

BERNIE TRUGGS

THE BICYCLE BRISBANE PLAN

IMPLEMENTATION STRATEGY



BSL

www.sciencedirect.com



Brisbane City

PREPARED BY TRANSPORT PLANNING AND POLICY
BRANCH, BRISBANE TRANSPORT, OCTOBER 1995

BICYCLE BRISBANE PLAN IMPLEMENTATION STRATEGY

TABLE OF CONTENTS

SECTION	PAGE
1. Introduction	2
2. Vision	3
3. National Bicycle Strategy	4
4. State Bicycle Strategy	5
5. Bicycle Brisbane Plan Background	5
6. Consultation	6
7. Policy Provisions	9
8. Areas with few proposed bikeways	10
9. Local bicycle mobility investigations	10
10. Policy framework affecting design, construction and maintenance	11
11. Construction action plan	12
Recommendations / Actions	Appendix 1
Decision tree - cyclist facilities , road projects	Appendix 2
Major road footway diagram	Appendix 3
Descriptions of areas with few bikeways proposed	Appendix 4
Three year rolling capital budget	Appendix 5

1. INTRODUCTION

This document sets out the Implementation Strategy for the October 1995 Bicycle Brisbane Plan. The Implementation strategy was approved by the Brisbane City Council Establishment and Co-ordination Committee on 30 October, 1995. It contains ongoing principles and policies as well as actions for the next ten years.

'The Bicycle Brisbane Plan Implementation Strategy' is based on the consultant's report, experience of officers from Transport Planning & Policy, the National Bicycle strategy and consultation with the following groups:

The general public,
The Bicycle Institute of Queensland,
The Royal Automobile Club of Queensland,
Bicycle shop owners,
The Bicycle Brisbane Plan Steering Committee,
Councillors,
Other Council departments, and
Queensland Transport.

As always, the Strategy does not necessarily represent the specific views of each of these groups, due to their diverse interests.

This Strategy forms part of the Bicycle Brisbane Plan, other sections of which were prepared for Council by Arup Transportation Planning, and their sub-contractors, and when used in conjunction with the following documents will be deemed to be 'The October 1995 Bicycle Brisbane Plan':

- Consultant's Report & Executive Summary,
- Bikeway Evaluation Spreadsheet Users Notes,
Network Maps, and
- Detailed Descriptions

**REFER TO APPENDIX 1 FOR COMPLETE LIST OF THE CONSULTANT'S
RECOMMENDATIONS AND ACTIONS TO BE TAKEN BY COUNCIL
TO IMPLEMENT THOSE ACTIONS**

Definitions:

"Bikeways" is a generic term, comprising

- bikelanes (painted lanes on the road for cyclists); and
- bikepath (constructed off-road pathways for bikes only or shared use)
- bikeroute (specially signposted street with low traffic volumes)

VISION

Brisbane's vision is to lead Australia in bicycle transport provision as an integral feature of Australia's most livable city.

Increased participation in cycling to work, shops, schools and recreation, will reduce dependence on the private motor vehicle. Implementation of the plan will improve the general health and fitness of the community and assist in enhancing the quality of the City's environment through reduction in air pollution.

Cycling will be recognised as an essential component of the transport system. This will result in the establishment of a functional commuter network with a wide range of recreational opportunities.

3. NATIONAL BICYCLE STRATEGY

Strategy Objectives

Federal and State Governments have agreed that provision for cycling should be an integral part of transport and urban planning. It should be counted among the measures necessary to restrain traffic growth and address urban congestion.

The objectives of the National Bicycle Strategy (Federal Department of Transport & Communications, 1993), therefore, are to:

- Integrate cycling into the transport system as a legitimate mode of personal mobility,
- Encourage more safe cycling in the community, and
- Significantly reduce the rate of bicycle-related crashes, and the severity of head injury to cyclists.

Integrating Cycling into the Transport System

Integration of cycling into the transport system will require local or precinct-based assessments (refer section 9 **Local bicycle mobility investigations**) of the need for continuous principal bicycle path and associated facilities. These assessments should occur within the context of developing wider city bicycle networks. Primary responsibility for assessments rests with the States and with Local Government.

