



3 April 2016

To the Australian Government

Brisbane's bicycle user groups and community cycling organisations (Brisbane CBD BUG, Airport BUG, Brisbane North BUG, West BUG, Brisbane Chicks Who Ride Bikes, and EaST BUG) have come together to create and work toward a vision for Brisbane where it is easy, convenient, and safe for people of all ages and abilities to walk or ride a bicycle to their destination. The result is The Space for Cycling Brisbane Campaign, a city shaping campaign aiming to make a better, more liveable, dynamic and vibrant city for all.

We know not everyone wants to ride a bike but we believe that those who do, should be able to get around safely and conveniently without taking their life in their hands when they ride to school, the shops or their workplaces. Due to the health, environmental, social and monetary benefits cycling offers our community we believe the Australian Federal Government should become more involved in the promotion and funding of this form of transport.

Please find following some initiatives which we believe the Federal Government should consider:

Yours sincerely

The Space for Cycling Brisbane Team

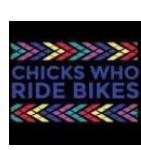
E-mail: <mailto:space4cyclingbne@gmail.com> Web: <http://space4cyclingbne.com> Post: GPO Box 2104. Brisbane 4001



CBD BUG



Airport BUG



Chicks Who
Ride Bikes

pedal..



Pedal Brisbane



East BUG



Brisbane
North BUG

Federal funding for cycling.

The Federal Government's *National Cycling Strategy 2011 – 2016* has failed to deliver a significant increase in cycling participation, with cycling rates per head of population in Australia falling during this time ¹. It is noteworthy that this strategy had no funding attached.

Australia falls well behind best practice for cycling mode share. In some western European countries 10-20% of journeys are made by bicycle compared to Australia of less than 2%. There is enormous scope to increase the modal share of cycling, particularly for those 40% of Australians commuting less than 10km to their place of work or study, or those making short local trips.

Considering the health, environmental, social and monetary benefits including reductions in traffic congestion it would be appropriate for the Federal Government to fund a yearly allocation from the Federal Transport Infrastructure Budget to cycling specific projects. The Cycling Promotion Fund has recommended a national \$10 per person, per year investment in bicycle infrastructure, which would be in line with spending by other developed nations on cycling infrastructure.

The last Federal contribution specifically to cycling infrastructure was the National Stimulus Package in 2010 when \$40m was committed to projects that deliver new or improved bike path facilities.

Whilst incorporating bicycle infrastructure into road and passenger rail projects such as the Redcliffe Rail link and Gateway Upgrade North project is welcome, this is an ad hoc and not very strategic approach to bicycle infrastructure. These projects do not necessarily connect people to communities, shops, schools and workplaces by bike. These type of local trips of less than 10km can be made by bike if the infrastructure is provided. Often projects funded under the Federal Blackspot program have made roads worse for pedestrians and cyclists.

In 2013, for the first time, bike infrastructure qualified as transport infrastructure under the strict criteria of the Infrastructure Australia Priority List. This opens the door to more targeted and strategic spending on cycling specific projects by the Federal Government.

The countries that have successfully increased cycling as a mode share have had specific, measurable policies, cross-integration of relevant government agencies, and made major investments into cycling-related infrastructure and education.

Australia needs a more strategic approach to the planning of and investment in bike riding infrastructure. A systematic approach to planning of bike riding infrastructure, which is based on objective criteria (such as distance to major employment centres and public transport hubs) would ensure that there is a clear strategy for investment in bike riding infrastructure, which is underpinned by an understanding of the requirements of transport riders.

Federal Government should show leadership by adopting policies which would support active transport and healthy living.

Federal Government workplaces should be accessible by active transport

The Federal Government has policies which require their agencies to be in 4.5 Green Star rated buildings.² Likewise the Federal Government could adopt policies that require Federal Government workplaces to be accessible by walking and cycling. The Port of Brisbane is an example of a workplace which prohibits access by foot or bicycle although the port roads are open to anyone with a motor vehicle. There is no public transport to the Port of Brisbane. Border Force and Department of Agriculture federal public servants work at the port.



Federal Government should install end-of-trip facilities at government owned and leased buildings.
The Government should amend the Building Code of Australia to include provision of end-of-trip facilities.

Federal Government leases should mandate minimum standards for urban design.

Urban design protocols should be developed and applied on leased Federal Government land. These protocols should support walking and cycling. Currently federal government land which is leased to businesses such as airports do not have to comply with state or local town planning regulations. As a result, new buildings and estates often do not have facilities for active transport users. Footpaths are often not installed in new developments and bicycles have been prohibited from using the only access roads. Where there is no public transport the only access to some workplaces is by private car. The new industrial estates on Nancy Bird Way at Brisbane airport are examples of this as they have no bicycle or pedestrian access. Pedestrian access to the Domestic Terminal is very difficult due to lack of footpaths and signs prohibiting pedestrian access through staff carparks.



Safe Streets

Instruct the Transport Infrastructure Council to apply safe speed limits on local streets and other streets used by bike riders.

* * *