

Minutes

State Cycle Committee meeting

Date Wednesday 2 August 2006 **Time** 9.30 am – 12.30 pm

Place 5th floor large conference room, Transport House

Chair Jamie McKeachie

Minute taker Carol Hodge

Attendees

Alan Meares	Queensland Transport
Doug Woodbury	Smart Travel Centre – Queensland
Ben Wilson	Bicycle Queensland
Jeff Ross	Main Roads
Cr Kay McDuff	Mayor, Bundaberg City Council
John Nightingale	Bicycle Federation of Australia
Bettina Cruise	Local Government Association of Queensland
Damian O'Sullivan	Queensland Health
Alton Twine	Brisbane City Council
David Couper	Department of Emergency Services
Lisa Folkman	Queensland Police Service
Kelly Sultana	Queensland Police Service
John Harris	Wynnum Redlands Cycling Club
Randall Fletcher	ITP, Queensland Transport
Peter McCallum	Mackay BUG
Dr Matt Burke	Griffith University

Apologies

Caroline Acton	Royal Australasian College of Surgeons
Dave Batt	Sport & Recreation Queensland
Peter Berkeley	Queensland Transport
Greg Duck	Education Queensland
Robyn Davies	Main Roads
Cr Toni Bowler	Redland Shire Council
Janice Buchbach	Queensland Police Service
Kerri Clements	Queensland Transport

Agenda item 1A Apologies and welcome of guests

Jamie McKeachie thanked people for attending the meeting. He introduced guests and recorded apologies.

Agenda item 1B Confirmation of Minutes

Minutes of the meeting held on 10 May 2006 were agreed as a true and accurate record of the meeting.

Agenda item 1C Progress on Actions Arising

Alan Meares advised the Pedestrian/Conflict Minimisation Project Report and a hard copy of the Queensland Police Service/s Complaints System presentation have been forwarded to State Cycle Committee members.

Agenda item 1D Correspondence

Copies of correspondence are available on request.

Correspondence In

- Minutes of Logan Bicycle Advisory Committee meeting held on 25 May 2006
- Report on Bike Week 2006 from Bicycle Queensland

Correspondence Out

- *nil*

Agenda item 2A Queensland Cycle Strategy – Progress on the State Cycle Committee Terms of Reference review (QCS Action 1.1a)

Jamie McKeachie advised the recommendation that the Minister nominates an independent chair or approves State Cycle Committee investigation of possible candidates is currently being progressed through departmental channels.

Agenda item 2B Queensland Cycle Strategy – Progress on actions implementation

Cycle Notes

Queensland Transport's Cycle Note series provides planners and engineers with technical advice on planning for and delivering quality cycle facilities.

Queensland Transport has published a further 12 Cycle Notes:

- A2 Policy context for cycling in Queensland
- A3 Funding mechanisms for cycling infrastructure
- A4 Developing a local cycle strategy and local cycle network plan
- A6 Bicycle riding and new subdivision design
- B5 Finding space for on-road bicycle lanes
- B8 Cycling and traffic calming
- B9 Bicycles and bus lanes
- C2 Reducing conflict between bicycle riders and pedestrians
- C4 End-of-trip facilities for bicycle riders
- C6 Cycling and public transport
- C7 Cycling and heavy vehicles
- C8 Maintaining cycling facilities

Copies of the new Cycle Notes will be distributed to stakeholders who already hold Cycle Notes manuals. The manuals are available by contacting Carol Hodge on 3253 4437. Pdf copies of the Cycle Notes are available on the cycling website (<http://www.transport.qld.gov.au/cycling>).

Share the Road Campaign

Alan Meares advised a Share the Road Campaign was launched at the Gold Coast and Townsville. The campaign will promote the Share the Road message through a DL leaflet brochure included in registration mail-outs in these areas over the next 12 months. Cycling Queensland kindly organised Olympic Gold Medallist Sara Carrigan to be the face of the campaign.

HERVEY BAY BICYCLE USER GROUP RECENT ACTIVITIES REPORT – from Mark Pearce, Publicity Officer

The year got fully underway following the return of most members from holidays with our first major event, the “Bring a Buddy” ride. More than 50 riders, many first timers or returning riders, gently cajoled by BUG members, took to the streets. The ride followed a route often taken by the usual (every) Saturday morning ride - our “Beach & Coffee” ride the mobility corridor - a purpose built track along a former rail line that once ran from Urangan to Pialba. The group completed the ride at our usual coffee shop where we have negotiated a loyalty program with the proprietor. However numbers were such that we set up in the park across the road and service was conducted by relay. This provided a comfortable environment for questions to be asked, new gear to be assessed and admired (read: drooled over) although the \$3 bikes my family uses and the bright yellow tandem I built myself seemed popular.