Assessments will be facilitated by:

- Ensuring that road and transport authorities plan for cyclists as well as motor vehicles when establishing new urban transport corridors and modifying existing roads, (refer sect 7 & action 38)
- Provide locally-based training and advice for municipal planners and road engineers on the need to integrate cycling into transport planning, (refer to action 35)
- Ensuring that government agencies constructing bicycle facilities adhere to national guidelines established by AUSTROADS, (refer to Section 7 & 10)
- Providing for cyclists in traffic management strategies, including so-called 'traffic calming' measures, (refer to section 7)
- Extending and improving safe routes to schools, and (refer action 42 & 47)
- Encourage Dual-mode transport (refer to action 13,15,16)

4. STATE BICYCLE STRATEGY

Currently the Queensland Government has no formal Bicycle Strategy and no one point of contact for matters relating to cycling. Until recently representation on the National Bicycle Strategy Committee has been limited and feedback to local authorities on the National Strategy had not been occurring. This has resulted in national initiatives not getting to a local level.

The State Government through Queensland Transport will be lobbied to take a more active role in cycling matters and in education, encouragement and enforcement issues affecting cyclists.

The Integrated Regional Transport Plan for South East Queensland should produce a regional bicycle strategy later in 1995.

5. BICYCLE BRISBANE PLAN BACKGROUND

In April 1993, the Brisbane City Council Establishment and Co-ordination Committee approved the engagement of consultants to prepare a strategic cycling plan for the City of Brisbane, with particular emphasis on commuting.

A short list of five firms considered capable of preparing such an important document for the future of cycling in Brisbane, was prepared. Assessment of their proposals was carried out by the Council's interdepartmental Bikeway Committee.

During preparation of 'The Bicycle Plan', the consultants were given direction by a steering committee meeting fortnightly and consisting of two members from the Brisbane Transport, two from Recreation and Health, one from Development and Planning, one from Works, one from Queensland Transport and two from the Bicycle Institute of Queensland.

Arup Transportation Planning was engaged in May, 1993 to prepare 'The Bicycle Brisbane Plan' by December, 1993 based on the project brief and their proven experience in similar projects elsewhere in Australia. However, due to the steering committee's desire to ensure the plan met future cycling needs, the time frame was extended.

In October 1993, a submission was approved by Establishment and Co-ordination Committee agreeing in principle to providing on-road cycling facilities, and to other key recommendations in the consultant's interim report, dated August 1993.

The consultants then finalised the draft plan and in October, 1994, the Establishment and Co-ordination Committee approved release of the draft report, plan summary, information bulletin and questionnaire for public comment from 1 December, 1994 to 13 February, 1995 and the use of public feedback to assist in assigning priorities to this implementation strategy, based on the following:

Feasibility, Safety, Ability to integrate with existing networks, Cost, Expected use and Consistency with Council's overall transport planning policy.

6.0 CONSULTATION

6.1 CONSULTATION PRIOR TO RELEASE OF THE DRAFT PLAN (mid-1993)

Consultation in the early stages of plan preparation was carried out by Arup Transportation Planning and consisted of advertisements in the Courier Mail calling for submissions and 150 written invitations to organisations, community groups and key decision makers to have input. This call for public input resulted in 163 written submissions. The following table sets out what they identified about the problems facing cyclists.

PROBLEMS FACING CYCLISTS	% of Respondents
SAFETY	
motorists - danger	29%
barriers/bollards on bikeways hazardous	3%
vehicle emissions - effect on cyclist health	3%
wet weather	2%
buses	1%
cars opening doors	1%
wheelie bins on paths	1%
parked cars	1%
NETWORK	
pedestrians on shared paths	12%
existing network leads nowhere	10%
existing bikeways are unsuitable for commuters	6%
continual mounting/dis-mounting	4%
lack of room on roads for cyclists	3%
poor access to bikeways	2%
too many recreational bikeways	1%
DESIGN AND MAINTENANCE	
poor road condition - potholes etc.	9%
lack of bikepath lighting	8%
bicycle unfriendly stormwater grates	7%
bikepaths are poorly maintained	4%
poor signage on bikepaths	3%
intersections/roundabouts	3%
design standards inappropriate	1%
LATM unfriendly	1%
edge treatments of paths	1%
line marking not replaced	1%
ATTITUDES	
personal security	4%
motorist attitude	1%
bus drivers caught behind cyclists	1%
don't use existing bikeways	1%

For details of consultation carried out before release of the draft plan, refer to 'Part B, Public Consultation' in the consultant's report.

