

Minutes

State Cycle Committee meeting

Date Wednesday 14 February 2007 **Time** 9.30 am – 12.30 pm

Place 5th floor large conference room, Transport House

Chair Douglas Woodbury

Minute taker Carol Hodge

Attendees

Damian Mellifont	Smart Travel Centre - Queensland
Rhonda Clelland	Smart Travel Centre - Queensland
Elsbeth Mead	Smart Travel Centre - Queensland
Ben Wilson	Bicycle Queensland
Jeff Ross	Main Roads
John Nightingale	Bicycle Federation of Australia
Alton Twine	Brisbane City Council
Greg Duck	Education Queensland
Kelly Sultana	for Lisa Folkman Queensland Police Service
David Couper	Department of Emergency Services
Matthew Gray	Queensland Conservation Council
Caroline Acton	Royal Australasian College of Surgeons
Peter Berkeley	Queensland Transport
Alex Bright	Cycling Queensland
Allan Dow	E-lation electric bicycle
Cathy Schuster	E-lation electric bicycle

Apologies

Cr Kay McDuff	Mayor, Bundaberg City Council
Eleanor Somers	Brisbane City Council
Cr Toni Bowler	Redland Shire Council
Kerri Clements	Queensland Transport
Sgt Anthony Aquilina	Queensland Police Service
Michael Clair	Department of Local Government, Planning and Sport & Recreation
Bettina Cruise	Local Government Association of Queensland
Randall Fletcher	ITP, Queensland Transport
Robyn Davies	Main Roads

Agenda item 1A Apologies and welcome of guests

Doug Woodbury thanked people for attending the meeting. He introduced guests and recorded apologies.

Agenda item 1B Confirmation of Minutes

Ben Wilson requested a change to the third last paragraph on page 8. The words "*that research shows children with bicycles who walk across crossings, stop at the other side to remount their bicycles and hold up children*" are replaced by "*that any research will show children with bicycles who walk across crossings will stop at the other side to remount and will hold up children*".

The amended minutes of the meeting held on 8 November 2006 were agreed as a true and accurate record of the meeting.

Agenda item 1C Progress on Actions Arising

Agenda item 1c – Progress on Actions Arising

Carol Hodge advised there were no requests for a copy of the Cyclists and Crossings submission paper.

Agenda item 2a – Queensland Cycle Strategy Implementation Report 2005-2006

Damian Mellifont advised the colour and style of the "timing" icons have been amended to ensure they are easily distinguished when printed or photo-copied in black and white. He further advised the Action Reporting Statements will be forwarded to stakeholders during the next month.

Agenda item 3a – Main Roads Report

Doug Woodbury advised Toni Bowler's suggestion that elected council representatives be invited to Cycle Planning Meetings was passed on to the relevant Queensland Transport officers and a copy of the Main Roads *Policy on Cycling on State Controlled Roads* was emailed to members on 9 November 2006.

Agenda item 3b – Australian Bicycle Council Report

Doug Woodbury advised the Secretariat of the Australian Bicycle Council has indicated that an agenda item for the March 2007 Australian Bicycle Council meeting will be to follow up the federal government's non-response to the House of Representatives Funding Report recommendation to increase provision of federal funding to enable both state and local governments to promote active transport options.

Agenda item 3c – Cyclists and Crossings Working Group

Doug Woodbury advised the two actions will be discussed further in this meeting.

Agenda item 3i – Queensland Conservation Council Report

Doug Woodbury advised that Matthew Gray has accepted the invitation to attend this meeting and members will have the opportunity to hear from him later in the meeting.

Agenda item 4b – Queensland Health Report

Doug Woodbury advised Damian O'Sullivan from Queensland Health had emailed the website address for the *Eat Well be Active* community grant scheme, *Active Queensland* PDF

document and information on the seminar on 29 November 2006. This information was emailed to members on 9 November 2006.

Agenda item 4d – Crime Prevention through Environmental Design (CPTED)

Doug Woodbury advised Queensland Transport planners had been informed that the CPTED Guidelines are out for public comment.

Agenda item 1D Correspondence

Correspondence In

- Cycle Queensland 2006 Sponsorship Recipient Report
- Mackay Bike Week Report 2006

Correspondence Out

- nil

Agenda item 2a Main Roads Report

Background

Main Roads appointed a Program Manager (Cycling & Pedestrian Facilities) in June 2006. The position is based in the Traffic Engineering and Road Safety Branch of the Planning, Design and Operations Division.

