenor  
Brisbane Central Business District Bicycle User Group  
GPO Box 2104  
BRISBANE QLD 4001

Dear Mr Campbell

Thank you for your email of 16 January 2019 about the Brisbane Metro project.

I appreciate CBD BUG's feedback about the project and note your suggestions for further changes to the project design within the CBD and inner city.

As you noted, Council announced a revised design for Brisbane Metro in September 2018 that provides a separated two-way cycleway across Victoria Bridge, dedicated pedestrian pathways, and three lanes for Brisbane Metro and bus services. The design also includes cycle lanes on either side of Melbourne Street, between Grey Street and Merivale Street.

I note your suggestion to continue the two-way cycleway from Victoria Bridge to George and Adelaide Streets, via North Quay. Council recognises there are opportunities to improve cycling connectivity within the CBD and, as part of the detailed design of Brisbane Metro, Council is investigating further improvements at North Quay.

Council is currently reviewing its active transport network plan and will investigate options to improve active transport connections into and through the CBD, including the potential for improvements to Ann and Turbot Streets. Future projects identified in the active transport network plan will be considered for funding in accordance with citywide priorities to improve network accessibility, connectivity and safety.

With regard to the Bicentennial Bikeway access ramp at North Quay, I can advise the location and design of the bikeway access will be reviewed through the detailed design process. This will include investigating options to maintain the access ramp in its current location. As indicated in section six of the draft Design Report, temporary closure of the access ramp may be required during construction, during which cyclists would be redirected to the bicycle ramp near Turbot Street.

I note your concerns in relation to the cycle lanes on Melbourne Street and the number of bus services operating at this location. As final changes to the bus network are still to be confirmed, these are likely to affect the current timetables and number of bus services passing through the Cultural Centre precinct.

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Traffic modelling and assessments undertaken as part of planning for Brisbane Metro indicate that approximately 350 fewer buses will pass through the Cultural Centre precinct at surface level during peak hours once Brisbane Metro is operational. Further to this, the modelling indicates that between 32 and 40 bus services per hour will use the Melbourne Street bus stops during peak hour. Council will provide opportunities for residents and key stakeholders to be involved in planning changes to the bus network prior to Brisbane Metro services commencing.

In developing the revised design for Melbourne Street, Council undertook an options assessment process that included the consideration of your suggestion to extend the separated two-way cycleway along Melbourne Street, towards Merivale Street. This option did not proceed for a number of reasons, including restrictions associated with the South Brisbane rail bridge, in particular achieving the required widths for an extension. Further to this, an extension of a two-way separated facility would need to connect back into the existing Melbourne Street arrangements of on-road facilities. Introducing a 'scramble crossing' at the intersection of Grey and Melbourne Streets, as well as cycle lanes on either side of Melbourne Street, was determined to be the optimal solution. This option improves connectivity, as well as enables a safe transition into the one-way bike lanes proposed for Melbourne Street.

I can further advise the suggestion for floating bus stops at Melbourne Street was also considered through the options assessment process. This option did not proceed due to the anticipated high patronage of these bus stops and the potential for this to create conflict between the volume of bus customers and cyclists expected to use the cycle lanes.

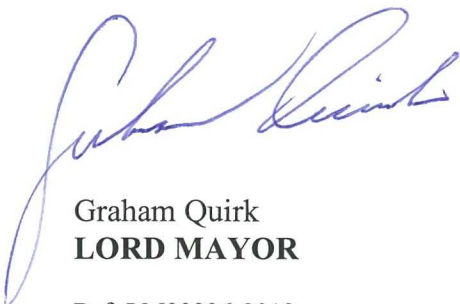
I acknowledge your concerns in relation to the indented bus stops at Melbourne Street and would like to assure you that independent safety assessments confirm the proposed cycle lane arrangement is appropriate and the preferred design option for the Brisbane Metro project. As you may be aware, this section of Melbourne Street will be closed to general vehicle traffic, with a low volume of bus services using the Melbourne Street bus stops.

I can assure you that Council will continue to work with stakeholders through the detailed design process to further enhance both pedestrian and cyclist access and connectivity in the inner city. Subject to approvals, detailed design and construction of Brisbane Metro is expected to commence late 2019, with Brisbane Metro services commencing in 2023.

If you have any further questions, I encourage you to contact the project team on 1800 692 33 during business hours or by email at [metro@brisbane.qld.gov.au](mailto:metro@brisbane.qld.gov.au).

Thank you for contacting me.

Yours sincerely



Graham Quirk  
**LORD MAYOR**

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