



17 June 2014

MEDIA RELEASE

Brisbane Central Business District Bicycle User Group

CBD BUG

www.cbdbug.org.au

Brisbane City Council 2015-16 Budget to create more traffic jams not solve them!

Brisbane cyclists have slammed Lord Mayor Graham Quirk's announcement that he wants to widen sections of Brisbane's Inner City Bypass (ICB) from six to eight lanes, saying that increasing road capacity is a proven method for simply creating even more traffic jams.

They point out that the Lord Mayor's announcement the ICB needs to be widened to cope with the additional traffic using the Legacy Way tunnel is an admission that instead of solving traffic congestion building additional roads like the Legacy Way tunnel only create more traffic jams on surrounding roads.

On top of the expensive (and ultimately futile) road expansion projects the planned Kangaroo Point pedestrian/cyclist bridge was also cancelled, despite such projects being recently described by the UK's Department for Transport as having cost-benefit ratios "off the scale". The Kangaroo Point pedestrian/cycle bridge has the potential to be just as successful as the Goodwill Bridge. The Goodwill currently carries over 10 000 pedestrian & cycle movements, the equivalent of over 200 fully seated buses. That is true congestion busting!

Brisbane CBD Bicycle User Group (CBD BUG) Co-convenor Paul French said that increasing Brisbane's road network to try solving traffic congestion is just throwing more good money after bad. "This is a 1960's approach that has not worked anywhere else in the world - and it will not work here" said Mr French.

Mr French also said that "increasing the ICB's capacity will simply feed motor vehicles at a more rapid rate during the peak travel periods on to other nearby arterials. Such road network expansions don't make traffic congestions disappear; they only push the traffic along to the next bottleneck further down the road while making the situation even worse by increasing private car use through the perception of better roads.

For 2015-16 Brisbane City Council has budgeted to spend a total of \$993.2 million on transport, with only \$41.2 million (4.1%) of this to be spent on cycling (and walking) and just \$186.9 million (18.8%) on public transport. Mr French said BCC's transport budget was massively imbalanced and car-centric - an approach that will see most commuters continuing to be stuck in traffic jams and locking Brisbane into the crippling costs of continuing traffic congestion that would undermine the city's future prosperity.

Council's 2015-16 budget also includes funding for the concept design stage of its \$115 million widening of Wynnum Rd. A recent media story imitating the popular TV show *Top Gear* claimed that in pitting bus, ferry, train and private motor car against each other in a race from Bulimba to the CBD along Wynnum Rd during the morning peak hour - the motorist won the "race" in a time of about 45 minutes. However this story ignored the fact that at any time of the day, including peak hour, this trip would take a person with an average fitness level only about 30 minutes by bicycle.

In addition to being considerably quicker than all other modes tested, bicycle commuting keeps people healthy, protects the environment, and best of all - costs barely a fraction of all other trip modes.

In its recent submission to BCC on the project the CBD BUG called for this road upgrade project to be dumped and the budgeted \$115 million to instead be used to deliver a green bridge connecting Bulimba/Hawthorne directly to New Farm/Teneriffe for cyclists and pedestrians, where a new river crossing has been mooted since at least 1885.

Ends

Media contact: Paul French 0423 974 825
Donald Campbell 0402 609 723
Dr Richard Bean 0431 893 907
Aaron Ball 0411 145 667

convenors@cbdbug.org.au