The Clean Up Australia Day campaign in early March was again well supported by the BUG. The event, coordinated by the local council, saw the BUG operate along the major bike tracks.

Bike Week Family Ride was a big success. With the major promotion from the local council and the BUG supplying the logistics, attracting around 150 participants. BUG member and council employee Helen, had the best voice for the job! The route wound its way along major bicycle tracks. The weather wasn’t great but hopefully it will cooperate and be fine and sunny for the next of these in September!

Early April saw the BUG supporting our sister group in Bundaberg for their “Bundy to Burnett Heads” ride. This was quite a hot day but the 15 Hervey Bay strong contingent had a great time winning some of the prizes on offer. April also saw some of the BUG members compete in the Maryborough & District Cycle Club racing event. Interestingly, one of our members actually won the handicap event! During the last weekend in April, the BUG ran our “Coast goes Country” ride. We toured the scenic Murgon area (near Kingaroy) with a climb of Boat Mountain, satisfying the mountain bikers amongst us, and then relaxing with a leisurely pedal around the areas winery trail. We trailered the bikes to the bush caravan park, camping at Murgon for two nights.

The next month, May, saw us conducting our “Streetwise Workshop”. This proved to be popular as had been the case when we ran this education programme previously. Professional educators and presenters were hired to effectively get the message across ably supported by BUG members providing practical demonstrations and presentation support. The theory part of the course with a closely monitored practical session was conducted at the local Pialba State School and the supervised road session around the nearby streets afterwards.

July saw the “Club Development Workshop” materialise. Even without external funding, the day proved a major success. The BUG managed to secure the services of a trained facilitator who volunteered her time.

This is a brief rundown on major activities so far for this year. Of course, it doesn't detail the standard, regular activities we engage in. Monthly meetings with speakers and presentations, the regular Saturday morning “Beach & Coffee” ride continues to expand in participants, regularly attracting over 20 participants. We now have a Sunday morning ride to Toogum and back catering for the more advanced riders. This is typically around 60 kms. We have initiated discussions with mountain bikers, triathlon groups and other bikers to establish a common focus and voice. We feel this is an efficient approach, providing a clear progression for those who want more.

CAIRNS BICYCLE USER GROUP REPORT - from Lenore Evans

CBUG is still functioning even though our membership has dropped. Our workers are few and three members of our executive have had health problems. However, we still soldier on.

Local Activities

Our main activities include:-

1. CBUG Reports, see www.cairnsbug.org.
2. Attending meetings of the Cairns Pedestrian and Cycle Focus Group - 9 August 2006.
3. Organising bike rides in conjunction with Bike Week 2005 and the Envirofiesta 5 August 2006. Bike Week this year will be in September - meeting 26 July 2006.
4. Some of our members have also volunteered to help CQ06 and our own local Wilderness Ride (Cairns and Far North Environmental Centre). Both events occur in September.
5. We helped to assemble children's bicycles as donated from the Variety Club (children's charity) for cyclone Larry distribution in Babinda.

State and Federal activities include making submissions to government strategies and standards:

- Australian Standards - Railway Crossings. The main message we wished to put across was that all open level railway crossings should have 2 metre shoulders. Road shoulders over railway crossings have the same advantages as roads. However the standard 60cm width that has been normal practice over the years (the space between the edge line and a hard place such as a bridge or edge of the bitumen) needs to be upgraded. Two metres would afford a greater degree of safety for cyclists, pedestrians, adult tricycles, perambulators and wheelchairs. Railway crossings are more hazardous because there is nowhere to avoid an accident such as being forced into the railway lines.
- Department of Transport and Regional Services - Cairns to Brisbane Corridor Study. We highlighted the need for road shoulders on highways and attention to people moving in around the cities and towns. Highways and railway lines divide our communities and we must make sure that all modes of movement are taken in account at the planning, funding and construction stages. Underpasses, overpasses, foot bridges, road shoulders, intersection design, bicycle activators are all needed to make our bicycle networks function and to take advantage of the existing facilities. Highways and railway lines should not be "brick walls" that discourage cycling and walking.

