

## 2011 Brisbane CBD BUG Co-convenor's Report

The 2011 calendar year was another period of generally steady progress for Brisbane in terms of becoming a genuinely cyclist friendly, with the CBD BUG playing no small part in this transformation.

The Brisbane City Council must be congratulated for its swift actions in cleaning up the many bikeways that were inundated in January. The Riverwalk was probably the greatest single public asset lost to the flood and the Mayor's November 2011 announcement of the preferred option for its replacement, which will be fully segregated and located in a fixed position above the king tide mark, was a welcome step in reinstating this critical bike rider link.

Major new cycling infrastructure completed during 2011 included the two upgrades of the Bicentennial Bikeway (Hale Street East and Hale Street West) and the section of the Bicentennial Bikeway between the Victoria Bridge and Goodwill Bridge.

Mid way through the year some welcome improvements were introduced for Council's CityCycle public bike sharing scheme via the distribution of free helmets, a reduction in the cost of casual membership and a streamlined registration process.

CBD BUG representative have held numerous meetings with north side politicians in pursuing the installation of the long overdue and much needed safe and direct cyclists route connecting the northern suburbs to the CBD. I feel we are now very close to an announcement on the delivery of the North Brisbane Cycleway (NBC). Residents in Brisbane's eastern suburbs are as equally poorly served by cycling infrastructure, and in the context of the 2012 Queensland Government and local council elections the CBDBUG is now in the process of seeking to address the results of inadequate transport prioritisation/planning.

Much was made by the Qld Government of Brisbane hosting the September 2011 Asia-Pacific Cycle Congress. One of our Co-convenors, Ian Lister, attended this event on his own initiative and apart from the wealth of information he derived from the official sessions, he also used his considerable networking skills to gain otherwise usual insights into the . Ian again deserve our thanks for his great efforts in producing our meeting minutes, maintaining and improving the CBD BUG's website and Twitter account, and picking up on the detail of issues that I tend to miss.

One of the major obstacles continuing to hold back cycling right across Queensland are the current road rules, with their numerous bike rider hostile provisions that create additional and unnecessary risks for cyclists and relegate them to third class road users. In this regard we now await the outcomes of the National Transport Commission's review of the model Australian Road Rules, in respect of which the CBD BUG lodged a very extensive submission.

The December 2011 Ministerial Safer Cycling Roundtable was another first for Queensland (as far as I am aware). Aaron Ball represented the CBD BUG on this occasion, and at many of the meetings on the northside route. With the demands on his time of with having a young family he deserves special recognition for his efforts during 2011.

Our thanks should also go to Donald Campbell for representing cyclists' interests on the Public Transport Advisory Group. Finally, our Memberships Officer, Paul Murdoch, has continued to ensure membership enquiries always receive prompt responses.

The professional and collaborative relationship between the CBD BUG "executive" and the BCC's Active Transport Unit continues. Regrettably, it appears the work of the ATU is now to an extent being off-set by BCC units like the Orwellian-titled "Congestion Reduction Unit, a group seemingly committed to expenditure on motorists while making little, if any, provision for cyclists.

At the state government level we also need to be vigilant when new road projects arise, as there appears to still be no shortage of car-fixated TMR officers, who leave planning for cyclists to an afterthought if there are any funds left over from the budget once the needs of motorists have been met to a gold standard.

During the first quarter of 2012 I believe our primary focus must be on securing significant commitments from the various party leaders during their respective election campaigns.

Before closing the greatest strength of the CBD BUG is its members and I would thank like all CBD BUG members for their efforts in making cycling the viable alternative to the private motor car that it rightly should be.

Paul French  
Co-convenor Brisbane CBD BUG  
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