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Mr David Hourigan
Interim CEO
Games Independent Infrastructure and Coordination Authority

Via email: 100DayReview@gvlda.au

Dear Mr Hourigan

Brisbane CBD BUG submission – Brisbane 2032 Olympics 100-Day Review

This submission provides the views of the Brisbane Central Business District Bicycle User Group (CBD BUG) for the Brisbane 2032 Olympics 100-Day Review.

Throughout this submission the term “micromobility” refers to a range of small, lightweight vehicles, driven by users personally and includes devices such as bicycles, e-bikes, e-scooters, electric skateboards, shared bicycle fleets, and electric pedal assisted (pedelec) bicycles.

As a matter of policy, the comments in this submission are limited to issues impacting bicycle riders and other active travel users.

Brisbane CBD BUG background information

The Brisbane CBD BUG is a grass roots volunteer organisation of more than 800 members, representing the interests of the very large number of people riding bicycles to, from and within the Brisbane city centre. We are active in seeking policy decisions at all levels of government supporting people who want to cycle, and focus on calling for improved infrastructure, end-of-trip facilities, integration of cycling needs with other transport modes and a regulatory environment supportive of people riding bikes. CBD BUG members meet monthly to exchange information and ideas, discuss issues of relevance and determine the direction of policies to benefit CBD bicycle riders.

The two following sections of this submission firstly provide some context supporting the need to deliver micromobility infrastructure that will underpin the successful staging of the 2032 Olympic and Paralympic Games and then identifies the range of specific micromobility projects that are a minimum for this objective.

Comments on 2032 Olympic and Paralympic Games infrastructure planning

It needs be recognised that the bid to host the 2032 Olympic and Paralympic Games was initiated by the Council of Mayors (SEQ) (COMSEQ). Importantly, COMSEQ agreed to bid for the 2032 Olympics to obtain federal and state funding for transport and environment projects, which they did not see would be forthcoming without this major event. In particular, funding for major public and active transport infrastructure projects was seen as essential by COMSEQ to maintain South East Queensland’s liveability in the face of the region’s past and future projected high population growth. (Sources: <https://seqmayors.qld.gov.au/news/lets-get-moving-seq-mayors-urge-action-on-transport->

[and-liveability-in-time-for-2032-20211104](#) and <https://www.abc.net.au/news/2021-07-25/how-a-poor-train-system-brought-the-olympics-to-brisbane/100321350>)

It may be necessary to enhance/improve the local stadia and the other venues to successfully stage these games. However, unless such assets can be regularly used by community members, as occurs in the case of publicly owned swimming pools, velodromes and athletics tracks, these facilities are principally a burden on the taxpayer because:

- 1) their infrequent use means they require significant, ongoing public funding to remain usable, and
- 2) their continuing operations also typically do not generate additional economic activity - as they depend on consumer discretionary spending, which as a fixed component of most households' expenditure is then cannibalised (along with the associated employment) from other local businesses e.g. cinemas, cafes, restaurants, theme parks etc.

Therefore, the benefits from delivering new/upgraded sport infrastructure for the 2032 Olympic and Paralympic Games will principally flow to the following limited range of stakeholders: owners of real property assets proximate to these facilities; building firms, unions and employees involved in constructing / upgrading these facilities; and the relevant sporting body administrators.

In contrast, as envisaged by COMSEQ, the real and enduring public legacy from staging the 2032 Olympic and Paralympic Games will come for the delivery of new public and active transport infrastructure.

Delivering this infrastructure will align with the objectives articulated in the Intergovernmental Agreement between the Commonwealth of Australia and the Queensland Government on the Brisbane 2032 Olympic and Paralympic Games of:

- maximising economic growth, health and social benefits
- delivering on the long-term infrastructure plans needed for sustainable growth
- showcasing the liveability and vitality of Queensland and Australia
- promoting health and wellbeing, and
- targeting a climate positive Games and implementing a comprehensive Games sustainability strategy.

