



Brisbane CBD Bicycle User Group

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**Brisbane Central Business District Bicycle User Group**  
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The Right Honourable Adrian Schrinner  
Lord Mayor of Brisbane  
GPO Box 1434  
Brisbane Qld 4001

Via email to: [Lord.Mayor@brisbane.qld.gov.au](mailto:Lord.Mayor@brisbane.qld.gov.au)

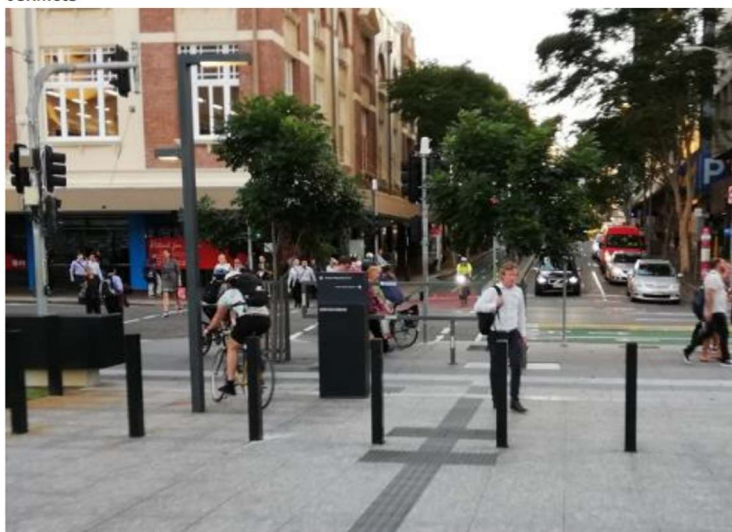
Dear Lord Mayor

**Dangerous barrier - George St courts precinct footpath**

This letter concerns the cycling connection between the Kurilpa Bridge and Roma Street Parklands, and specifically, the barrier installed as an obstruction for bicycle riders located on the George St footpath at the Supreme and District Courts.

We draw your attention to Section 4.5.1 **Layout features: Remove all hazards near the intersections** of the Queensland Department of Transport and Main Roads (TMR) Guideline *Selection and design of cycle tracks October 2019*.<sup>1</sup> At page 75 the figure presented to exemplify poor design features the hazard we are calling upon Council to address. The guide states "Locating hazard (sic) such as barriers or trees to block the flow of bicycle traffic is not recommended. This will create unpredictable movements for people cycling and people walking and conflict between these road users as shown in Figure 4.5.1(G)". Figure 4.5.1(G) appears below.

*Figure 4.5.1(G) – Hazard blocking the movement of people cycling and walking resulting in conflicts*



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<sup>1</sup> Guideline - Selection and design of cycle tracks October 2019, <https://www.tmr.qld.gov.au/business-industry/Technical-standards-publications/Cycling-guidelines>

We request Council reconfigure this footpath area, especially to remove the hazardous barrier that has been deliberately placed to obstruct the desire line of people riding bicycles (Figure 2). This desire line has been recognised by the provision of a red coloured kerb ramp to encourage people riding bicycles to take this path. Not only is this barrier positioned across the desire line, as you can see in both Figure 4.5.1(G) and Figure 2 below, when approached from the direction of the courts, it blends into the general visual clutter of the intersection. As seen in Figure 3 below, when approached from the bikeway on Tank St this barrier is easily lost in the shadows cast by the adjacent trees. This makes it much more likely for a person riding a bicycle to crash into it.

**Figure 2<sup>2</sup>**



**Figure 3<sup>3</sup>**



<sup>2</sup> <https://maps.app.goo.gl/WZ1VMYWvTyGgJrHm6>

<sup>3</sup> <https://maps.app.goo.gl/qPz2SCtAQ8NuQ9119>

We'd very much like to think the next edition of the TMR guideline could continue to show Figure 4.5.1(G), but accompany it with a photo from the same viewpoint showing how the hazard has been removed.

Yours sincerely

*Paul French*

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