The work of the Main Roads cycling and pedestrian program is currently focusing on the following main areas

- Providing support to districts to implement the Main Roads cycling policy and pedestrian facilities as part of projects around the state (visits to Mackay and Bundaberg planned in next 2-3 months).
- Delivering training to district staff on how to improve provision for cycling and walking (including training as part of Traffic Management courses in March-May 2007).
- Finalising cycling and walking element management plans for the new Main Roads *State-wide Plan*. These element plans will help determine how Main Roads approaches cycling and pedestrian facilities provision over the next 5-10 years.
- Providing cycling and walking input to planning of major projects.
- Preparation of a data collection strategy to help evaluate implementation of cycle network facilities.
- Supporting Main Road's involvement in the Australian Bicycle Council.
- Trial of tactile pavement marking treatments in Maroochydore.
- Provide input to the Australian Standards working group preparing a new standard for the *AS1428.7 Outdoor Access Suite called "Streetscape and Pedestrian Access"*.
- Providing input to revision of Austroads *Guides to Traffic Management* (eventually these new guides will replace Austroads *Guide to Traffic Engineering Practice Part 13: Pedestrians and Part 14: Bicycles*).

Discussion

Damian Mellifont advised the revision of Austroads *Guides to Traffic Management* provides an opportunity to look at what has changed since 1999.

David Couper questioned the expected completion date for the revision. Damian Mellifont undertook to find this out and to advise members.

Task owner	Action item
Damian Mellifont	Ascertain the expected completion date for the revision of the Austroads <i>Guides to Traffic Management</i> and advise members.

Agenda item 2b Australian Bicycle Council Report

Background

The Australian Bicycle Council Meeting was held in Adelaide on Thursday 23 November 2006. Key issues arising from the meeting:

Approach to cycling in new developments

- comments received from most jurisdictions
- comments will be summarised into tabular form for inclusion in the Annual Report.

Power Assisted Bicycles (PAB)

Graham Bradshaw (Retail Cycle Traders Association Australia) discussed the PABs that were on display at the workshop.

A discussion followed about the legalities associated with owning and operating a PAB.

Draft Communication Plan Workshop

A workshop was held to review objectives of a draft communication plan.

The revised objectives are to:

- raise awareness and understanding of the National Strategy
- raise awareness and understanding of the Australian Bicycle Council's role.

Develop Strategic Research Program

Dennis Walsh advised that council needs to have research topics/projects ready for funding consideration through Austroads before February 2007.

Possible research topics/sources include:

- analysing cycling performance indicator data
- Benefit Cost Analysis (BCA) methodology
- previous project proposals
- National Strategy research needs
- previous research outcomes.

The next Australian Bicycle Council meeting will be held in Brisbane on Friday 16 March 2006.

Discussion

Alton Twine advised he attended the first Cycle Tourism Conference held in Adelaide during the same week as the Australian Bicycle Council meeting. The conference had a strong industry representation. A Centre for Excellence in Cycle Tourism has been established in Adelaide and their charter is to progress cycle tourism in all its forms. The conference looked at the overseas experience with guest speakers including Tim Blumenthol from America and a representative from a tourism venture in Colorado. In a case study along an old rail trail from Bright, the economic benefit to the region was in the order of \$400 per day for each person. A couple of thousand people travel along the trail per year. In Australia there is potential for rail trails and wine trails. The Esk Rail Trail is being progressively extended but there is a lot more potential for Queensland. Technology in promoting cycle tourism was discussed. There will be more yearly tourism conferences. The conference included a meeting of industry representatives to discuss how they can take cycle tourism forward.

Doug Woodbury advised Tim Blumenthol hosted a breakfast where he talked enthusiastically about what an organisation called *Bikes Belong* is doing in the United States of America. Their main achievement is in successfully integrating the cycling and walking component into their main highway funding bills and appropriations.

Doug Woodbury advised he had received comments from jurisdictions on their approach to cycling in new developments. The information is still being collated, but is showing most of the states and territories have some requirements or guidelines requiring developers to provide facilities for cyclists and pedestrians in new developments. Some are based on strategies or state-wide plans, but most aren't a mandatory requirement. Many of them seem to be guidelines which local governments can implement if they wish. Most local councils comply. Victoria has the strongest requirement at the moment which is a mandatory provision.

