



Brisbane Central Business District Bicycle User Group

CBD BUG

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Mr Rod Harding
Labor Party Candidate for Lord Mayor of Brisbane
C/- PO Box 5032
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Dear Mr Harding

Congratulations on being endorsed as the Labor Party candidate for Brisbane Lord Mayor.

According to the Brisbane City Council (BCC) 2013-14 Annual Report (page 6) BCC's medium-term objective for promoting active transport is to achieve a more than 16% share of all journeys in Brisbane by 2018.

Representatives of the Brisbane Central Business District Bicycle User Group (CBD BUG), Airport BUG and Easy and Sustainable Transport Bicycle User Group (EaST BUG) would like to meet with you to discuss how Brisbane can become a much more friendly city for people to ride bicycles for transport.

As background, all three of our groups are grass roots volunteer organisations, representing the interests of the people riding bicycles in Brisbane. We are active in seeking policy decisions 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. With our common interests we work closely together and share a concern that bike riding is a missed opportunity for sustainable growth and development.

We are concerned that by relying on current planning approaches BCC is highly unlikely to achieve even this very modest level of active travel. The most recent Australian Bureau of Statistics (ABS) figures indicate cycling and walking are languishing at less than 3% and 2% respectively of total trips in Brisbane, with neither mode showing an appreciable growth since 2006. We attribute this stagnation principally to BCC's near-total focus on encouraging car-based travel. Clear evidence of this is in the BCC 2014-15 Budget., which directed 76.9% of transport funding (expense and capital) to road improvements / expansions, while a mere 3.4% is going to active transport projects.

The latest ABS figures also show that for just under 84.0% of people in Brisbane the main form of transport used on their usual trip to work or full-time study is the private motor vehicle.

Meanwhile, multiple surveys have found there is a large section of the community who would like to leave their cars at home and ride a bike for transport. However, these people do not feel it is sufficiently safe or convenient for them to do so. Leaving a car at home (or not requiring an additional family car) would free many commuters from the burden of their motor vehicle costs, not to mention the frustration they experience when stuck in Brisbane's worsening traffic congestion. We are keen for BCC to remove the barriers deterring people from cycling –

particularly for the 34.3% of trips to full time work/study that are less than 10km (according to ABS data), a distance that can easily be covered by riding a bike.

The long term negative economic, health, social and environmental consequences for Brisbane are daunting if the residents of this city do not move away from the current level of car dependency and make greater use of active (and public) transport. We see increased and well directed active transport investment as critical to Brisbane having a positive future.

Yours faithfully

Paul French
Co-convenor
Brisbane CBD BUG
24 March 2014