



Brisbane Central Business District Bicycle User Group – CBD BUG

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The Right Honourable Campbell Newman
Lord Mayor of Brisbane
GPO Box 287
BRISBANE QLD 4001

Dear Lord Mayor

This letter is to convey the Central Business District Bicycle User Group's (CBD BUG's) disappointment at the Brisbane City Council's decision to end the provision of bicycle racks fitted to Council buses.

The CBD BUG views the integration of different transport modes as an essential step towards addressing Brisbane's chronic traffic congestion. Regrettably, this service's failure comes as no surprise to cyclists, with feedback from CBD BUG members indicating the unreliability of the buses running on the advertised service routes having the racks fitted. Recent evidence of this was the Westside News story of 28 May 2008, which detailed how a 14 year old boy with a bike was left stranded after dark because four successive drivers told him to wait for the next bus, because those buses would have a bike rack. The variability of the service could well be explained by the fact that cyclists have noticed bike rack fitted buses running on routes other than the three routes. In combination with Council's limiting of the service to only three bus routes, it the service was almost certain to fail from the outset.

The CBD BUG also rejects suggestions the loading and unloading of bikes from the bike racks caused great inconvenience for other passengers. This reason is regarded as spurious in light of BCC promotional material for the service stating that it took a mere 10 seconds for loading and unloading, effectively less time than it takes to buy a ticket.

Accordingly, the CBD BUG's view is that it was not the concept that was flawed. Rather, it was the manner in which it was implemented. Despite these shortcomings the CDB BUG is aware there are cyclists who still want to use the service. Therefore, the CBD BUG calls for the continuation of the service for at least another further 12 months, with the deficiencies identified in this letter addressed to ensure the service is appropriately delivered.

Another key reason for this is the CBD BUG's suggests the service's failure is likely to damage the process of expanding cycling in Brisbane, which goes beyond the immediate loss of this service, with the wider community potentially seeing spending on cycling as a waste because of lack of utilisation by cyclists.

In closing, if there is one lesson that should be taken from the service's failure, it is that unless Council is prepared to heed the advice of cycling advocacy groups, which it did not do in this case, then further failures in cycling policy development and implementation will occur.

Yours faithfully

Paul French

Co-convenor Central Business District Bicycle User Group

30 May 2008