John Nightingale commented the cycle paths are part of the landscape architecture rather than transport planning.

Doug Woodbury advised some states and territories will be making application under the research topics to the Strategic Research Program. A list of possible topics is not available at the moment.

John Nightingale advised one of the key findings coming from The Eddington Transport Study: The Case for Action, Sir Rod Eddington's advice to Government (December 2006) was that "smaller projects which unblock pinch-points, variable infrastructure schemes to support public transport in urban areas and international gateway surface access projects are likely to offer the very highest returns". He suggested looking at the methodology of energy used. There are three different types of BCA ranging from conventional up to ones including a carbon price of up to 60 pounds a tonne. The result of changing the carbon price was quite remarkable. Up to 80% of road projects fell out of contention as the carbon price went up. John Nightingale commented this was a well argued report and is available at www.hm-treasury.gov.uk/independent_reviews/eddington_transport_study/eddington_index.cfm.

Agenda item 2c Cyclists and Crossings Working Group

Discussion

Damian Mellifont advised a meeting had been held with Kerri Clements, Services Group of Queensland Transport who raised the following concerns:

- a need to have a communications strategy in place to communicate the change
- resource needs by Services Group to handle enquiries coming from crossing supervisors
- political sensitivities around this issue
- school crossing safety concerns particularly with prep year students.

It was agreed to consult further with Education Queensland. Damian Mellifont advised he has consulted with Greg Duck of Education Queensland to look at the possibility of universally applying this rule change and to also have the change co-exist with school policy. If schools have a particular issue they can possibly have the option of putting their own restrictions in place.

Greg Duck advised Education Queensland's legal opinion is that if the legislation is worded appropriately leaving the option for cyclists to walk or cycle their bicycle across a crossing, then they don't see any reason why a school couldn't bring in their own policy. This policy could say that when students are representing the school or going to school they must dismount their bicycle and walk across a pedestrian crossing.

Damian Mellifont advised the following were the steps to take in the legal process:

- A Policy Statement which will include:
 - An issues identification section defining the problem as an unnecessary barrier to cycling that needs to be removed.
 - Spell out the change – all details need to be clearly defined.
 - Required outcome needs to be explicit. A key outcome is consistency. We have a situation where cyclists and pedestrians share a variety of other facilities (footpaths, paths) but have an anomaly in place with crossings.
 - Urgency. The crossings paper which was sent to the Australian Bicycle Council showed an interesting statistic. A United States of America report which recorded .08% of pedestrian injuries comes from actual contact with cyclists. If you look at this low figure it puts things in perspective and suggests the issues exist more in people's minds. From a policy perspective we need to deal with facts.
 - An Implementation Plan including public education and training of crossing supervisors on the change.
- Seek Minister's approval for the Policy Statement.
- Queensland Transport's legal area will draw up the drafting instructions.
- Office of Parliamentary Counsel prepare the regulation changes.
- Approval is sought from the Governor-in-Council.
- Gazetted.

Jeff Ross asked what cyclists would be required to do at signalised and non-signalised crossings. Damian Mellifont advised at signalised crossings with a green light you ride at walking pace and at non-signalised crossings you must stop before you proceed to ride across.

Task owner	Action item
Queensland Transport	Further liaise with Education Queensland about school crossings.

Agenda item 2d Cycle Network Program Report

Background

- SEQIPP allocated \$220m (2006\$) on a sub-regional basis (11 local governments):
 - Greater Brisbane (Brisbane, Redlands, Redcliffe, Logan, Pine Rivers, Caboolture) \$85m
 - Gold Coast (Gold Coast) \$55m
 - Western Corridor (Ipswich) \$25m
 - Sunshine Coast (Noosa, Caloundra, Maroochy) \$55m
- 60% Capital Grants (50-50 with local governments, local government owned asset, 25% up front, 25% on completion)
- 40% Capital Works – State owned assets

Capital Grant Projects

- Local governments submitted 43 project proposals September 2006
- Projects assessed according to selection criteria:
 - Connectivity - connecting people and places 20%
 - Network Enhancement – direct and convenient cycle routes 20%
 - Network Safety and Security - feeling and being safe 20%
 - Cost Effectiveness - value for money facilities 15%
 - User Demand - meeting peoples' needs 15%
 - Opportunity – integrated and coordinated delivery 10%.
- Eligible projects approved by Minister November 2006.
- Deeds of Agreement signed with 10 local governments for 28 Capital Grant projects, totalling \$4.21m. (Pine Rivers no eligible projects).
- Cycle Network Program committed \$3m to fit-out of the Brisbane Cycle Centre.
- Negotiations underway re capital grant funding contributions to four additional projects (Noosa one, Gold Coast three).
- Red Bridge Cycle and Pedestrian Facility at Logan/Gold Coast – 2005-06 Capital Grant Project nearing completion in April 2007.

