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## Brisbane Central Business District Bicycle User Group

### CBD BUG

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Mr Ray Hopper MP  
Queensland State Leader  
Katter's Australian Party  
14A Cunningham Street  
DALBY QLD 4405  
[condamine@parliament.qld.gov.au](mailto:condamine@parliament.qld.gov.au)

Dear Mr Hopper

This letter details the policies the Brisbane Central Business Bicycle User Group (CBD BUG) is seeking commitments on from the major parties contesting the 2015 Queensland State Election.

With 83.7% of Queenslanders using private motor vehicles as their main form of transport for their usual trip to work or full-time study (Australian Bureau of Statistics, 4602055002DO002\_201203, 2012), this state is one of the most car dependent communities in the developed world. Therefore, it is not surprising residents experience frustration and economic loss from daily traffic congestion, not to mention the devastating human costs of road trauma. The same data also shows cycling is used for these types of trips by only 1.5% of people. Sadly, this massive imbalance in the urban transport system occurs despite at a statewide level just under 40% of these trips being less than 10 km, a distance easily travelled by bike.

The imbalance in Queensland's transport system towards the private motor car has meant the community has been failed by successive governments. We are not being provided with a choice other than to drive cars for many trips that should otherwise be easy to make via cycling, walking or public transport.

Increasing the levels of cycling while reducing use of private motor vehicles for personal transport would also address a raft of other pressing issues currently confronting our community, such as reducing demand on Queensland's public health system from the increasing level of obesity, alleviating pollution levels and assisting households with the rising cost of living.

A wealth of reputable research indicates traffic congestion cannot be addressed through constructing additional road capacity. Rather, through the resulting induced demand the additional road capacity becomes redundant as it simply encourages more people to drive more often.

There were some promising developments out of the November 2013 Inquiry into Cycling Issues by the Queensland Parliament's Transport, Housing and Local Government Committee. However, a significant proportion of the major issues that are currently holding back the growth in commuter cycling were either sidestepped by the Committee, or rejected by the Queensland Government's response – meaning there is still a long way to go.

In light of this compelling information, now is the time for the Queensland Government to increase its efforts to rebalance its approach to urban transport.

Therefore, on behalf of the CBD BUG's membership I invite you to make known your position in relation to the attached policies developed by the CBD BUG for the 2015 State Election.

Candidate responses will be distributed as widely as possible, principally via the CBD BUG's social media channels, and where possible, brought to the attention of the media.

If you have any questions in relation to this letter please do not hesitate to contact me directly via telephone on 0423 974 825 or email to [convenors@cdbdbug.org.au](mailto:convenors@cdbdbug.org.au).

Yours sincerely



Paul French  
Co-convenor  
Brisbane CBD BUG

13 January 2015

# **BRISBANE CENTRAL BUSINESS DISTRICT BICYCLE USER GROUP (CBD BUG) POLICY STATEMENTS FOR THE 2015 QLD STATE ELECTION**

## Reprioritisation of transport investment priorities

Since the mid-1960's successive Queensland Governments have focused on the private motor car as the principle form of personal transport, while ignoring the major role cycling can play in enabling personal mobility. This policy approach has seen this state's transport infrastructure investment heavily skewed towards roads and motorways, while bikeways and bike paths have until only recently been all but neglected.

Contemporary best practice urban transport planning mandates that active and public transport modes should be prioritised ahead of the private motor vehicle. This approach is based on the philosophy of prioritising people ahead of automobiles.

Accordingly, to improve Queensland's urban transport system the Queensland Government needs to adopt this approach and give priority to cycling (along with walking, public transport and other sustainable transport modes) ahead of the private motor vehicle.

The following hierarchy provides the order of priority that should be applied in all future urban transport system planning:

1. walking
2. riding bikes
3. catching buses
4. delivering services/goods
5. driving private cars.

The Cycle Network Program was established in 2006 as a Queensland Government program specifically funding the development of cycling facilities throughout south east Queensland. The current financial commitment made through this program is \$600 million (in the South East Queensland Infrastructure Plan and Program 2010-2031) to develop a regional cycle network in South East Queensland. However, at this current rate of investment it will take in the order of 20 years to complete the planned network – a ludicrously long and patently excessive time frame given the current transport and other problems that would be tackled by increasing the number of people cycling.

To address the imbalance in Queensland's transport expenditure and to accelerate building of the much needed and long overdue cycling network the Queensland Government needs to increase its specific investment in cycling infrastructure via the Cycle Network Program to at least 5% of the total Queensland Department of Transport and Main Roads (TMR) (including Roadtek) annual budget. Based on the 2014-15 budget of \$8.103 billion (Source: TMR 2014-15 Service Delivery Statement) this would have amounted to \$405.1 million for the current financial year.