6.2 CONSULTATION - DRAFT PLAN STAGE

6.2.1 BACKGROUND

'The Draft Bicycle Brisbane Plan' was released for public comment on 1 December, 1994 following an editorial in the Courier Mail which generated a great deal of community interest. Over the period of consultation, another fifteen editorials appeared in Brisbane papers and the issues were discussed on a number of radio programs.

Copies of the draft Plan, executive summary and feedback forms were available for public perusal and comment at thirty two Council libraries, five Customer Service Centres, twenty six Ward offices and four Regional Development Offices. Copies were provided to other Council Departments, the State Government, the Bicycle Institute of Queensland, the Royal Automobile Club of Queensland, the Retail Bicycle Traders Association of Australia and to interested members of the press, public and other local authorities.

Approximately half-way through the consultation period, copies of a bulletin, the 'Draft Bicycle Brisbane Plan Highlights', were distributed to all Brisbane bicycle shops and Council's five Customer Service Centres to stimulate interest and encourage more people to comment. This fifteen page bulletin set out in broad terms the directions and major recommendations of the plan.

During January 1995, the issue of bicycle registration was raised on radio and this resulted in a renewal of interest in commenting on the draft Plan towards the end of the consultation period. A half-day workshop was also held during January at the City Hall to inform Bicycle User Groups of details of the draft Plan and to gather feedback used in preparation of this strategy.

The ten week consultation period to 13 February 1995, resulted in over 370 feedback forms being returned and 15 written submissions.

6.2.2 PROFILE OF RESPONDENTS

Age(years) 2% under 13; 1% 13-16; 16% 17-25; 50% 26-40; 31% over 40.

Gender 32% Female; 68% Male

Current primary method of transport 16% Public Transport; 30% Bicycle; 5% Walk; 48% Car; 1% Other.

Preferred method of transport 12% Public Transport; 61% Bicycle; 5% Walk; 21% Car; 1% Other.

Primary purpose of cycling 2% School; 45% Recreation; 8% Neighbourhood; 45% Commuter/Work

- 45% of respondents whose primary method of travel is a car would prefer to be riding a bike.
- 62% of respondents whose primary method of travel is by bicycle, currently use Council bikeways 3 or more days a week.

6.3.3 SUPPORT FOR BICYCLE BRISBANE PLAN

Feedback from the community was encouraging with 70% of respondents supporting all the major recommendations in the draft Plan. 84% rated the draft Plan's potential to increase cycling in Brisbane as high to very high. 86% would cycle more if all the recommendations in the draft Plan were implemented.

- 93% support on-road cycling facilities,
- 92% support new developments providing showers, lockers & parking for cyclists,
- 93% support improved access to public transport for cyclists,
- 91% supported the Education and Encouragement action plan, and
- 86% would cycle more if the major networks proposed were constructed.
- While 42% of respondents whose primary method of travel is a car, assessed the potential of the draft Plan to increase cycling in Brisbane as very high, only 30% of commuter cyclists felt the same way.

The assessment of feedback, written comments, phone calls and discussions indicate a very high level of support in the community for increased cycling facilities and associated support measures detailed in the draft Plan.

6.3.4 BICYCLE CONVERSION MODEL STUDY

As it could be argued that the results of feedback on the draft Plan could be biased with only people who are supportive of cycling bothering to read and comment, a further independent study was commissioned in July, 1995 to assess the level of convertibility of users of other transport modes to the bicycle and of the measures needed to be taken to best ensure this is maximised.

Yann Campbell Hoare Wheeler were selected from competitors, and carried out an extensive conversion model study based on a telephone survey of over 400 people with ages ranging from 16 to 44, who have access to a bicycle. The results of this study indicated that the target of 14% of all trips to be undertaken by bicycle by 2005 recommended in the Arup report was not achievable without significant cultural change and that, at present, a maximum of only 5% of all trips by bicycle is possible with the remainder of the community firmly committed to their current transport mode or may convert to a mode other than bicycle. A target of 8% of all trips by bicycle by 2005 is considered achievable given the results of the conversion study and the cultural change that is likely over the next ten years.

This research should be repeated within five years to check the 8% target. More people than presently expected may convert to bicycle transport once the "Bicycle Brisbane Plan" is implemented and the present car-dominated culture is altered by that and other initiatives such as the Brisbane Busway Strategy, etc.

This Implementation Strategy was prepared, since completion of the Conversion Model Study in July 1995, taking into account the results of that study, feedback on the Draft Plan and in consultation with the recently formed Bicycle Brisbane Committee made up of representatives from Bicycle Institute of Queensland, Brisbane Transport, the Departments of Recreation & Health, Works and Development & Planning, and Queensland Transport.