Political

As well as working with our local council and Main Roads, it is necessary that we get to know our politicians from all parties. Especially with three elections coming up in the next two years, it is important that cycling and walking is seen to be an issue worth funding the necessary infrastructure. A state candidate attended our AGM in May and told us that

GROWTH is the overriding issue in Queensland. Population expansion and traffic increase is a challenge now and into the future. Walking and cycling must be put forward as part of the solution to our many problems, including the cost of fuel, health and obesity, the environment, disability access and much more. Infrastructure is essential in all parts of the state of Queensland to encourage walking and cycling. Funding to local and state transport agencies needs to be increased for cycling and walking.

A copy of CBUG's submission to AusLink Draft Brisbane to Cairns Corridor Strategy is available on request.

CYCLEWAYS IN BUNDABERG REPORT – Cr Kay McDuff

The development of an intra-city and inter-municipality multi-modal pathway network is an initiative of the Bundaberg City Council to encourage greater participation in and use of non-motorised transport.

Bundaberg is blessed with a number of attributes conducive to walking and cycling. The warm climate, flat topography, wide roads and attractive surrounding rural landscapes combine to make walking and cycling a desirable mode of social interaction, recreation and transport. So in concert with the higher proportion of senior residents, the lower average income of households and the increasing numbers of tourists, the Council is capitalising on the opportunity to encourage more non-motorised trips by developing a coherent pathway system.

Council's vision is 'to promote a pathway network within Bundaberg City and toward its rural hinterland that has the greatest potential to realise economic, social and health benefits for the community.'

The Council has developed a hierarchy of routes, which is separated into a multi-modal pathway network and a standard pathway network to reflect the different functions that the pathways perform.

The multi-modal pathway (minimum width of 2.5m) incorporates those paths that are designed and constructed to meet the needs of the broadest range of potential users:

- Tourist/recreation pathway (linking tourist attractions and recreation facilities)
- Collector pathway (a shared path to specific attractors, i.e. East Bundaberg to Riverside Parklands).

The standard pathway network (minimum width of 1.5m) recognises the valid transport role of the City's current pathway network. It also recognises that this network does not and will not satisfy contemporary design and construction standards for multi-modal pathways. The standard pathway network comprises of two levels of pathway:

- Local Access Pathway (facilitates movement throughout the City, linking to multi-modal pathways)
- On-Road Pathways (access to workplace and higher order education establishments).

Council's multi-modal pathway focuses on achieving three specific outcomes:

- Facilitate access from residential neighborhoods to the CBD and Riverside Precinct
- Promote intra-City and inter-local government pathway network for primarily recreational purposes
- Improve off-road access to schools, particularly primary schools.

Current situation

Council has placed a priority on pathways over the past few years. Construction has included:

- A tourist link from the Hinkler Hall of Aviation to Riverside Parklands
- Alexandra Park Pathway - provides a link between major sporting and recreational facilities, the Drinan Park Tennis Centre, Burnett Bowls Club, Apex Playground, St John's Ambulance Training Centre and the Bundaberg Amateur Cycling Club and Velodrome to Alexandra Park.
- Bundaberg Creek Railbridge Pathway - provides a link between Quay Street and Quay Street East, linking the CBD with major sporting facilities, the Bundaberg Netball Association and the Kendall's Flat Cricket Oval. This link also connects the East of the City with the Riverside Parklands, riverside boardwalk, ANZAC Pool and the Bundaberg Bowls Club.
- Wetlands Recreational Multi-Modal Pathway - links the existing Pathway to the Riverside Parklands, connecting the riverside boardwalk, the Anzac Park Pool and the Bundaberg Bowls Club through the construction of the Bundaberg Creek Railbridge.

Note: Council is also currently undertaking necessary planning to develop an aquatics facility and a Turtle Interpretive Centre on the Parklands. It is Council's vision to develop the Parklands into a recreational precinct to increase usage of the Parklands facilities and community participation in recreational activities.

- Kendall's Pathway – links the Bundaberg Creek Railbridge to Kendall's Flat pathway.
- Commencement of 1.5m pathway along Bargara Road, past a Primary School, to link the City with the Coast.

Ring Road Pathways (*Subject to discussion on Monday 31 July 2006).

