



Brisbane Central Business District Bicycle User Group

CBD BUG

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Dear Sir or Madam

Brisbane Central Business District Bicycle User Group submission on Cross River Rail (CRR) Project – project change application 4 (Whole of project refinements 2019)

The back ground to this submission is the Brisbane CBD BUG is a grass roots volunteer organisation of more than 800 members, representing the interests of the very large number of people riding bicycles to, from and within the Brisbane city centre. We actively seek decisions at all levels of government supporting people who want to cycle, and in particular relating to: improved infrastructure, end-of-trip facilities, integration of cycling needs with other transport modes and a regulatory environment friendly towards people riding bikes.

We also support walking and public transport as healthier travel modes that can substitute for many trips by private motor vehicles. CBD BUG members meet monthly to exchange information and ideas, discuss issues of relevance and determine the direction of policies to benefit CBD cyclists.

Over recent years all levels of government have neglected public and active transport while pursuing the futile hope of enabling ever increasing personal mobility via private vehicles. It should be noted the CBD BUG is not opposed to people owning and/or driving motor vehicles. In fact, the proportion of people of ride bicycles and who also own a car is only marginally lower than the broader community. Rather, we just want to see reduced levels of private motor travel, and particularly for those shorter (i.e. less than 10km), regular trips than can easily be covered by an alternative travel mode.

On this basis the CBD BUG strongly supports the CRR project for delivering significantly improved public transport services for SEQ residents and visitors. Accordingly, we commend the Queensland Government for pushing ahead with this project.

The following are some specific issues the CBD BUG has identified that we would like to see address in the projects final plans.

Spoil haulage routes

Heavy vehicles pose a particular danger for cyclists, as bicycle riders may be concealed by a truck driver's blind spots and there is the additional potential for serious injury and death of a cyclist involved in a crash with a truck. In line with the recommendation of the Queensland Coroner in the Inquest into the death of Rebecka Meyer, we call for the CRR to prohibit the use of "conventional shaped trucks unless they are fitted with appropriate technologies to warn the driver of any obstacles or other road users within the forward blind spot of the truck".

(https://www.courts.qld.gov.au/data/assets/pdf_file/0005/449447/cif-meyer-rti-20151209.pdf)

We also note that trucks hauling CRR project spoilage will use routes along, and intersecting with, popular cyclist routes/paths including: Annerley Road, O'Keefe Street and Vulture Street in Woolloongabba; O'Connell Terrace in Bowen Hills; and in the CBD - Albert, Charlotte and Mary Streets.

Therefore, we call for:

- 1) all CRR spoil haulage drivers to be given clear instructions on safe driving practices when in proximity to vulnerable road users (cyclists, pedestrians and moto riders);
- 2) all spoil haulage trucks to have CCTV fitted covering all directions (BCC contractor garbage trucks have had at least four for a decade or more and the footage is used when reports of issues and accidents occur), and
- 3) these trucks to also carry prominently markings to identify them as working on the CRR project that includes individual CRR truck identification along with a 24/7 CRR hotline to enable easy reporting of unsafe driving.

Bicycle parking at train stations

Bicycle parking must be provided at all stations regardless of how central their location is. We have noted there is no bicycle parking planned to be provided at the Albert Street station. While it is recognised space is constrained at this site (Albert Street) it is very disappointing that no space at all has been allocated to enable integration of cycling and train travel. People are willing to ride to more distant public transport hubs than the closest one to avoid a train/bus interchange and hence it is very likely people will want to park bicycles at all CRR stations. Accordingly, for this project to take full advantage of the once-in-a-generation opportunities for improved integration of cycling and rail transport bicycle parking must be installed at all stations.

It is standard practice in the Netherlands that all stations have bicycle parking. It should be noted that the (Dutch) "Central" stations have the extremely large bicycle parking capacity often into the thousands. It is therefore the CBD BUG recommendation that all CRR stations have a bare minimum of casual bicycle parking for the traveling public and secure bicycle parking with EoT facilities for station staff. Furthermore, excluding Albert St the CBD BUG recommends secure bicycle parking be provided to the traveling public at all stations.

Boggo Road station

The new bridge planned across the existing rail line to create a direct pedestrian/cyclist connection across the existing rail corridor to Kent Street at the rear of the Princess Alexandra Hospital is very much welcomed. Design work to incorporate this into the existing Boggo Rd Bikeway viaduct structure is essential. It is the CBD BUG's understanding the existing bikeway viaduct spans were specifically designed to be able to be lifted off the pillars and placed on new higher pillars when a bridge over the Beenleigh Line was constructed. Also required is a safe link for cyclists and pedestrians between the northern end of this new bridge and the existing road infrastructure.

Woolloongabba Station

The entire precinct of this new station is a mess of wide roads carrying large volumes of fast moving motor vehicles with only limited active transport user crossing points.

This raises concerns about the ability of people walking / cycling to safely access and depart the planned Woolloongabba Station. In particular, Vulture Street has no current mid-block crossing between Leopard Street and Main Street. With the location of this station further to the west this places the existing lights-controlled pedestrian/cyclist crossing mid-block on Stanley St near the South East Busway station out of the desire line.