7. POLICY PROVISIONS

When the Establishment and Co-ordination Committee approved the Bicycle Brisbane Plan on 30 October, 1995 it endorsed or approved a number of specific points which have now become policy for the Brisbane City Council. These points are:

- 1/ reaffirmed commitment to bicycling as a legitimate, practical and environmentally preferable alternative mode of transport to the private motor vehicle,
- 2/ endorsed the target of 8% of all trips by bicycle after the ten year implementation,
- 3/ approved this document, the "Bicycle Brisbane Plan Implementation Strategy",
- 4/ approved provision be made for cyclists on-carriageway during construction, reconstruction, relinemarking or with new development on all Arterial Routes, Suburban Routes and District Access, as described in the Council's road hierarchy plan. On all other classes of roads and streets where specifically nominated in the Bicycle Brisbane Plan and with all Local Area Transport Management (traffic calming) schemes where the cost of such provision does not exceed 15% of the total cost of the project or 30% where conditions for cyclists would otherwise be made worse as a result of such a project. Where provision for cyclists cannot be made as part of the road project and conditions for cyclists will deteriorate as a result, a suitable alternative route must be identified for cyclists during planning of the project. *(facilities may be provided within the footway or via an alternative route under certain conditions. These include but are not limited to, necessity to match existing facilities, traffic volumes, heavy vehicle volumes or vehicle speeds are excessive or access is controlled or limited).* **Refer to appendix 2 for decision tree,**
- 5/ approved that all new kerbside High Occupancy Vehicle Lanes and Bus Lanes should be designed, where sufficient room exists or widening is being undertaken, for shared use with bicycles and signed to reflect this,
- 6/ approved the erection of signs at the beginning, end and at one kilometre intervals on all new bikeways wholly funded by Council. These signs are to be approximately one square metre in size and inform users that the bikeway is a "Council Initiative",

- 7/ approved that all persons, including contractors, carrying out operations (such as slashing grass, topsoiling, etc.) near bikeways are required, at the completion of their operations, to ensure the bikeway surface is free from material deposited by such operations,
- 8/ approved that design of facilities for cyclists should be carried out in accordance with the desirable option in 'Guide to Engineering Practice, Part 14, Bicycles prepared by AUSTROADS and that the desirable option is not to be reduced on the basis of cost alone,
- 9/ approved that surface smoothness and sweeping of bikeways shall be achieved in maintenance in accordance with AUSTROADS,
- 10/ approved that in intersection treatments, all major road traffic should be given preference over minor road traffic. This policy has particular reference to cyclists, pedestrians and the disabled. (At present, this precedence is provided at signalised intersections, but not at unsignalised ones. It means that minor road stop bars, surface treatment terminations and holding lines will be in the vicinity of the extension of the property boundaries, where the minor road actually ends, not at the kerb line. **(Refer to appendix 3 for diagram),** and
- 11/ approved that all new commuter bicycle paths, as shown in the Plan's Network Maps shall, and all other new bikepath should, be exclusive bicycle paths, as per AUSTROADS 6.3.1, with separate pedestrian facilities provided nearby or segregated paths (AUSTROADS 6.3.3)

8. AREAS WITH FEW PROPOSED BIKEWAYS

Referring to the Network Maps, it is obvious that some areas of Brisbane have not been well catered for with proposed bikeways. This has resulted from a directive in the brief to the consultants that routes with grades in excess of 10% should not be considered at this strategic level. However, in the course of local bicycle investigations detailed in section 9 of this strategy, every effort will be made to incorporate routes into and throughout these areas as detailed investigations are carried out. **Refer to appendix 4 for descriptions and limitations of these areas.**

9. LOCAL BICYCLE MOBILITY INVESTIGATIONS

The proposed network identified in the 'Network Maps' is largely strategic in nature and is in no way a complete list of all opportunities to provide facilities for cyclists throughout the city. To ensure an integrated approach to planning for the city, local bicycle mobility investigations will be carried out in the 'Local Area Plan' areas, and in the corporately determined order.