Capital Works Projects

- Normanby Pedestrian and Cycle Link, College Road \$9.8m – completion mid 2007.
- Toowong Roundabout Cycle and Pedestrian Crossing \$2m – delivery 2007-08.
- Main Roads and Queensland Transport negotiations underway re Mt Lindsay Highway underpass at Green Road, Boronia Heights \$1.5m.

Discussion

John Nightingale queried the selection criteria. Elspeth Mead advised these had been taken from several different models and she would be happy to hear any suggestions for future selection criteria.

Agenda item 2e Bicycle Queensland Report

Background

Ben Wilson handed around Bike Week 2007 and Cycle Queensland 2007 brochures and posters and copies of *Queensland Cyclist* magazine. He advised Bike Week will be held 10-18 March 2007 in Brisbane and in regions at various other times.

A slightly altered route for the Great Brisbane Bike Ride is proposed to include the new M5 (Centenary) Bikeway connection missing link from Fig Tree Pocket to Jindalee Bridge. Bike Week also features a new Government Challenge to create interest in riding to work between government departments. State Cycle Committee representatives might 'champion' the promotion of this challenge in their respective departments.

Cycle Queensland, 1-9 September 2007, Miles to Mooloolaba, will be looking at promoting "Forming a BUG" information in regional towns visited (and with other regional people who participate in the ride). Key centres where it is hoped to create BUGs are Kingaroy and Mooloolaba.

The Cycle Queensland team are also developing a program to 'get riding' for the many people who contact us wanting to ride but are unsure how to start. The program will include riding and maintenance skills, but is aimed at Cycle Queensland participants initially.

Bicycle Queensland was pleased with the publicity from its Christmas joint press releases regarding the increased sales of bicycles (5th year running outselling cars). Bicycle Queensland has had some interesting discussions with several political parties wanting to recognize this with increased attention to cycling in their policies.

Discussion

John Nightingale asked whether the "forming a BUG" initiative will be increased to include areas of the state not visited by Cycle Queensland. Ben Wilson advised at the conclusion of Bike Week, Bicycle Queensland will have a new staff member whose charter will be to look after the formation of BUGs by way of information packs and advice.

Jeff Ross observed that some BUGs seem to lack active members. Ben Wilson advised support for BUGs is part of the brief for the new staff member. Queensland will be the only state to have a BUG Officer.

Peter Berkeley commented BUGs are a great way to built community spirit but they do not fall into any criteria for funding support. It is hard for Bicycle Queensland to pick up funding. It costs around \$1500 to \$2000 per annum for incorporation of a BUG.

Doug Woodbury suggested a whiteboard session on BUG funding be included on the agenda for the next meeting.

Task owner	Action item
Queensland Transport	Include a whiteboard session on BUG funding on the agenda for the 9 May 2007 State Cycle Committee meeting.

Agenda item 2f Brisbane City Council Report

New Bikeway Openings

Background

The Eleanor Schonell (nee Green) Bridge was opened on Sunday 17 December 2006. This provides an important link across the Brisbane River from Dutton Park to the University of Queensland's St Lucia campus. Bus operations are about to ramp up for the commencement of the 2007 academic year.

The bridge features separated pedestrian and cycling paths on either side of the bridge and connecting paths. At the Dutton Park end, on-road connections along Gladstone and Annerley Roads have been established. However, work is not quite finished on these.

Cyclist reaction has been generally positive although there have been a few design details requiring further investigation.

A small link has also been completed at the Grange behind the bowls club at Lanham Park.

Discussion

Alton Twine advised any feedback of bikeways should be directed to the Lord Mayor.

Personal Safety Review of Bikeways

Background

Council has finalised its Review of Personal Safety along Bikeways, initiated by the Lord Mayor as part of Council's response to the spate of attacks that have occurred in North Brisbane.