Council is negotiating with the Department of Main Roads for the provision of cycleways in identified areas along the Ring Road:

- Extension of the cycleway from the Baldwin Swamp/Bundaberg Creek area through to FE Walker Street/Greathead Road
- Price Street - Woodward Road
- Woodward Road - Clayton Road
- Clayton Road – 800m along Lovers Walk
- Lovers Walk – Elliott Heads Road
- Elliott Heads Road – Kepnock Road
- Kepnock Road – FE Walker Street
- FE Walker Street – Telegraph Road
- Telegraph Road – Bargara Road.

Future Direction

Council will continue to fund and construct identified priority pathways to ensure maximum usage. Council will also continue to apply for pathway funding through the Department of Sport and Recreation's Local Government Development Program. Cardnos are preparing a plan in relation to cycleways on road reserves and bicycle warning signs on major roads.

Agenda item 3 Smart Travel Centre – Queensland

Doug Woodbury advised Queensland Transport is setting up a new unit called the Smart Travel Centre – Queensland (STC-Q) which will focus on sustainable and active forms of transport. The STC-Q is expected to have a role in cycling policy, cycling programs, education, encouragement and promotion, monitoring and evaluation. Integrated Transport Planning will retain its role in cycle network planning and Land Transport and Safety will retain its role in cycle safety issues and legislation.

Work expected to be undertaken by the centre includes the cycling and pedestrian workplan, development of a toolkit for cycling for local governments and development of white papers initiatives for end of trip facilities, cycle centres, access to government facilities and easier to walk and cycle to work.

The STC-Q's role will be to integrate current activities in walking, cycling and passenger transport and to develop strong relationships within and outside the department. The work plan is currently being developed.

The centre will be managed by a Board of Management chaired by the Executive Director (Passenger Transport) and consisting of Executive Directors from Integrated Transport Planning, Land Transport & Safety, TransLink, Transport Policy Office and a representative from Main Roads.

The STC-Q may in the future be located in a city office. It will be based around a core staff of 18-20 with flexibility to employ specialist assistance when the need arises. The Smart Travel Centre -Queensland will chair the State Cycle Committee.

Dave Couper requested that Emergency Services be invited to participate in any safety and education programs.

Peter McCallum asked whether the focus would be on South East Queensland. Doug Woodbury advised the focus of the unit would be statewide. Peter McCallum further asked who monitors Integrated Transport Plans to ensure they are being implemented. Randall Fletcher advised Integrated Transport Planning do not have an active monitoring program at the moment. Randall Fletcher undertook to provide an update on the commitments made to the Regional Cycle Network Plan which were made prior to the SEQIPP announcement and SEQ Regional Cycle Network Plan.

Doug Woodbury advised the planning group in Integrated Transport Planning would be connected to, but not part of the Smart Travel Centre - Queensland. One of the key duties of the centre would be to co-ordinate information and to act as an advisory centre for information.

Ben Wilson commented that in Doug Woodbury's presentation the words "increased cycling for transport" were used. He stated there were other forms of cycling other than transport and suggested the words "increased cycling" would cover all forms of cycling.

Task owner	Action item
Queensland Transport	Randall Fletcher to provide members with an update on the commitments made to the Regional Cycle Network Plan prior to the SEQIPP announcement and SEQ Regional Cycle Network Plan.

Agenda item 4a Main Roads Report

Alan Meares advised Main Roads has appointed a Program Manager (Cycling & Pedestrian Facilities). Robyn Davies started in this position in June 2006. While Robyn Davies was unable to attend this meeting, she has provided the following report.

The position is based in the Traffic Engineering and Road Safety Branch of the Planning, Design and Operations Division. Peter Cleary, Senior Design Drafter, is also working in the program focusing on pedestrian guidelines and facilities, particularly for people with disabilities.

The overall objective of the Main Roads Cycle and Pedestrian program is to support and monitor implementation of Main Roads' components of the Queensland Cycle Strategy and the Action Plan for Pedestrians.

The current focus of the program is on preparation of cycling and pedestrian element plans for the new Main Roads Statewide Plan. These element plans will help determine how Main Roads approaches cycling and pedestrian facilities provision over the next 5-10 years. The Main Roads Cycling and Pedestrian Working Group is advising on the development of these two plans.

A major part of the Program Manager's role is to ensure the Main Roads Policy on Cycling is implemented in districts. Robyn Davies aims to visit most districts in the next year to outline the new Main Roads Pedestrian and Cycling Program Manager's role, increase district awareness of Main Road's obligations under Main Roads Cycling Policy, and identify district cycling and pedestrian contacts.