Councillors will be contacted when an investigation commences in their area and asked for input on community needs, issues and expectations. After this the local Bicycle User Group or the Bicycle Institute of Queensland will be contacted for input. Officers from the Bicycle Transport Planning Unit of the Transport Planning and Policy Branch will then prepare a draft bicycle mobility plan for the area. This plan will include all existing bikeways, links proposed in 'The Bicycle Brisbane Plan' and any extra links considered necessary or desirable to encourage the use of bicycles for transport and recreation in the area.

10. POLICY FRAMEWORK AFFECTING DESIGN, CONSTRUCTION & MAINTENANCE

The Council's policy is that the design, construction and maintenance of facilities for cyclists should be carried out in accordance with desirable options in AUSTROADS, Guide to Engineering Practice, Part 14, Bicycles. This document is accepted Australia-wide as the most up-to-date guide for provision of facilities for cyclists.

However, some aspects of the Council's policy further refine AUSTROADS provisions, and are to take precedence over it.

These are some typical examples of desirable options from AUSTROADS, Part 14 are:

PATHWAYS	COMMUTER	RECREATIONAL
Design speed	50 km/hr	30 km/hr
Stopping distance	74.0 m	36.0 m
Clearance between operating spaces	1.0 m	0.4 m
Width of bikes only	3.0 m	-
Width of bikes only and shared footway	-	2.5 m
Radii	90.0 m	30.0m

ON-ROAD FACILITIES USED BY ALL CYCLISTS (50-60 km/hr speed limits)

Width of wide kerbside lanes, transit lanes, shared bicycle/ parking lanes and bus lanes (unless cyclists are excluded)	4.2 m
Width of exclusive bike lanes & sealed shoulders	2.0 m

Surface smoothness The finished surface of a bikeway should not deviate from a 3 m straight edge by more than 5 mm at any point

Bollards should not be used in the centre of pathways as they constitute a hazard for cyclists.

11. CONSTRUCTION ACTION PLAN

A common sense approach has been taken in development of a three year rolling capital budget taking into account, where possible the Administration's policy commitments, the need to spread provision of facilities across the city, Arup Transportation's ranked list of proposals, completion of existing projects and advice given to other levels of Government in the past.(refer to Appendix 5 for 3 year rolling capital budget)

Other options for determining implementation priorities for the network are;

- MAXIMUM BENEFIT OPTION which ranks facilities on benefit and maximum expected use regardless of cost. In the short to medium term this option is likely to lead to less kilometres of bikeway per dollar and facilities not spread across the entire city. However funds would be directed to where they are most needed and can have greatest benefit to the community.
- MAXIMUM VALUE OPTION which provides more kilometres per dollar with generally lower expected use and community value than the Maximum Benefit option. This option will leave the expensive and more difficult links until later in the implementation program. Priorities are assigned on a dollar per Maximum Benefit point basis.
- MAXIMUM LENGTH OPTION which simply implements on-carriageway facilities where ever possible regardless of benefit, connectivity or the Plan. This option will lead to maximum kilometres of cycling facilities quickly. However, this is likely to increase community pressure to connect this random provision of facilities, which is likely to be difficult and expensive.

A high priority is given to provision of cross Brisbane River links, as feedback indicates the lack of such provision causes current cyclists, motorists and pedestrians much concern and limits potential increases in commuter cyclist numbers. Work is underway on the Victoria Bridge to provide a link from the South Bank/West End bikeway to the Bi-centennial Bikeway. Design is underway for bicycle facilities on the Story Bridge.

A consultant's report was prepared in March 1995, making recommendations for cyclist facilities to cross the river from Indooroopilly to Chelmer. Provision of this link will be given priority for future funding. Investigations will also be carried out to provide safe crossing of the river on the William Jolly Bridge, as a matter of priority.

Queensland Transport is currently investigating the feasibility of a bikeway under the Captain Cook Bridge directly linking the South East Freeway Bikeway and the Bi-centennial Bikeway. Provision of facilities on the Gateway Bridge may be more difficult as the existing grade is too steep for too long. However, Queensland Transport will be approached to investigate such provision.

13. FUNDING

The Arup Report recommended a total investment of \$130m over 10 years the following table breaks this down to a forecast of possible funding levels from each sphere of government.