We also note the intention for this new station to have just the one entry/exit point. In contrast multiple entry/exit points are an important design element to improve the user journey, assist in smoother distribution of large numbers of travellers and minimise impact upon the surrounding areas.

Albert Street station

The future closing off of Albert Street to through-traffic will be a highly beneficial flow-on effect of this project – This must still allow cycling along Albert Street. The permanent exclusion of cycling from Albert St will severely restrict the movement of current and future cycle traffic.

Roma Street station

While Roma Street Parklands is a major connection for people riding bikes between the CBD and Brisbane's northern suburbs, there is no safe connection between this precinct and other CBD routes e.g. Bicentennial Bikeway. It is essential that safe cyclist movements through the Roma Street station precinct are maintained for the duration of the CRR project works, and that improved connectivity across Roma Street is provided for cyclists at the Parkland Boulevard intersection.

Connection between Parkland Boulevard and the George Street protected bikelanes could be improved. Please see Figure 1 on the following page. The CBD BUG has long campaigned for the completion of the "Roma St Pedestrian/cyclist Overpass Bridge". This bridge will connect the CBD and Southbank to the Roma St Parklands and should be a priority deliverable.

Normanby Rail Yard

CRR will be undertaking substantial works to the under-used Normanby Rail Yard, which includes the removal of yard trackage. Currently the Normanby Rail Yard and the ICB form a major barrier for active transport users between Kelvin Grove and Spring Hill/CBD.

There has been an overbridge in this location since 1946. However, due to poor connections it is currently under-utilised. With the Brisbane Lord Mayor announcing Victoria Park will cease as a gold course and be reopened to the general public, there is an option for this bridge to provide an improved connection. It is the CBD BUG's recommendation that a new, wider pedestrian/cyclist bridge be constructed in this location as part of the CRR works. Bridge construction occurring during CRR construction will maximise benefit while minimising disruption and therefore cost. Refer Figure 2 on the following page

Figure 1: Proposed Roma Street pedestrian/cyclists overpass

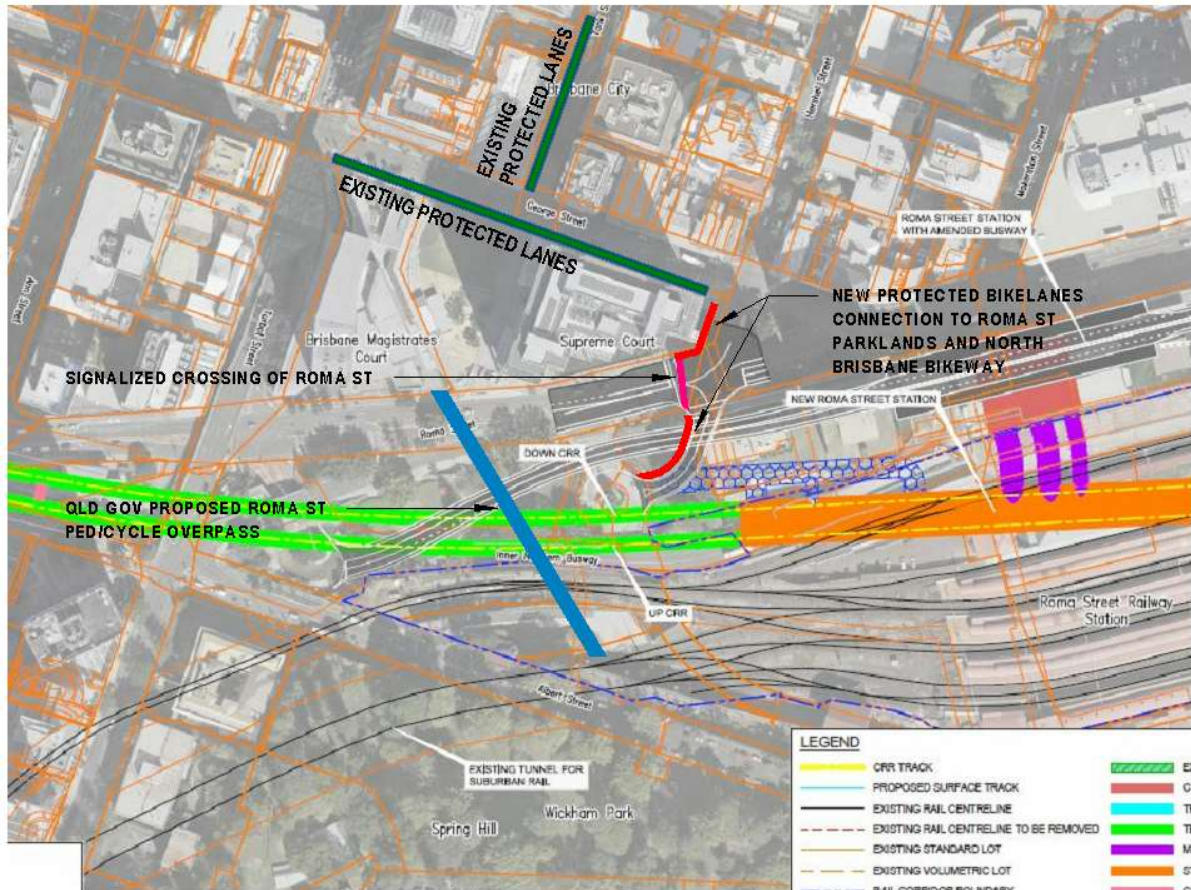


Figure 2: Proposed new ICB pedestrian/cyclists overpass linking to North Brisbane Bikeway