Other priorities in the work program for the rest of the year include:

- Benchmarking to identify and share good practice learnings
- Continue to implement Main Roads actions identified in the Disability Action Plan
- Preparing and delivering training to district staff on how to improve provision for cycling and walking
- Providing cycling and walking input to planning of major projects; and
- Supporting Main Roads' involvement in the Australian Bicycle Council.

John Nightingale raised concerns that the Main Roads accelerated program to train engineers may not address the broader aspects of a civil engineer's education, that are significant for cycling as mainstream road users. The Smart Travel Centre – Queensland undertook to raise John Nightingale's concerns with Robyn Davies and report back at the next meeting. Carol Hodge undertook to notify Cr McDuff of Robyn Davies' contact details.

Task owner	Action item
Main Roads	Robyn Davies to address John Nightingale's concerns about the Main Roads accelerated program to train engineers and to report back at the next meeting.
Queensland Transport	Carol Hodge to notify Cr McDuff of Robyn Davies' contact details.

Agenda item 4B Australian Bicycle Council Report

Alan Meares advised the next Australian Bicycle Council meeting will be held in Townsville on the 11 August 2006.

Doug Woodbury in his role as Director (Smart Travel Centre – Queensland) will be attending Australian Bicycle Council meetings.

Keys issues for the Townsville meeting include:

- Improved co-ordination
 - All Australian Bicycle Council members to advise of their National Cycle Strategy distribution.
- Review of Papers including:
 - Scoping Paper on impediments to cycling.
 - Draft survey on Local Government Cycling Initiatives and network plans.
 - Scoping Paper on accessing Federal Program Funds for local governments.
 - Scoping Paper on cycling performance indicators.
- Cycling support and promotion:
 - Peter Pramberg (Queensland Transport) to present on TravelSmart.
- Technical:
 - Power-assisted bicycle regulations discussion.
 - Austroads Traffic Management and Road Design Review.

Alton Twine advised under the National Cycling Strategy, the Australian Bicycle Council will be reviewing documentation from surveys undertaken by Queensland and New South Wales on Local Government Cycling Initiatives and Network Plans to decide whether to use the information these surveys have provided or to do a new survey.

Alton Twine further advised the scoping paper on accessing Federal Program Funds for local governments has been broadened, as an amendment to the National Cycling Strategy, to encompass funding which the federal government can't provide for. Currently the federal government can provide funds for cycle related projects under the *Roads to Recovery* and *Work for the Dole* programs.

Alton Twine advised the Australian Bicycle Council meets at different national locations. At the last meeting in Sydney it was felt by the membership, they should be looking at meetings in regional centres. Townsville was chosen as the council has done some good cycling work and the BUGs are very active.

Agenda item 4C Cyclists and Crossings

Alan Meares advised a discussion paper on this item was forwarded to members. The current Queensland road rules require cyclists to dismount and walk their bicycle across crossings. Anecdotal evidence suggests that cyclists do not currently comply with the road rule.

While cyclists are primarily not obeying the road rule, there is no evidence to indicate that this is contributing to the road roll.

While support for change is not available at the national level, the evidence justifies a review of the existing Queensland legal position on cyclists and crossings.

Alan Meares suggested a small working group be convened to discuss this issue.

David Couper advised he had an issue with the "Crash Data" section of the paper as there is no data where a cyclist riding across a crossing at speed, although not being involved in an incident, causes a "nose to tail" incident.

Jamie McKeachie advised this information may not be available on the Queensland Police Service database, however the working group may be able to get this information from the Motor Accident Insurance Commission. Lisa Folkman advised the Queensland Police Service (QPS) would have to look individually at the descriptions of the incidents to get this information. She further advised the Queensland Police Service was not supportive of cyclists riding across pedestrian crossings.

Jamie McKeachie commented as other jurisdictions, such as Victoria, were going ahead with the change, the working group may be able to tap into their research. Acknowledging the QPS position, he noted there seems to be a strong push from the State Cycle Committee to allow cyclists to ride across pedestrian crossings.

Jeff Ross advised a submission has been prepared stating that Main Roads don't have difficulty with signalised crossings. However, there was an issue with how zebra crossings would be handled. Main Roads are suggesting a cyclists can ride across a zebra crossing, but must stop before they proceed which would make it equivalent to a signalised crossing. It was his understanding that Jon Douglas took this submission to the Road Rules meeting.

