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Brisbane

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Dr Richard Bean
Co-convenor
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Dear Dr Bean

I am writing further to my letter of 7 March 2017 in response to your enquiries about cycling data and other matters relating to cycling infrastructure and campaigns in Brisbane.

As your letter addressed many topics, I asked Ms Helen Reilly from Council's Transport Planning and Strategy to investigate your concerns with the various areas of Council.

Council is committed to encouraging and enabling cycling as a form of active transport in Brisbane and recognises its benefit in the transport network for providing sustainability, health, affordability and mobility for residents and visitors alike. That is why I have committed \$100 million over the next four years as part of the Better Bikeways 4 Brisbane (BB4B) program. This program focuses on planning and delivering major bikeway connections, local bikeway links and safety enhancements to the network including upgrades, lighting, signage, end of trip facilities and the progressive removal of banana bars.

As part of the BB4B program, Council is undertaking more feasibility studies than ever before to investigate those challenging connections that are needed in the network. Some examples include the Annerley Road and Sylvan Road bike lane projects and the Woolloongabba separated cycleway project. These projects require wider project scoping, monitoring of wider transport impacts, such as carparking and, in some cases, traffic modelling to determine the feasibility of bikeway projects. Previous projects located away from the road network, for example, Council's delivery of the Greenway Network Plan along waterway and parkland corridors, were easier to design and construct.

To support cycling, Council's Cycling Brisbane, CityCycle and Active School Travel programs encourage the uptake of active transport and use of Brisbane's growing cycling network by visitors, workplaces, schools and universities. Council does this by providing incentives, such as access to training, resources and a bicycle hire scheme. These campaigns are designed to encourage people of all ages to cycle more often as part of an active and healthy lifestyle.

You may be interested to know that the CityCycle bike hire scheme has recently achieved new trip records this year with a 25% increase in usage from last year. In addition, there has been a monthly trip record of 54,225 trips, a weekly record of 12,594 trips, and a new daily record of 2330 trips on 25 April.

As you are aware, last year Council announced its CityCycle Ambassadors program encouraging Council staff and Councillors to make use of the scheme. This program has seen a positive uptake from Councillors and Council staff since it launched in January this year. As you can appreciate, further activities are being planned throughout the year to encourage more sign-ups. However, before sufficient statistical data can be made available on Council's website, these plans require further and ongoing development as they are still evolving.

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Council maintains a focus on open data and will continue to upload open data relating to a number of cycling initiatives where the data is of sufficient quality. I can confirm the as constructed bikeway network data, CityCycle usage data, bike parking location data and, more recently, data from Council's automatic year-long counts and manual counts is available on Council's website at www.brisbane.qld.gov.au by searching 'open data'.

You may be interested to know that Council is preparing an Active Transport Counts and Monitoring Strategy, which will provide governance over all of the counting, monitoring and reporting activities undertaken to support active transport in Brisbane. While the strategy is currently in development, I will ensure your suggestions for reporting, including bicycle counts by day and hour and reporting terms, are taken into consideration.

The strategy will cover the BB4B program and other data options from internal and external sources. This includes monitoring of Council projects and trials, crash data sources and benchmarking of Brisbane cycling in surveys, such as the Australian Local Government Cycling Participation Survey. It will also include the reporting of annual usage and long term cycling trends from Council's Annual Bikeway Counts report.

I note your comments about the accuracy of data in the Annual Bikeway Counts report, however, there are inherent quality control checks that need to occur with large scale data collection activity. To ensure the accurate counting of the proportion of males and females using the network, these are counted manually from video surveys from the direction of travel facing the camera. The accuracy of these counts depends on the quality of the video and diligence of the survey company, which Council recognises is not as accurate as having a person at the site observing the gender.

With regard to irregular gender counts you raised in your letter, I can confirm that Council no longer uses the contractor that undertook the 2012 and 2015 gender counts due to some irregularities. I can assure you Council will continue to pay close attention to quality control, especially in the gender balance for future October counts.

