



# MEDIA STATEMENT

## space4cyclingbne

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*An initiative of Brisbane's Bicycle User Groups.*



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14 August 2016

## Residents give strong message on CBD bike lanes

Brisbane Council must deliver a safe, separated bicycle path network in city centre

Brisbane City Council needs to act quickly to deliver a network of protected bike lanes around the central business district--a vital project that has been backed by more than 2,800 residents from across the city.

Bi-directional bike lanes safely separated from city-centre traffic will fill a glaring gap in Brisbane's bicycle network. They will benefit local businesses, while making life safer and more convenient for cyclists, pedestrians and motorists.

The bike lane plan has received record-breaking public support. An e-petition calling for action on the CBD minimum grid secured 2,153 signatures by the closing date yesterday (Saturday, 13 August). Another 665 people signed a paper version of the petition.

The CBD minimum grid is essential to maximise the benefit from more than \$200 million that the city has invested in bicycle infrastructure in the rest of the Brisbane over the past two city council terms. It is also crucial for the success of the Brisbane CityCycle hire bikes.

The planned network of bi-directional paths would mean every part of the city centre was within two blocks of a safe bicycle route separated from motor vehicle traffic. The paths would link with the heavily-used riverside bicycle routes that pass nearby but have little or no connection with the CBD.

'Brisbane City Council has spent a quarter of a billion dollars on bicycle infrastructure over the past decade,' said Brisbane Central Business District Bicycle User Group (CBD BUG) co-convenor Donald Campbell. 'Yet it has only managed to build 200 metres of separated bikeways in the CBD.' 'Brisbane will never make a success of CityCycle without these lanes. They are also vital for achieving the city's targets for recreational and commuter cycling. As an added benefit, the bike lanes will help ease the pressure of motor vehicle traffic on our roads as people drive less and cycle more.'

Protected bike lanes within the CBD will bring Brisbane into line with other world cities including New York, London, Paris and Munich, which have all recognised the benefits of providing safe, separated and protected bike lanes to allow people who want to get around by bicycle to do so safely and conveniently.

The Canadian city of Calgary, which is similar in size to Brisbane, recently completed a bicycle path network like the CBD minimum grid for less than \$8 million.

### Media Contacts

Belinda Ward - 0434 906 364  
Donald Campbell – 0402 609 723

Many regular cycle commuters find that their connections within the Brisbane CBD are easily to worst part of their rides to and from work.

Similarly, CityCycle usage statistics show that the stations around the edge of the CBD and along the Brisbane River are much better used than those within the CBD. Other cities have experienced rapid growth in the use of similar hire bikes as they have opened safe, separated cycling routes.

Petition sponsors Space For Cycling Brisbane and the CBD BUG expect that the Queensland State government will help the city build the minimum grid--as it has done with other Brisbane bicycle infrastructure--by providing funding and design support.

We will be working with both levels of government to help make this network a reality as soon as possible.

The e-petition, which was open for less than three months, closed on **Saturday, 13 August**. The 2,153 signatures is by far the highest level of support for any Brisbane City e-petition - the previous record was less than 1,400. The minimum grid petition can be found at <http://epetitions.brisbane.qld.gov.au/petition/view/pid/341>

- The CBD minimum grid petition is an initiative of the Brisbane Central Business District Bicycle Users Group (CBD BUG - [www.cbdbug.org.au/](http://www.cbdbug.org.au/)) and of Space For Cycling Brisbane ([www.space4cyclingbne.com/](http://www.space4cyclingbne.com/)), a coalition of Bicycle User Groups and other organisations from across the city.
- For more information, please call Donald Campbell, co-convenor of Brisbane CBD BUG on 0402 609 723, or Belinda Ward of Space4Cycling Brisbane on 0434 906 364.
- We can also arrange interviews with regular cycle commuters and other people who ride bicycles in Brisbane, about the challenges of getting around Brisbane's CBD streets.

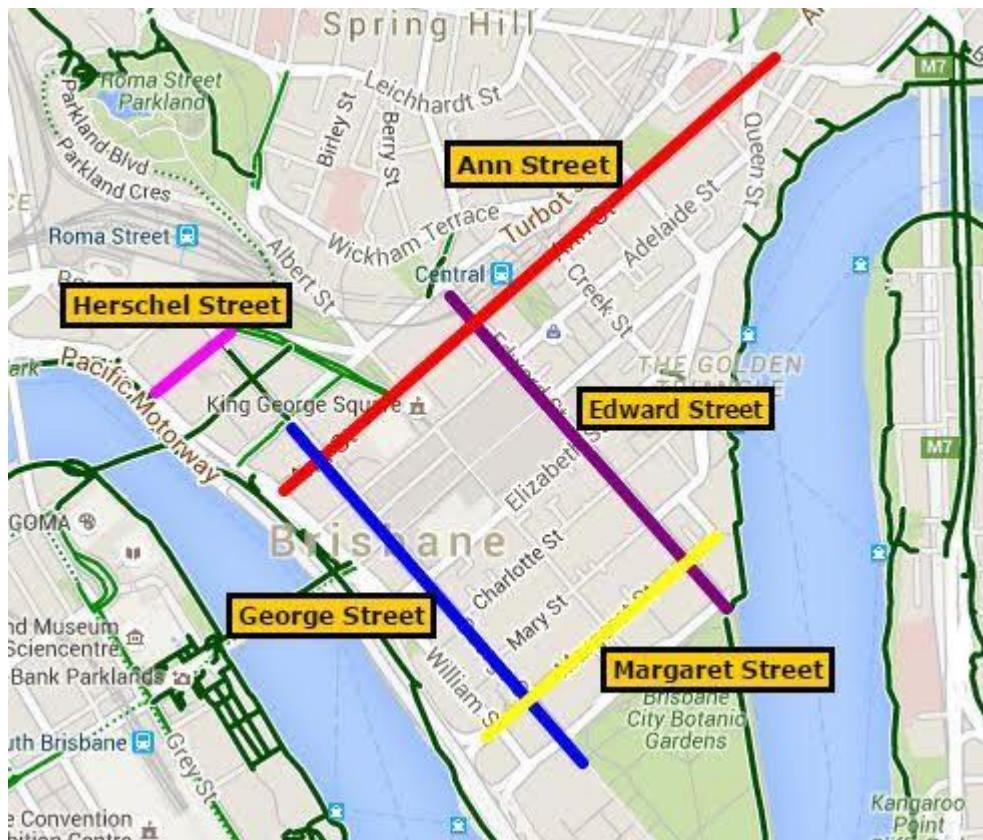
## Background

- The CBD minimum grid comprises four proposed bike lanes, forming a square that runs along:
  - the north-west side of Ann Street
  - the north-east side of Edward Street
  - the south-east side of Margaret Street, and
  - the north-east side of George Street (completing the existing short bike lane near the magistrates' court).
- It also includes a short section of protected bikeway along Herschel Street to connect with the riverside Bicentennial Bikeway to the Western Suburbs.
  - This is a map of the proposed bike lanes. Please contact Space For Cycling Brisbane or CBD BUG if you would like a digital copy.

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- The lanes would have minimal effect on motor vehicles, as
  - fewer than 80 on-street parking spaces would be removed (out of 31,000 parking spaces in the CBD)
  - only three bus stops would need to be moved
  - the paths would be designed to accommodate loading zones for businesses, as has been done in many other cities.
- Council bicycle investment pledges:
  - \$25.9 million (actual spending) for 2004-2008
  - \$100 million for 2008-2012
  - \$120 million for 2012-2016
  - \$100 million for 2016-2020

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