POSSIBLE 10 YEAR FORECAST FOR ONGOING CAPITAL EXPENDITURE (BICYCLES)

FINANCIAL YEAR	ALLOCATION (BCC)	ALLOCATION (State)	ALLOCATION (Federal)	EDUCATION & ENCOURAGEMENT (BCC)	TOTAL
1995/1996	\$1.3M	\$5.0M	Nil	\$0.02M	\$6.32M
1996/1997	\$2M	\$5M	\$2M	\$0.2M	\$9.2M
1997/1998	\$2.5M	\$5M	\$2.5M	\$0.4M	\$10.4M
1998/1999	\$3M	\$5M	\$3M	\$0.6M	\$11.6M
1999/2000	\$3.5M	\$5M	\$3.5M	\$0.8M	\$12.8M
2000/01	\$4M	\$5M	\$4M	\$1.2M	\$14.2M
2001/02	\$4.5M	\$5M	\$4.5M	\$1.5M	\$15.5M
2002/03	\$4.5M	\$5M	\$4.5M	\$2M	\$16M
2003/04	\$4.5M	\$5M	\$4.5M	\$2.5M	\$16.5M
2004/05	\$5M	\$5M	\$5M	\$2.5M	\$17.5M
TOTAL	\$34.8M	\$50M	\$33.5M	\$11.5M	\$130M

The Brisbane City Council will use this table as a reference for funding of cyclist facilities and education and encouragement actions, however, funding is approved on a year to year basis for all spheres of government therefore this table is only a guide. The State Government is already providing funds at the projected level, and is directing these funds to high priority projects identified in the Draft Bicycle Brisbane Plan.

Federal Government funding of the level projected is not currently available, or likely. However, the federal proportion of funding identified is considered appropriate because it has and promotes a National Bicycle Strategy, which it leaves unfunded. It is intended to Lobby the Federal Government to fund its strategy and a increased bicycle trip target will provide a basis for lobbying.

There is a major community financial benefit from decreased air pollution. Present ill health costs of about \$9.3 million per year will be saved once 8% of all trips are made by bicycle. It is cheaper for the community to construct the cycle facilities needed to achieve 8%, than not to do so.

APPENDIX 1

- Complete list of the consultant's recommendations and actions to be taken by council to implement those actions

TPP = TRANSPORT PLANNING AND POLICY BRANCH, BRISBANE TRANSPORT; BTPU = BICYCLE TRANSPORT PLANNING UNIT

CONSULTANT		COUNCIL			
REPORT REFERENCE SECTION/PAGE	DRAFT BICYCLE BRISBANE PLAN RECOMMENDATIONS	ACTION NUMBER	ACTION	RESPONSIBILITY	TARGET START TARGET COMPLETE
Background A-3	Recommendation A1.2.1: Council should adopt the following targets: ● Cycling constitute 8% of all trips by the year 2000; ● Cycling constitute 14% of all trips by the year 2005.	1	● Adopt target of 8% ● Include in Corporate, Department & Branch Plans and the new Town Plan and alter 14% by 2005 to 8% after the 10 year implementation.	COMPLETE TPP	NOW -
Public Consultation B-14	Recommendation B4.2: Council should implement the following community feedback activities: (a) Regular Phone-In Days; (b) User Surveys; (c) Bikeway Critiques; (d) Neighbourhood Mobility Investigations.	2	(a) Continue current practice of phoning any time; (b) Identify survey needs; (b) Include cyclists in all traffic counts; (c) Submit all design and feasibility investigations to user groups for comment. (d) Refer to Section 10	BTUJ WORKS	NOW NOW NOW NOW 96
Cycling Facilities C-7	Recommendation C3.2: Council should treat bicycles as part of road traffic and provide bike lanes on major roads.	3	Refer to Section 7 of the implementation strategy	TPP WORKS	NOW -
Cycling Facilities C-11	Recommendation C3.3.1(a): Council should address aerodynamic effects on all on-road facilities where traffic speeds exceed 60km/hr.	4	● Investigate current research; ● Carry out study if necessary.	BTUJ	97 98 97 99
Cycling Facilities C-11	Recommendation C3.3.1(b): Council should review the effects of illuminated advertising signs on cyclist conspicuity.	5	● Investigate current research; ● Carry out study if necessary.	BTUJ	97 98 97 99
Cycling Facilities C-13	Recommendation C3.3: Council should refer to the general dimensions for the provision of on-road bicycle facilities indicated in Figures C3.3.2 - C3.3.6 and those recommended by Austroads.	6	Refer to Section 10 of the implementation strategy	WORKS	NOW -
Cycling Facilities C-14	Recommendation C3.3.7: Council should lobby Queensland Transport to provide for Freeway cycling in Brisbane.	7	Continue to raise with QUEENSLAND DEPARTMENT OF TRANSPORT at every opportunity	BTUJ	NOW -
Cycling Facilities C-15	Recommendation C3.3.8: Council should aim to convert all gully grates to "bicycle friendly" grates within five years.	8	Raise funding level of existing program to meet this deadline.	WORKS	96 2001
Cycling Facilities C-26	Recommendation C3.5.1: Council should consider marking bicycle lanes across the approaches to left turn slip lanes. Such a treatment needs to be well supported by signage and publicity campaigns and may require changes to the Traffic Act	9	Refer to Section 10 of the implementation strategy	WORKS	NOW -