## Adopt a "default liability" compensation system

Queensland's common law fault-based compulsory third party (CTP) scheme for motor vehicle crash insurance severely disadvantages cyclists (and pedestrians), who as vulnerable road users are the parties most likely to suffer serious injury or death when involved in crashes with motor vehicles.

This system places the onus on motor vehicle crash victims to prove the liability of the person who caused the crash, meaning the injured party must establish negligence against the driver.

With its emphasis on cost containment the current system can be seen to unduly favour motorists and disadvantage cyclists. This system became even more biased against vulnerable

road users with the introduction of Queensland's *Civil Liability Act 2003*, which modified and often reduced the amount of compensation people are entitled to recover for their injuries.

The onus shouldn't lie with the vulnerable to prove the other party caused the crash. In the worst case scenario the present fault-based system can mean an innocent victim will receive no compensation from a culpable driver, and the victim's family will be burdened with rehabilitation costs and/or a loss of earnings.

In contrast, under a default liability the burden of proof is reversed. Vulnerable victims, not motor vehicle drivers, are assumed innocent with regard to causing their injuries.

Under this system, for example, a motor vehicle driver would be automatically liable in a crash with a cyclist. The driver of the more dangerous vehicle would need to show that they were not negligent. There are different ways to deal with a situation where the more vulnerable party contributed to the accident. For example, in Denmark, property damage compensation can be reduced, but not injury compensation. In the Netherlands, if the vulnerable road user is a child then the liability remains with the more dangerous vehicle.

The result of this scheme is that everyone must travel in a way that maximises the care and safety of the most vulnerable travelers. Motor vehicle drivers must take extra care in places where there are vulnerable road users. Embedding this structure of liability acknowledges that motor vehicle drivers have a special onus of responsibility towards more vulnerable road users.

One of the arguments commonly raised against this proposal is that cyclists will be more likely to adopt risky behaviour, in the knowledge that they will not be held responsible for the crash. This is a furphy, as it defies logic that cyclists would risk their health/life, commonly rated by people via surveys as their most precious commodity, just because they or their family had improved access to compensation.

### Reduce Queensland's default urban speed limit to 30km/h

Reducing motor vehicle speeds in the urban back streets is an essential component of returning local streets to the formerly human friendly state enjoyed by residents prior to the urban landscape's dominance by private motor vehicles.

Despite the fact that Australian Standard AS 1742.4 (Manual of Uniform traffic Control Devices, Part 4: Speed Controls) allows for low speeds especially in urban areas, it remains that Australian roads and streets still have amongst the highest posted speeds in the developed world.

This situation has persisted regardless of the experience of other countries that reducing motor vehicle speeds through lowering speed limits reduced the occurrence and severity of crashes. Research studies in Australia indicate that reducing urban speed limits adds only marginally to individual travel times while making large benefits to society as a whole. Other secondary benefits from this approach include reduced fuel and vehicle operating costs and significant reductions in noise and vehicle emissions.

The Brisbane City Council under Lord Mayor Campbell Newman recognised the importance of creating safer roads for vulnerable road users when it reduced the speed limit across most of the Brisbane CBD to 40 km/h in April 2009, an approach subsequently extended along the Victoria Bridge and into West End.

Local streets are where children play, social contacts are made, students walk to school, pedestrians go to and from public transport facilities, teenagers ride bicycles and drivers and motorcycle riders access properties. They are unsuited by design or surrounding land use to function as through traffic routes or for travel at high speed.

## Specific high priority major cycling infrastructure projects

The following are some specific major cycling projects the CBD BUG has identified as high priorities for delivery by the Queensland Government to increase cycling levels.

### North

- Completion of V1 bikeway linking Brisbane to the Gold Coast along the Pacific Motorway including completing Stage D and E
- Cycle corridor linking the Brisbane CBD to the Brisbane Airport
- Cycle corridor linking the Brisbane CBD to Ferny Grove
- Off-road continuous bikeway linking Gateway Motorway from Nudgee to the Bruce Highway

### South

- Completion of V1 bikeway linking Brisbane to the Gold Coast along the Pacific Motorway
- Cycle corridor linking Upper Mt Gravatt to Capalaba
- Cycle corridor linking Upper Mt Gravatt to Ipswich Motorway at Rocklea

### East

- Green bridge between Bulimba / Hawthorne and Teneriffe / New Farm
- Cycle corridor along Old Cleveland Rd between Carindale and Capalaba

### West

- Far western "Green Bridge", potentially linking Riverhills and Bellbowrie
- Inner western "Green Bridge" linking Toowong and West End

### CBD

- Roma Street pedestrian/cyclists overpass completing connection between Roma Street parklands and South Bank cultural precinct