It was agreed Queensland Transport would check whether the Main Roads submission paper had been received and to do more research in terms of crash statistics.

Jamie McKeachie advised the next step will be to convene a working group to prepare a discussion paper for Queensland taking in all inputs and extra research. This would then be bought back to the committee for submission.

Ben Wilson, John Nightingale, Alton Twine and Lisa Folkman volunteered to be members of the working group. It was agreed Robyn Davies will be approached to be a member of the working group.

Task owner	Action item
Queensland Transport	Check whether the Main Roads submission paper has been received.
Queensland Transport	Convene a working group meeting to prepare a discussion paper on cyclists riding across pedestrian crossings.

Agenda item 4D Bicycle Queensland Report

Update on Cycle Queensland Port Douglas to Mossman 9-17 September, 2006

Ben Wilson advised Cycle Queensland 2006, Port Douglas to Mossman is the 9 day cycling adventure which promotes general cycling and cycling's benefits for tourism, health and transport to regional Queensland. It typically involves nine different councils, who all get exposure to cycling from the event visiting their shires. The principal sponsor is Queensland Transport and Main Roads.

Maximizing the benefits of this event for cycling will be achieved by an all-of-government recognition of the event's benefits to their departments (Transport, Main Roads, Health, Tourism, Regional Development, Local Government Department and local governments

themselves, as well as police and emergency services). State Cycle Committee members may be able to promote cycling through their networks in the regions where this year's ride is happening by advising regional departmental divisions of the ride and extolling the benefits of everyday cycling that will be on show. Ben Wilson further advised numbers were basically the same as last year.

New National Ride to Work Day, Wednesday 4 October 2006

Ben Wilson advised Bicycle Queensland is joining with Bicycle Victoria and other state groups in Australia's first national Ride to Work day on 4 October 2006. Being a workplace promotion, it will complement and dovetail into the existing Ride to Work day that is held in March as part of Bike Week.

This promotion fits perfectly within the intent of the Queensland Cycle Strategy (QCS). Assistance from State Cycle Committee members and particularly their departments in acknowledging the event would assist the aims of the QCS.

Ben Wilson advised Bicycle User Groups in workplaces are ongoing. Mackay have 10 government workplace Bicycle User Groups. The aim is to get 1000 companies across the nation in the first year.

Agenda item 3E Brisbane City Council Report

Alton Twine advised Brisbane City Council has received over \$6m in the 2006/07 budget for bikeway construction around Brisbane. These bikeways include:

- St Lucia Stage 1 – an off-road cycle way around the golf course. This will build a better link from the western suburbs through the University of Queensland so cyclists can access the university and eastern suburbs via the green bridge.
- Kelvin Grove Stage 2 – link through to Enoggera to progress the situation from the north-west suburbs to the city.
- Wishart Stage 1 – hook up with the bikeway down the South-East Freeway.
- Ithaca Creek Stage 1 – under Jubilee Terrace.

In addition, almost \$500 000 is earmarked to progress the CBD Cycle Centre, being constructed with Queensland Transport as part of the Inner Northern Busway extension. Council is still in negotiation about aspects of this project and is considering management options that are still commercial-in-confidence. Despite this, it is expected that the facility will open to the public early in 2008 and will provide for approximately 430 cyclists and pedestrians.

Council will be providing upgraded bike parking at selected City Cat stops and at some shopping centres that are also public transport interchanges. They will be trialling a new product from the UK called Cyclepods at New Farm Park. The Cyclepods are a space-efficient and relatively secure bike parking system. Facilities at major bus interchanges in the city will be similar to facilities at Orleigh Park Ferry terminal.

A review will be conducted into signage on the bikeway network to make directions more legible to users and to increase the effectiveness of shared path signage. A review is also being held on personal security on the pathway network.

New Bikeway Openings

Rickertt Road Bridge is open to the public. The official opening was held on 17 July 2006 with a community ride on Sunday 30 July, finishing at the Manly Harbour Rhythms Festival.

Tinchi Tamba bikeway in Bracken Ridge is also complete. The opening will be sometime in October 2006.

Pathway User Satisfaction Survey

Council's research into user satisfaction on the pathway network has been concluded, with over 1200 cyclists and pedestrians surveyed. The surveys have revealed that most people using Brisbane's pathways are cyclists. The results from the survey of individual sites show varied trends in terms of use frequencies and purposes. Broad observations, from the responses received at all sites, are that a higher percentage of pathway users travel daily, and most people use pathways for commuting.