(Source: <https://federation.gov.au/about/agreements/intergovernmental-agreement-brisbane-2032-olympic-and-paralympic-games>)

The success of the transport planning applied for the 2024 Paris Olympics is an exemplar and provides an ideal template to be replicated in Brisbane. For those games a total of 60 kilometres of bike paths were installed to link all of the Games' competition venues together. These lanes now link Parisian monuments. Additionally, 10,000 bike rack spaces were also added to existing bicycle parking stock and three thousand additional shared bikes were put into service.

(Source: <https://www.paris.fr/en/pages/all-olympic-venues-to-be-accessible-by-bike-27091>)

The importance of installing safe and direct infrastructure for bicycle and scooter riding to enable a successful 2032 Olympics/Paralympics as well as an ongoing legacy cannot be overstated. This is borne out by University of Queensland researcher Dr Richard Buning commenting in his submission to a 2024 New South Wales Parliamentary inquiry that "other than walking, micromobility is the preferred transport option for tourists to explore and experience an urban destination". In this paper he went on to say that 'riding e-scooters in the city were much more than a transport option, they created a memorable tourism experience comparable to the city's best tourism attractions (e.g., museums, parklands)' and that "robust cycling infrastructure contributed to the positive views of micromobility and the city generally". (Source:

<https://www.parliament.nsw.gov.au/lcdocs/submissions/87477/0211%20Dr%20Richard%20Buning.pdf>)

Essential 2032 Olympics/Paralympics micromobility infrastructure projects

- It is critical a segregated bicycle/scooter path is installed to connect the Brisbane Airport to the Athlete Village at Northshore Hamilton that also provides a continuous connection to the CBD via Fortitude Valley - as this will be the first and last riding experience for the many overseas

visitors arriving and departing Brisbane who want to travel using micromobility devices during their stay.

- It should be expected some of these visitors will arrive /depart with their own micromobility devices – meaning suitable areas at the airport terminals are needed for assembling / disassembling these devices that include tools/pumps i.e. as commonly provided at public bike repair stations.
- If Victoria Park is used as an Olympic venue- this precinct will need safe and direct micromobility connections to the CBD and the Brisbane Airport and to the northern suburbs.
- Despite their close proximity to The Gabba many people from east side suburbs such as Bulimba, Morningside, Cannon Hill, Murarrie etc would have difficulty reaching this venue via bicycle due to the cyclist-hostile conditions along Wynnum Rd east of the Canning Bridge in Norman Park. An upgrade path east of this point along the Wynnum Rd corridor would enable people to ride bikes and scooters to the Gabba from these suburbs and compliment the bikeway Brisbane City Council (BCC) has already installed west of the Canning bridge.
- In tandem with the Eastern Busway proposed by BCC (Source: <https://www.brisbane.qld.gov.au/about-council/news-and-publications/the-race-to-gold-brisbanes-games-transport-legacy>) a continuous, dedicated bikeway should be installed connecting the current eastern termination of the Woolloongabba Bikeway to at least the Capalaba shopping precinct - to link the CBD to the major population/shopping precinct of Capalaba and connecting the Gabba with the multiple Games events to be staged at Chandler.
- In the south-west - the current gap along Sylvan Rd in Toowong should be addressed to connect the Bicentennial Bikeway that lies parallel with Coronation Drive to the Centenary Bikeway.
- The Toowong to West End green bridge proposed by BCC would link the inner western suburbs directly to the Gabba and the other Olympic venues further east.
- As an additional enable for people to cycle and scooter to Games events secure and convenient bike/scooter parking needs to be provided at all 2032 Olympic venues.
- It is recommended an advisory/consultative committee comprising Bicycle Queensland and local Bicycle User Group (BUG) representatives is formed to enable local rider knowledge to be applied so this infrastructure is optimally aligned/designed.

Thank you for the opportunity to provide input for the Brisbane 2032 Olympics 100-Day Review.

Yours faithfully

Paul French

Paul French
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8 January 2024