The report recommends continuing consideration of CPTED principles in the design elements of bikeways and that maintenance should include reviewing vegetation management along paths where appropriate.

A directional signage strategy is being trialled along a section of the Kedron Brook Bikeway from Teralba Park to Crushers Leagues Club. This trial will utilise on-path signage to locate nearby streets, and will note distances in 100m intervals. "You are here" signs will be located at key points along with way finding signs noting nearby locations such as shopping centres and schools.

It is proposed to evaluate this strategy with a view to rolling this style of signage out over the entire network.

A city-wide signage strategy is being developed that encompasses on-road and off-road directional and shared path signage.

Discussion

Alton Twine displayed a "You are here" sign and advised five of these signs will be placed along the Kedron Brook Bikeway from Teralba Park to Crushers Leagues Club. On the path distances will be marked at 100m intervals, using green for inbound and red outbound. On pavement markings, i.e. "Shand Street 50m" will be across the bikeway as much as possible. With a hierarchy of signage from "You are here", to on pavement marking, to way finding signage to the distance markers, if an incident occurs, someone should be able to readily reference one of these indicators. These signs should make people more aware of their physical environment and call the position in to emergency services. The signage is due to be

completed in three weeks. After a month the signage will be audited with questionnaires for users of the facility. Users will be asked for refinement suggestions of the signage for use on the rest of Brisbane bikeways.

Alton Twine advised to protect the signs from vandals they will have a coating which allows graffiti to be wiped off.

Jeff Ross suggested if the trial proves to be successful, experiences learnt should be conveyed to other local authorities. He commented there was already a large amount of on path signage in Adelaide and a study should be made of the results of South Australian signage in terms of expense of maintenance over a long period. Jeff Ross advised a treatment would be required for a bikeway in the Logan & Springwood area. If this trial is successful they would go with this format.

North South Bypass Tunnel (NSBT) and other detours

Background

As reported at the last meeting, the Active Transport Unit has been involved in negotiating detour arrangements for cyclists for construction works around the northern and southern portals of the NSBT.

Detours have also occurred on the bike network as a result of various works around Brisbane.

Bikeway Counts

Background

Council's annual bikeway counts were undertaken in October last year. Although the results are still being evaluated and reported to Council, the trend is that cycling is increasing on key commuter routes on weekdays and continues to increase across the network on weekends. Interestingly, this year the significant weekend increase was on Saturdays. Walking has also increased.

Council is currently working with Queensland Transport to consider how to progress counts in the future. The preference is to use electronic devices if they are reliable and can differentiate between modes. The issue with the current data is that the manual counts are expensive and limit data collection.

Discussion

John Nightingale suggested Queensland Transport and Brisbane City Council look at bicycle counts in the south-western suburbs.

Jeff Ross commented he had been contacted by Queensland Transport about data on bikeway counts. Peter Berkeley advised Mark Dorney had put together a map using the last four census data which is being refined. He collected data on the last 20 years rollout of increase figures of cycle numbers and did a colour bloom from the CBD. He will contrast it against when the facilities were constructed to show the increase in cycling sits around the rollout of infrastructure. Jeff Ross commented this sort of research can help the situation in the south-west suburbs – built it and they will come.

Peter Berkeley advised data meetings have been held between Brisbane City Council, Smart Travel Centre - Queensland, Main Roads and Integrated Transport Planning to work out what data collection is being done and to bring it all back to one place. Bicycle Queensland and Bicycle User Groups were also noted as doing bicycle counts.

Bike Parking

Background

Council and Queensland Transport have reached agreement concerning the construction of the CBD Cycle Centre. This is now being constructed as part of the Inner Northern Busway station opposite King George Square, at an estimated cost of \$6m. Council is now working on finalising the management arrangements for the centre that is due to open in 2008.

Cyclepods are enroute to Brisbane and are due to be erected in the next couple of months at six ferry stops.

Secure cycle shelters similar to that at Orleigh Park are being established at four major shopping centres – Carindale, Chermside, Garden City and Mt Ommaney. These should be ready by the end of financial year.

Council's own bike parking facility has been established as part of the new Brisbane Square building at 266 George Street. Council staff enjoy direct access from the Bicentennial Bikeway via a tunnel that leads into the carpark. Council's bike room has a capacity of 150 bikes and has 13 showers. Some issues have been experienced with the surfacing applied to the carpark. This is due to be replaced by the building owner.