Pathway users are by and large most satisfied with the 'personal safety' aspect of pathways, but least satisfied with the 'connection with other paths' aspect. Some sites (such as Kedron Brook Ashgrove and the Sandgate Foreshore) receive the highest ratings on most or all pathway aspects for respondents' valuation. From users of all of the thirteen pathways and participants of the Ride-to-Work Day and Great Brisbane Bike Ride, there are strong demands for improved/increased pathway connection, dedicated on-road bike lanes and the separation of cyclists and pedestrians.

The surveys have also illustrated that cyclists and pedestrians have different needs and opinions on the pathway network. Cyclists are more concerned with poor pathway connection, insufficient space for safe cycling and inadequate pathway maintenance. On the other hand, pedestrians usually consider the lack of facilities along pathways and conflicts with cyclists the most discouraging influences on their use of pathways. Both commuters and recreational users have similar expectations of Council in terms of future pathway planning and improvements. A higher percentage of respondents in both of these user groups consider improved connections between pathways the most important factor to help them cycle or walk more often.

This report highlights the following priorities for future pathway network planning: -

1. Improving connections between existing pathways, improving access to the pathway network and increasing network coverage.
2. Separating pedestrians and cyclists from motorists, making roads and road crossings safer for active travellers.
3. Improving facilities at destinations of trips.
4. Improving general safety and personal security for pathway users.

Alton Twine further advised that in June 2006 Brisbane City Council replicated the survey in their community newsletter "Your City, Your Say" which resulted in 1200 responses from the broader community. The data from this survey is being analysed. He commented it will be interesting to compare information from the actual bikeways users and the broader community to see if there are any overlaps or conflicts.

Walking and Cycling Plan 2005-2010

Alton Twine advised Council's long-awaited update to the Walking and Cycling Plan, the Brisbane Active Transport Strategy Walking and Cycling Plan 2005-2010 is now available. Copies will be forwarded to members after the launch. Any comments should be directed back to Alton.

Personal Safety

A review of bikeways is taking place. A committee consisting of Queensland Police Service and a number of important stakeholders has been set up to look at the design of bikeways and any other issues that council's should be aware of in respect of personal safety. Particular attention will be given to Crime Prevention Through Environmental Design (CPTED) – appropriate lighting and so on.

TravelSmart Northern Suburbs Project

Alton Twine advised the feedback from this project has been excellent with significant interest in cycling which is encouraging. Last year Brisbane City Council undertook a comparative project using the same methodology used for the TravelSmart Northern Suburbs project. Brisbane City Council have received the final report which gives comfort that what we are doing is indeed the right way to go about voluntary behaviour change. Alton Twine will be presenting findings from this survey at the TravelSmart Conference in September 2006.

Pedestrian cyclist conflict on pathways

Alton Twine advised Brisbane City Council will be going to the marketplace for evaluation of shared path signage. If physically possible, the council tries to get a separated path. However, if this is not possible, they try to design maximum possible widths and other design elements to allow ease of movement for both pedestrians and cyclists.

Agenda item 4F Bicycle Federation Australia Report

John Nightingale provided the following report from Jeff Ibbotson, President, Bicycle Federation Australia (BFA):

Senate Inquiry into Australia's Future Oil Supply

The BFA and the Cycling Promotion Fund (CPF) made a joint submission to the inquiry on how cycling can be part of the solution to dwindling oil supplies. About a dozen other submissions had a cycling flavour. The Senate Committee heard evidence in Perth from Bruce Robinson of BFA member Cyclists Action Group; and in Canberra from Peter Strang, BFA Executive Director; and Elliot Fishman, Director, Institute for Sensible Transport and Darebin BUG member, on behalf of the CPF. The full BFA/CPF submission is at www.aph.gov.au/senate/committee/rrat_ctte/oil_supply/submissions/sub161.pdf.

2006 Federal Government Budget

The BFA undertook an analysis of the Federal Budget and sent member groups a summary of government programs that may benefit cycling groups. These include:

- Promoting Good Health, Prevention and Early Intervention, a program to promote healthy lifestyles
- AusLink Black Spot Program
- Regional Partnerships, which has funded ŒOn Track Cycles¹ at the Fremantle train and bus station, and the recent extension to the East Gippsland Rail Trail.
- Australian Government Financial Assistance Grants for local roads, which provide BFA member groups and BUGs the chance to influence councils to fund cycling infrastructure.