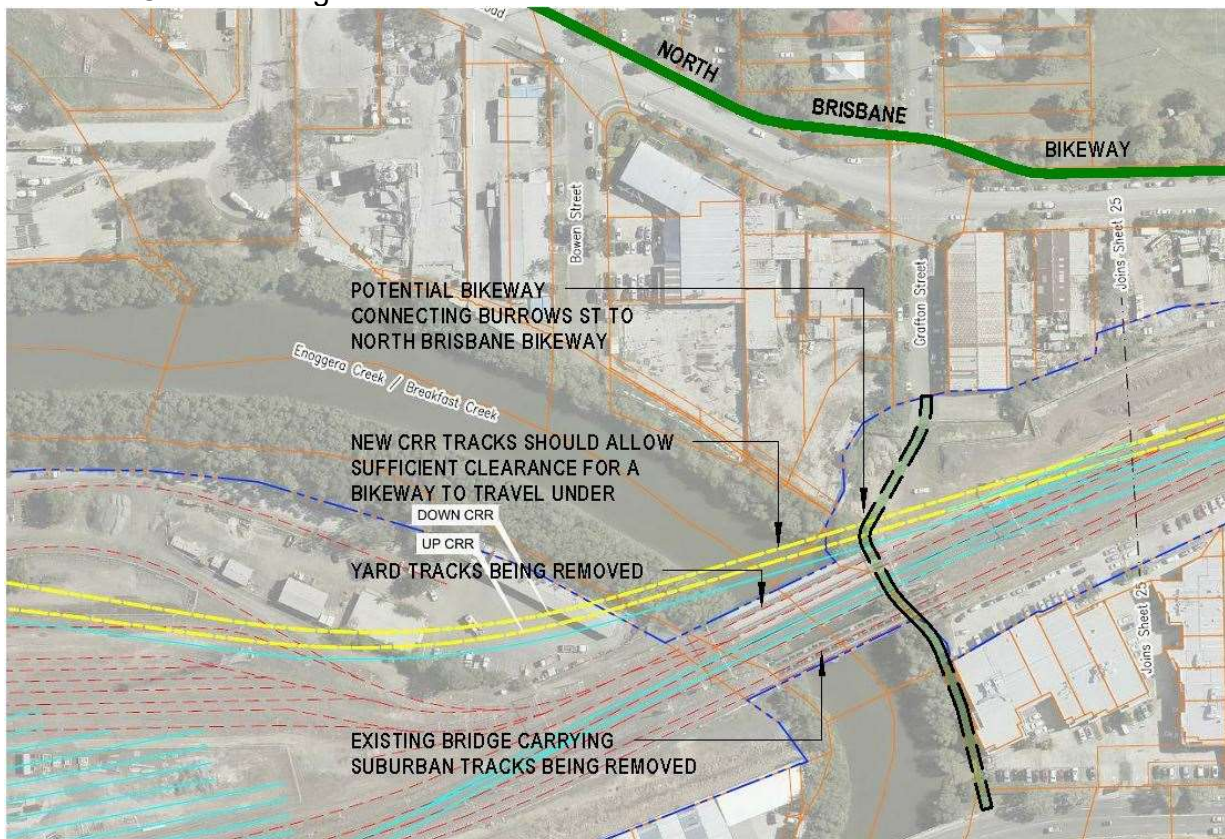
Exhibition Station

The new 365 day/year Exhibition Station is a very welcome enhancement for rail users. The CBD BUG holds the strong view that the new/improved active travel connections to this station make appropriate provision for both pedestrians and cyclists as part of an overall strategy to enhance the integration of cycling and rail travel.

Breakfast Creek – Rail Bridge

According to the CRR plans the existing rail bridge carrying the suburban up and down tracks as well as former yard tracks over Breakfast Creek are to be removed. The CBD BUG regards linking the North Brisbane Bikeway and Hudson Road/Burrow Road via Breakfast Creek as highly advantageous. Therefore, the CBD BUG calls for the new rail bridge to be constructed over Breakfast Creek via the CRR project to allow sufficient clearance underneath to permit a bikeway to also be built underneath along Breakfast Creek. Refer Figure 3 below.

Figure 3: Location of future bikeway along Breakfast Creek requiring clearance under new CRR rail bridge



Thank you for the opportunity to provide input on this project.

Yours faithfully

Paul French
Co-convenor
Brisbane CBD BUG
14 June 2019