Agenda item 2g Bicycle Federation Australia Report

Background

The Bicycle Federation Australia wrote a significant submission to the Senate enquiry into the reform of federal workers compensation legislation. The submission pointed out that workers employed by the commonwealth or by corporations using the ComCare system would not be covered on their journeys to work. Even a car driver, walking along a footpath from their car park, and knocked down by a wayward roller-bladder or uninsured cyclist, or by a car while jay-walking illegally, or otherwise not covered by any other insurance scheme, will be at risk with no safety net. The Courier Mail published the following short article:

Commuters in compo crunch

By Michael Madigan

Commonwealth public servants could soon find it more lucrative to drop dead at work than get injured on their way home. The Federal Government is moving to limit compensation claims for commuting accidents. At the same time it wants to increase benefits for dead workers' funeral costs.

The move to limit compensation for commuting accidents has sparked an angry reaction from unions, the Law Council of Australia and the Australian Bicycle Federation. Further moves to reduce pressure on the Commonwealth Government Insurance Scheme -- Comcare -- by limiting claims for mentally related illnesses have angered mental health associations.

The proposed laws will affect not only Commonwealth public servants but workers in some private sector corporations which are licensed self-insurers, and all ACT public servants. The Government conceded the laws were designed to address concerns about increased cost pressures.

But the Community and Public Sector Union said the proposals were unfair and would leave workers exposed to the perils of peak hour without a safety net. "Travelling to and from work is inevitably part of work," the union said.

The Bicycle Federation of Australia said: "a pedestrian, a public transport user or a motorist walking from a car park who trips and fractures their wrist will be on their own". Leonie

Young from the mental health organisation Beyond Blue, in a submission to a Senate inquiry into the laws, said an amendment to the definition of "injury" could also make it difficult to people with a psychological illness/injury to make a workers' compensation claim. The Mental Health Council of Australia said the amendment could result in people with a mental illness being discriminated against.

The Government said the purpose of amending "injury" was to exclude injuries arising from "reasonable administrative action taken in a reasonable manner". It said the laws would also directly reimburse healthcare providers for the cost of services to injured employees, and increase funeral benefits.

Agenda item 2h Queensland Conservation Council Report

Background

Dr Matthew Gray was unable to attend the November 2006 meeting of the State Cycle Committee, but submitted a report which is duplicated below. Members will have the opportunity to question Dr Gray on the work being done by the Queensland Conservation Council.

Queensland Conservation Council Report to the November 2006 meeting of the State Cycle Committee.

I was employed by the QCC at the beginning of September, and in the past eight weeks has worked to bring together a group of sustainable transport oriented individuals and organisations. Recent events in Brisbane have highlighted the importance of sustainable transport systems, and both publicity of and support for the project has jumped dramatically in the last few weeks.

The project holds many similarities to the Federally-funded Smogbusters project that was run in Brisbane through the QCC from 1996-2002. A number of people who were involved in that original project have become involved in this new Queensland Transport funded project. One of the key similarities is the recognition that the current dominant transport mode in Queensland has significant greenhouse gas emissions. The State parliament has acknowledged 'the growing threat to Queensland from climate change' and called on the State government 'to take immediate action to reduce green house gas emission levels'. Embracing less greenhouse intensive modes of transport will be central to this 'immediate action'.

Key objectives of this project are to develop and maintain a network of sustainable transport campaigners and organisations, with the aim of acting as a 'peak' transport organisation, providing better policy direction to Queensland Transport, as well as lobbying governments and business and educating the wider public on the issues surrounding sustainable transport. This will be facilitated through the publishing of quarterly newsletters (first edition due any day now!), development of a web portal, running workshops, seminars, and other functions, and fostering the development of relationships between and supporting the campaigning activities of sustainable transport stakeholders. The reference group has already met twice, with another meeting due at the end of November.

Current work of the reference group includes the development of a strategic plan for achievable campaigns for more sustainable transport modes. Once completed this draft plan will be used to pursue a number of sustainable transport outcomes at both the State and local level in the short term, while a longer-term strategy is developed and implemented.