In relation to the reporting of the Annual Bikeway Count findings within the Annual Report, as Mr Mark Pattermore from Council's Transport Planning and Strategy explained at a meeting with you in October 2016, the inclusion of graphs in the Annual Report are related to corporate marketing and graphics decision making. Additionally, Council's assessment of being 'on track' in the Corporate Plan is based on the continued trend of more people using Council's bikeways each year and the ongoing investment committed to further drive cycling growth. This is demonstrated in the cycling growth from 2015 to 2016 in the October count sites.

As you may know, the Corporate Plan makes mention of the Brisbane Active Transport Strategy 2012-2026, which identifies the key priorities for Council. These priorities include building a connected, commuter network and the delivery of an updated Active Transport Network Plan (formerly the Bicycle Brisbane Infrastructure Plan). I can assure you this continues to be a focus for Council.

I appreciate your request and observations regarding the Sylvan Road peak period bike lane trial at Toowong. The aim of the trial is to improve safety for all road users during peak periods while accommodating some on-street parking during off-peak times.

During the trial, Council's Compliance and Regulatory Services Parking Compliance Officers have regularly patrolled Sylvan Road and 543 infringement notices have been issued for illegal parking from 1 May 2016. Officers will continue to enforce parking restrictions and your comments have been passed on to assist in enforcement activities.

I note your suggestions for alternative parking options in this area. However, as you can appreciate, providing additional parking on local streets is often difficult due to the demands from residents and businesses. In addition, the carpark at the West Bulldogs Rugby Club is privately run and, therefore, Council has no jurisdiction in the matter. In relation to on-street parking at 50 Sylvan Road, I can confirm the section of Sylvan Road between Bennetts Street and Earle Lane is wide enough to safely allow both parked cars and the bike lane. For this reason, parking is permitted on the outbound side of Sylvan Road during afternoon peak times.

Throughout the 12-month trial, which began in May 2016, the project team monitored the effectiveness of the bike lanes and we have recently launched an online survey to give the community an opportunity to provide their feedback. In addition, Council is currently investigating your request for the removal of parking spaces on Gladstone Road and you will be contacted about this matter in due course.

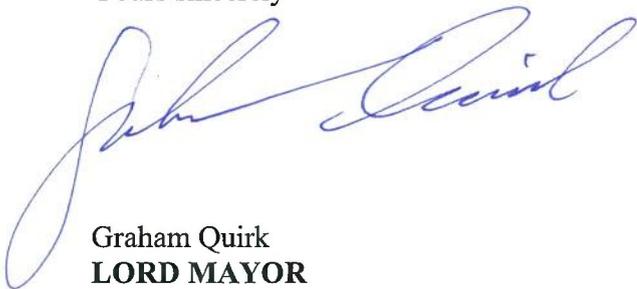
I appreciate your request for the relocation of the kiosks near the Go Between Bridge and Bicentennial Bikeway. Council is currently reviewing the future use of these pods with the possible intent of identifying a suitable operator under a community licence model. This may include leasing the kiosks to a local not-for-profit community organisation. However, the kiosks may be considered for relocation to a more commercial location if a suitable organisation is not identified. Your suggestions on possible new locations will be taken into consideration in this investigation.

With regard to the kerb ramp at 62 Stevens Street, Yeronga, I have been advised by Mr Richard Welch from Council's Asset Services that a further site visit has been undertaken. I am pleased to hear Mr Welch contacted you on 15 February to discuss your concerns. As you are aware, Council has reassessed your previous request and the bikeway kerb ramp at this location will be reconstructed to eliminate the lip. I am told the work will be completed by the end of this month.

I trust this information is of assistance. If you wish to discuss these matters further, I encourage you to contact Ms Reilly on 3403 8888.

Thank you for contacting me.

Yours sincerely



Graham Quirk
LORD MAYOR

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