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Re: CBD BUG letter to 2015 State Election candidate re need to foster bike riding

From: **stirling.hinchliffe@gmail.com** on behalf of **Stirling Hinchliffe**
(stirling@stirlinghinchliffe.com)
Sent: Wednesday, 28 January 2015 3:34:07 PM
To: Brisbane CBD BUG (convenors@cdbug.org.au)
Cc: sandgate@queenslandlabor.org (sandgate@queenslandlabor.org);
donald@cdbug.org.au (donald@cdbug.org.au); richardb@cdbug.org.au
(richardb@cdbug.org.au); aaronb@cdbug.org.au (aaronb@cdbug.org.au);
paulf@cdbug.org.au (paulf@cdbug.org.au)

Dear Donald

Thank you for your email in relation to Queensland Labor's commitment to cycling.

Labor strongly supports cycling in Queensland. You may be aware that when she was Transport Minister, the Leader of the Opposition launched the Queensland Cycle Strategy 2011-2021. The strategy aims to get more people to cycle, more often for school, work, recreation, shopping and social trips.

You can view the Queensland Cycling Strategy online on the website of the Department of Transport and Main Roads at: www.tmr.qld.gov.au/Travel-and-transport/Cycling/Strategy.aspx

I can assure you that Queensland Labor will continue to advocate for more and better dedicated cycling infrastructure across the state. Unlike the LNP, Labor believes that all major transport infrastructure should contain dedicated cycling infrastructure where appropriate. As Infrastructure and Planning Minister, I was mindful of the importance of cycling infrastructure.

In contrast, the LNP have scrapped dedicated cycling infrastructure components of major projects like the Springfield rail line extension. What is even more disappointing is that Minister Emerson criticised the dedicated cycleway by calling it "gold plating".

When it comes to road safety, Labor believes that our roads are there for everybody to use. It is important that all road users are aware of the road rules, share the road and are courteous and patient when driving, cycling or walking. Labor supports the trial of the safe passing distance but acknowledges differing opinions in the cycling community on this issue.

Now that it has commenced, the safe passing distance trial should be allowed to continue and be thoroughly evaluated at its conclusion to determine whether it has been effective.

Regards

Stirling Hinchliffe

Labor for Sandgate

On Sun, Jan 25, 2015 at 1:14 PM, Brisbane CBD BUG <convenors@cdbdbug.org.au> wrote:

Brisbane Central Business District Bicycle User Group
CBD BUG
GPO Box 2104, Brisbane 4001
convenors@cdbdbug.org.au
www.cdbdbug.org.au

Mr Stirling Hinchliffe
Australian Labor Party candidate for Sandgate
C/- sandgate@queenslandlabor.org

Dear Mr Hinchliffe

This letter seeks your commitment as the Australian Labor Party candidate for the seat of Sandgate in the 2015 Queensland State Election to increasing the proportion of trips made by bicycle.

As background for you to this letter, the Brisbane Central Business District Bicycle User Group (CBD BUG) is a grass roots volunteer organisation of more than 700 members, representing the interests of the very large number of people riding bicycles to, from and within the Brisbane city centre. It is active in seeking policy 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. Our members meet monthly to exchange information and ideas, discuss issues of relevance and determine the direction of policies to benefit CBD cyclists.

Australian Bureau of Statistics data indicates that almost 40% of trips to regular destinations by Brisbane residents are made via private motor vehicle over short distances that could instead easily be traveled by bicycle (or even walking). Importantly, enabling people to leave their cars at home and cycle (or walk) would have a range of benefits including: easing the cost of living; turning back the rising tide of obesity; reducing traffic congestion; alleviating pollution; increasing productivity and providing a safer and more socially-connected community.

A range of reputable studies also indicates that approximately 40% of the community would like to ride bikes more frequently, but is put off taking up cycling because of the lack of suitable infrastructure and concerns about the safety of cycling on-road. Women are particularly concerned about the dangers posed by motor vehicles.

In light of this compelling information, now is the time for the Queensland Government to increase its efforts to re-balance its approach to urban transport and prioritise cycling and walking ahead of driving.

Accordingly, the CBD BUG would like you to articulate how you envisage your constituents (aged 8 to 80 years) traveling safely by bike around your electorate and to/from the Brisbane CBD.

If you have any questions in relation to this letter please do not hesitate to contact me directly.

Yours sincerely

Donald Campbell
Co-convenor
Brisbane CBD BUG
25 January 2015

