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## Brisbane Central Business District Bicycle User Group – CBD BUG

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**GPO Box 2104, Brisbane 4001**

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Mr Jeff Bennett  
Principal Project Manager  
Major Projects Section HLO  
GPO Box 2906  
Brisbane QLD 4000

Dear Jeff

I refer to the briefing provided to Central Business District Bicycle User Group (CBD BUG) representatives on 30 June 2008 in relation to the Brisbane Supreme Court and District Court project.

The CBD BUG welcomes the appropriate incorporation of cyclist needs into the Supreme and District Courts project, given this precinct will occupy a critical position in relation to the western bypass of the city that is currently being realised for cyclists.

To enable the connectivity between the various components of the bypass, the decision to allow cyclists to ride through the new courts precinct has been an essential component. Your concerns about potential contests between cyclists and pedestrians for space in the precinct are understandable and to reduce this potential we make the following recommendations:

- signage be installed at the precinct's entry points, to indicate to all users that the plaza and ramp areas are shared spaces and that a maximum speed for cyclists of 15km per hour applies;
- the design and placement of installations in the outdoor areas of the precinct e.g. seating, rubbish bins etc, be such that they do not cause squeeze points where cyclists and pedestrians will be forced into close contact;
- reduce the variety of plaza surface types and/or colours as numerous changes can result in a visually confusing environment that hinders cyclists from being aware of pedestrians; and
- the precinct's surface, which it is understood will be cobbled, should have a finish that does not become slippery when wet.

We agree with your comments that no other signage should intrude and we support the philosophy of 'Shared Space' where individuals' behaviour in traffic can be more positively affected by the built environment of the public space than it is by conventional traffic control devices (signals, signs, road markings, etc.). The more open the design, with clear ways seen through the space from end to end, the better pedestrians and cyclists will interact with each other.

The stairs at the end of the courts end of the bridge that in the future will connect the courts precinct to the redeveloped Roma St Precinct, should be aligned at an acute angle (suggest 90 degrees) to the bridge. This alignment will reduce the potential for cyclists crossing Roma Street via this bridge from the railway station side to mistakenly assume these stairs are a ramp.

In relation to the provision of end of trip facilities within the precinct it is noted a decision has already been made that such facilities should be installed. For guidance on the design and location of these facilities for all potential users information is available at [http://www.transport.qld.gov.au/resources/file/eb690544340f2a2/C4\\_End\\_of\\_trip\\_facilities\\_for\\_bicycle\\_riders.pdf](http://www.transport.qld.gov.au/resources/file/eb690544340f2a2/C4_End_of_trip_facilities_for_bicycle_riders.pdf).

Thank you for the opportunity to comment on the proposed redevelopment.

It would be appreciated if you could ensure the CBD BUG is involved in any further consultative processes in relation to this development.

Yours faithfully



Paul French  
Co-convenor  
Central Business District Bicycle User Group

// July 2008