CONSULTANT		COUNCIL			
Cycling Facilities C-28	Recommendation C3.5.2: Council make provision wherever possible for cyclists at signalised intersections	10	All new signalised intersections and upgrades will include appropriate provision for cyclists.	WORKS	NOW
Cycling Facilities C-32	Recommendation C4.1: Council should amend its Town Plan to require bicycle parking in all major developments.	11	Include in new Town Plan	BTPU TOWN PLANNING	NOW
Cycling Facilities C-33	Recommendation C4.2: Council should require the provision of shower and change facilities in all new premises employing more than 150 persons.	12	Include in new Town Plan	BTPU TOWN PLANNING	NOW
Cycling Facilities C-39	Recommendation C5.1: Council lobby Queensland Rail to: (a) continue provision of bicycle storage lockers; (b) allow bicycles to be carried on all Citytrains.	13	Continue to raise with QUEENSLAND DEPARTMENT OF TRANSPORT at every opportunity.	BTPU	NOW
Cycling Facilities C-40	Recommendation C5.2(a): Council should trial front mounted bicycle carrying racks on selected buses.	14	Investigations show this measure is not appropriate for Brisbane City Council's bus service and it contravenes the Queensland Traffic Regulations.	NO ACTION	-
Cycling Facilities C-40	Recommendation C5.3(b): Council should provide secure bicycle storage lockers at bus interchanges and strategic bus stops.	15	Extend current provision at ferry terminals to bus interchanges and strategic stops	Brisbane Transport	2000
Cycling Facilities C-42	Recommendation C5.3: Council should provide secure bicycle parking at ferry terminals opposite those which connect to bus services to the CBD and Fringe.	16	Continue current provision	Brisbane Transport	95
Education & Encouragement D-6	Recommendation D2.4: (a) Council should seek increased responsibility in recommending legislative changes; (b) Council should undertake to increase the powers of By-laws Officers to include enforcement of cyclist behaviour.	17	This has larger implications and will be investigated in conjunction with all transport issues not just cycling.	TPP	96
Education & Encouragement D-30	Recommendation D4.1: Council should adopt the proposed education and encouragement action plan, including:	18	Refer below	Refer below	-
Education & Encouragement D-30	(a) expansion of the Primary School Bike Ride program in terms of content and coverage.	19	Bike Ride is a State program run by QUEENSLAND DEPARTMENT OF TRANSPORT. Council will assist where possible	BTPU QUEENSLAND DEPARTMENT OF TRANSPORT	NOW
Education & Encouragement D-30	(b) development and implementation of Bike Ride orientated towards all Secondary School students;	20	Bike Ride is a State program run by QUEENSLAND DEPARTMENT OF TRANSPORT. Council will assist where possible	BTPU QUEENSLAND DEPARTMENT OF TRANSPORT	NOW

(RE ACTION)