The full BFA Budget report is at www.bfa.asn.au/bfanew/pdf/2006_07%20Federal%20Budget%20Analysis%20BFA%2021-05-06.pdf.

Roads to Recovery Campaign

The BFA, with Cycling Australia (CA) and the Cycling Promotion Fund (CPF), is funding a campaign to persuade councils around Australia to spend some of the Commonwealth's additional \$307m Roads to Recovery funding on eligible cycling projects. We appreciate the work of the CPF's Rosemarie Speidel in initiating this.

The campaign will be strengthened if State and Territory groups along with local BUGs follow-up with Councils to remind them of bike plans and projects which can use Roads to Recovery funding.

If you can help the BFA with this campaign either at the Queensland or a local level, or would like more info, please contact Jeff Ibbotson at president@bfa.as.au.

BFA Activities and Projects

Australian Bicycle Council and National Cycling Strategy

Warren Salomon, who represents the BFA, has distributed a very comprehensive report on the last ABC meeting in March. It includes issues that the BFA is working on, and suggested activities or opportunities for member groups. If you would like a copy, contact execdirector@bfa.asn.au.

Bike fleet tender success

The efforts of Peter Strang, Paul Magarey and Rod Katz were rewarded when the BFA recently won a competitive tender from the Department of Environment & Heritage (DEH) to evaluate bike fleets in Australian workplaces. The project will produce a Toolkit to assist organisations implement and manage a corporate bicycle fleet. This is a significant feather in the BFA's cap as there were 15 tenders submitted. Congratulations to Peter, Paul and Rod. The BFA is interested in hearing about workplace bike fleets that you know of, and obtaining further information about their operation. Please contact: execdirector@bfa.asn.au.

Bikeability Toolkit workshops

The Australian Greenhouse Office and the CPF are funding workshops for BUGs and local government on getting good quality cycling facilities built and using the Bikeability Toolkit developed by the BFA (see: www.travelsmart.gov.au/bikeability). There will be workshops in Brisbane, Sydney, Melbourne and Adelaide. More info: execdirector@bfa.asn.au. With appropriate lobbying and some funding workshops can be held in other parts of Queensland.

BFA membership

BFA membership has grown recently with Darebin and Boroondara BUGs from Victoria joining the BFA. Welcome aboard! Two groups in Queensland have also expressed interest. More info: execdirector@bfa.asn.au.

Agenda item 5 Effects of Environmental Factors on Non-Motorised Trips in South East Queensland

Matthew Burke gave a presentation on the effects of environmental factors on non-motorised trips in South East Queensland.

The release of the South East Queensland Travel Survey – Brisbane Statistical Division 2003-04 (SEQTS) provided an excellent opportunity to review walking and cycling patterns in greater Brisbane for week-day travel.

In a project funded by Queensland Transport's Cycle and Pedestrian Area, Griffith University researchers have identified walk and cycle trip rates for the region, as well as bicycle ownership patterns across the city.

Inner city residents are shown to make more than double the number of walking trips per day as those living in outer suburban areas. The trip destinations that stimulate walking and cycling trips in the region are shown, and the data has been synthesised with a set of additional datasets relating to climate, topography and the built environment to identify any meaningful associations.

Climatic and topographical factors have negligible influence on the propensity of people to walk and cycle in Brisbane, whereas the built environment has a significant influence, suggesting that changes to the built environment represent a clear way forward in encouraging more walking and cycling.

Matthew Burke commented a question in the survey asked "How many bicycles (in good working condition) are in this household". Results were that while 54% of households do not have a bicycle, households with children would have more bicycles. It would appear this information raises a problem in that it is not just promoting people to get on the bike which is already in the household, but a purchase decision.

Outcomes from the project:

- Walk trip rates are low – especially in outer suburban areas
- Less than half of all households have a bicycle in good working order
- Neither the weather nor topography have a significant influence on walking or cycling trip rates in Brisbane
- Built environment factors have a very significant influence on walking and cycling

Agenda item 6 General Business

Jamie McKeachie thanked members for assisting him in his role in terms of cycling over the years. John Nightingale and Ben Wilson gave a vote of thanks to Jamie McKeachie's for his work and advocacy for cycling.

Date of next meeting

The next meeting will take place on Wednesday 8 November 2006 from 9.30 am to 12.30 pm in the 5th floor large conference room, Transport House, 230 Brunswick Street, Fortitude Valley.