Queensland Conservation Council has shown itself to be an organisation that is able to support and guide its member organisations, while lobbying for meaningful change at multiple levels. The sustainable transport project is a natural extension of the strong credentials QCC already has as Queensland's peak environmental organisation; we look forward to see meaningful progress of sustainable transport in the coming year and beyond. People interested in becoming involved in the activities of the project, where-ever you are in Queensland, please contact the QCC on 3221 0188.

Discussion

Matthew Gray advised the Queensland Conservation Council is conducting a series of forums. The first will be a public forum to be held around 20 March 2007 asking the question "How do we develop sustainable transport in a world facing climate change and what can we do here in South-east Queensland". This will be followed up with a professional forum in July 2007. The Queensland Conservation Council is talking to professional organisations about possibilities for the forum being a joint function.

Matthew Gray further advised the Queensland Conservation Council has also helped other organisations facilitate events to advise the community of sustainable transport. Community Action will be holding a walk for sustainable transport this Saturday at 11.00 am. The walk will be from Queens Park to Parliament House, followed by a series of speakers on sustainable transport.

The Queensland Conservation Council is working towards starting a series of car free shopping days.

The Queensland Conservation Council newsletter is available online on the web at www.qcc.qld.org.au.

Agenda item 2i Presentation on Electric Bicycle Technology

Background

Allan Dow has a degree in electronic engineering and is an electrician fitter and mechanic. Last November he appeared on the ABC show "*New Inventors*" where he showed the E-lation electric bicycle which he designed and has patented the design. Allan Dow will provide a presentation on electric bicycle technology.

Allan Dow apologized for not being able to have an electric bicycle to show the committee, as the bikes have been transported to Melbourne for a trade show.

He advised the idea of an electric bike is to offer a person the advantage additional power to overcome difficulties such as head winds and up hills. It also has advantages for cycle training. There are three different types of electric bikes - friction drive, hub motor and the third utilizes gears already on the bikes.

Advantages of the Elation electric bicycle:

- has a free wheeling system
- has a free wheel into clutch
- uses a nickel metal hydride battery.

Problems:

- Regulatory – the government has no clear understanding of the bicycles and limits them to 200 watts. In contrast, Canada and the European Union have a higher wattage but put a speed limit on the bikes.
- Credibility – from purists in the bicycle community because they don't understand the technology.

Alan Dow stated he believes the electric bike does have a place in society, not only for transportation but also for recreation, health and rehabilitation. The 50+ age group is a large market. The bike is another form of transport for people who are not able, because of their health or injuries to use a human-powered bicycle.

Alan Dow's focus once he gets the business side sorted out will be to start a lobby group. He will be contacting all the major suppliers of this type of product, bicycle user groups and other groups. Group goals include to become self-regulatory, pass on recommendations, have input as a combined body with a similar consensus, and to try and create a consistency of law.

Alan Dow advised individuals in the 50+ age group are buying the kit and in Melbourne they are used mostly by commuters. The bike can reach 35kph with the power on, on the flat, no wind and with a normal battery charge. The technology will get lighter as the bike evolves electronically. Purpose built bikes will become more common and cost effective.

The system is being sold in kit form. A local national bike distributor will be giving Elation the rights to sell one of their standard mountain bikes with a kit installed. In April 2007 he will be sourcing a better quality bike and will be looking at bikes which are becoming more common like the cruiser bikes for the 50+s age range.

The battery is charged by 240 volts. The battery takes 6 hours to charge from dead flat and after that, 4 hours to full charge. The range of a battery charge is 40 kms. In the future the battery may be conducive to solar panels.

Ben Wilson commented that while the electric bicycle is a challenge to human-powered bicycles, electric bicycle riders are also vulnerable road users. The technology will mean there will likely be more people using bikeways. There may be a backlash from conventional cyclists and pedestrians. He further stated there will be challenges, but electric bikes were good news and very green.

Alan Dow will send in literature for distribution to members and is willing to attend a future State Cycle Committee meeting to show the bicycle.

Task owner	Action item
Queensland Transport	Collect literature from Alan Dow and distribute out to members.

Agenda item 3 Other Business

Progress Report on the Review of the State Cycle Committee

John Nightingale requested a progress report on the review of the State Cycle Committee. Damian Mellifont advised a request had been received for more information surrounding justification for an independent chair.

Next Meeting

The next meeting will take place on Wednesday 9 May 2007 from 9.30 am to 12.30 pm at a venue to be advised.