



Brisbane Central Business District Bicycle User Group

CBD BUG

GPO Box 2104

Brisbane Qld 4001

brisbanecbdebug@gmail.com

www.facebook.com/cbdebug/

The Right Honourable Cr Adrian Schrinner
Lord Mayor of Brisbane
GPO Box 2287
BRISBANE QLD 4001

Via email to: lord.mayor@brisbane.qld.gov.au

Dear Lord Mayor

I refer to the recent Brisbane City Council announcement that the CityCycle public bike-share scheme would be scrapped in favour of new public e-bikes to be located across the CBD and suburbs by the end of 2021.

From when CityCycle was first announced the Brisbane CBD BUG has strongly supported this scheme – because of its potential to reduce Brisbane’s over-dependence on traveling via private motor vehicle. We highlighted over the years that CityCycle’s success has been constrained by a range of factors. Some of these have been addressed subsequent to the initial implementation e.g. broadening the operating hours and streamlining the registration process, while others e.g. expansion of docking station locations and lack of safe cycling infrastructure, have continued to be intractable.

The recent, rapid growth in utilisation of e-bikes, e-scooters and other electric mobility devices in Brisbane is clear. The new technology of fourth generation (dockless) public bike share schemes provides an opportunity to further encourage people to leave their cars at home and cycle instead. Therefore, we commend Council for the announcement that from mid-2021, 2,000 e-bikes will be made available to encourage broader active transport adoption.

One issue of concern now raised by CBD BUG members is the need for a suitable overlap between the rollout of new shared e-bike system and the withdrawal of the current CityCycle scheme. This concern comes from the possibility that should CityCycles be withdrawn before the new e-bikes are available, users would be left without their usual transport mode.

Another concern relates to the cost of these e-bikes for users. Existing e-scooters are considerably more expensive than CityCycle and in some cases more expensive than public transport. Using this as an example it is anticipated that usage charges will be greater than those of current CityCycle rates. For this reason, we call on Council to foster marketplace competition by allowing multiple providers with a minimum of three.

Furthermore, it is clear from the number of shared e-scooters left outside their formal area of operations that there is a wider need across Brisbane for more e-mobility alternatives. Accordingly, after an initial 12-month trial of this new scheme we would like to see the number of shared e-bikes increased and the area of operations expanded to more outlying suburbs.

Finally, restrictions on the locations where these shared e-bikes can be parked need to be implemented. While the overwhelming majority of e-scooter users and juicers are considerate of others when parking there - were of course some initial and continuing issues that need to be avoided for this new shared e-bike scheme to avoid negative community and media sentiments. In this regard e-bike parking on bridges e.g. Story Bridge and Breakfast Creek Bridge needs to be precluded. Additionally, there is an ongoing issue with juicers leaving e-scooters in large clusters where they create bottlenecks such as at the southern, immediate end of the Goodwill Bridge.

Yours faithfully



Paul French
Co-convenor
Brisbane CBD BUG
13 December 2020