



OFFICE OF THE
LORD MAYOR
Brisbane

Office
City Hall
King George Square
Brisbane Qld 4000 Australia
Tel 07 3403 4400
Fax 07 3403 9930
LORDMAYOR@brisbane.qld.gov.au

Postal
GPO Box 2287
Brisbane Qld 4001 Australia

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Dr Richard Bean
richardb@cbdbug.org.au

Dear Dr Bean

Thank you for your email of 19 May 2015 on behalf of the CBD Bicycle User Group (CBD BUG) regarding Council's Active Transport Strategy 2012-2026 and Annual Report 2014-2015. I also note your follow up letter of 11 November regarding the length of Council's bikeway network.

I am pleased that you have taken the time to review Council's Annual Report and want to assure you that Council is committed to increasing the mode share of active transport across our city, as reflected in the Active Transport Strategy and through the \$120 million committed as part of Better Bikeways 4 Brisbane (BB4B) program. I have asked Mr Luke Robertson from Council's Transport Planning and Strategy Branch to investigate your queries.

Council's Active Transport Strategy was prepared in 2012, and Mr Robertson advises that the mode share targets were linked to the Queensland Government's 2011 document *Connecting SEQ 2031 – An Integrated Regional Transport Plan for South East Queensland*. This document targeted the increase of active transport mode share to 20% across the region by 2031, and Council broke this down to a 15% mode share for bicycles and 5% for walking.

The active transport mode share for 2011 in the Active Transport Strategy was drawn from Census journey to work data for that year. Council monitors its progress against this data through its October counts, which were recently completed for 2015. As you point out, these counts include data on the overall growth rate and percentages of female cyclists.

I do however recognise that there may be some inconsistencies comparing the Census data with our yearly counts mainly because they measure different types of journeys. I believe that combined this data provides us with a reasonable understanding of mode share. Council would welcome the opportunity to use the Household Travel Survey, should the Queensland Government recommence this for the Brisbane Local Government Area, as an additional metric to improve our monitoring.

I also note your question about Council's bikeway network and its measurement in Council's Annual Report. Council uses its Annual Report as a tool to report on the Annual Plan and Budget, and to track progress against the Corporate Plan and Brisbane Vision. Given the frequency of reporting, information in this document is given by Council officers, and while I acknowledge that we have a lot more work to do, I agree with their assessment that we are on track to deliver a safe, well connected and continuous bikeway network particularly given the projects we have delivered as part of the BB4B program.

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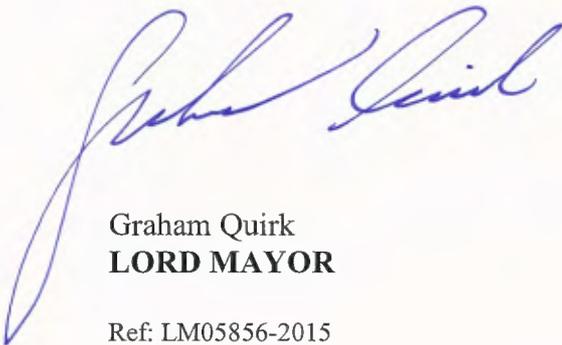
Council is aware of feedback from the cycling community regarding the use of the yellow bike symbol. As you may be aware, the Queensland Government's Department of Transport and Main Roads released an updated version of the Traffic and Road Use Management (TRUM) Manual in April, which included an update to their standard drawings for Bicycle Awareness Zones markings. I can confirm that as a result, Council is currently reviewing its own standard drawings, including BSD-5102, to ensure they align with the updated TRUM.

I note your comments about the Cycling Framework document prepared by Wellington City Council in New Zealand, and admire the progress they have made developing their cycling policy in a short time. Whilst Council's Bicycle Network Plan is still under development, I can assure you that the general principles outlined in this Cycling Framework are being considered. Unfortunately I cannot provide you with an exact timeframe for the adoption of this Plan, as it will be dependent on the timing of amendments to the Brisbane City Plan 2014. However I can assure you that there will be a community consultation phase as part of wider consultation on the City Plan amendments. In the interim, as you rightly point out, Council's bikeway network is defined in the Bicycle Network Overlay and the supporting Bicycle Network Overlay Code within the City Plan.

With regard to your letter of 11 November about the length of Council's bikeway network, Mr Robertson advises that additional bikeway infrastructure is often constructed as part of other Council, State or Commonwealth Government projects, as well as being provided as part of a developer contribution. These further contributions are captured by Council through an audit completed by the Asset Services Branch. This audit occurred last financial year, with this making up the additional approximately 160 kilometres of bikeway infrastructure you identify. The audit was undertaken by a thorough process and consistent with Council's previous auditing processes.

I trust this information has been of assistance and thank you for contacting me.

Yours sincerely



Graham Quirk
LORD MAYOR

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