2

CONSULTANT		COUNCIL			
Education & Encouragement D-30	(c) establish an information program for parents of School children stressing safety, behavioural and legislative aspects;	21	Joint project with QUEENSLAND DEPARTMENT OF TRANSPORT	BTPU QUEENSLAND DEPARTMENT OF TRANSPORT	97
Education & Encouragement D-30	(d) introduce actions to highlight and support appropriate pedestrian and cyclist behaviour on shared paths and conflict areas;	22	● Produce 'Sharing the Bikeways' brochure; ● Produce community announcements for Radio & TV.	BTPU MARKETING & COMMUNICATION	96 97
Education & Encouragement D-30	(e) stimulate environmental awareness by establishing bikeways past areas of environmental significance;	23	Continue to provide bikeways at Doondall wetlands, Tinchi Tamba and new areas as identified.	BTPU RECREATION & HEALTH	96
Education & Encouragement D-30	(f) produce local paper articles and bus advertisements encouraging motorists to recognise cyclists needs and behaviour.	24	BTPU to develop program in consultation with marketing & communication	BTPU MARKETING & COMMUNICATION	98
Education & Encouragement D-30	(g) encourage participation in bicycling events and cycling in general;	25	● continue to support Bike Week; ● continue to support Ride to Work Day.	BTPU BICYCLE INSTITUTE OF QUEENSLAND	NOW
Education & Encouragement D-30	(h) implement town planning amendments, publicise and provide incentives for the provision of secure parking, showers and other end of trip facilities;	26	● marketing & communications to carry out publicity as required. ● Refer Action 11 & 12.	BTPU MARKETING & COMMUNICATION	97
Education & Encouragement D-30	(i) encourage neighbourhood cycling trips through regular local newspaper features or brochures highlighting existing and proposed facilities;	27	Refer to Action 29	BTPU MARKETING & COMMUNICATION	96
Education & Encouragement D-30	(j) encourage school cycling trips through intra school and inter school competitions;	28	Implementation during Bike Week and other similar events.	BTPU	97
Education & Encouragement D-30	(k) encourage recreational cycling through community service segments on newscasts, purpose developed brochures and Council's Bike Maps;	29	● produce new graded bike maps and good ride brochures; ● produce community service segments.	BTPU MARKETING & COMMUNICATION	96 98
Education & Encouragement D-31	(l) encourage dual mode trips by installing secure, weatherproof parking and helmet storage at major public transport stops;	30	Refer to Action 15, 16.	BTPU WORKS	96 2000
Education & Encouragement D-31	(m) publicise the environmental impacts of motor vehicle trips and highlight the efficiency and sustainability of cycling;	31	Implementation during Bike Week and other similar events.	BTPU	96
Education & Encouragement D-31	(n) promote the health benefits of cycling.	32	Implementation during Bike Week and other similar events.	BTPU	96

(RE ACTION)

3

CONSULTANT		COUNCIL			
Education & Encouragement D-31	(c) encourage commuter cycling through provision of a safe co-ordinated network, end-of-trip facilities and through a number of 'ride-to-work' initiatives.	33	<ul style="list-style-type: none"> ● refer to action 11, 12 - for end trip. ● refer to action 43 - 47 - Network. ● refer to action 25 - Ride to Work Day. 	BTPU TOWN PLANNING BICYCLE INSTITUTE OF QUEENSLAND	NOW
Education & Encouragement D-31	(p) conduct motorist and community education program to highlight 'sharing the road' with cyclists.	34	BTPU to arrange joint program with QUEENSLAND DEPARTMENT OF TRANSPORT	QUEENSLAND DEPARTMENT OF TRANSPORT BTPU	97
Education & Encouragement D-3	(q) conduct training courses for all road planners and designers concentrating on design of cycling facilities and making provision for cyclists in all road projects.	35	Council sponsor workshop Planning & Design for Cyclists.	BTPU BICYCLE INSTITUTE OF QUEENSLAND	97
Education & Encouragement D-31	(r) introduce a Citybike project to Brisbane similar to that being trialed in Adelaide.	36	Adelaide trial failed Not appropriate with compulsory helmet legislation Brisbane's topography adverse	NO ACTION	-
Education & Encouragement D-31	(s) consider establishing 'Pedal Powered Park', a possible tourist attraction 'playground' to promote the benefits of cycling.	37	BTPU to investigate in conjunction with Recreation Branch.	BTPU RECREATION & HEALTH	2001
Strategic Network E-5	Recommendation E3.1.4: Council should lobby Queensland Transport to provide bikeways along future road and rail corridors.	38	BTPU continue to raise with QUEENSLAND DEPARTMENT OF TRANSPORT at every opportunity. include bridges and freeways	BTPU QUEENSLAND DEPARTMENT OF TRANSPORT	NOW
Strategic Network E-6	Recommendation E3.2: Council should address improved integration of the provision of bicycle facilities with the land development process.	39	<ul style="list-style-type: none"> ● Development Section TPP to assess requirements identified in the Bicycle Brisbane Plan Network Maps. ● BTPU to assess other opportunities. 	BTPU TPP DEVELOPMENT SECTION	NOW
Strategic Network E-8	Recommendation E3.2.1: Council should require the development of bicycle networks as part of initial approvals for all land development projects	40	Include in new Town Plan. All developments to detail cyclists facilities in first layout plans.	BTPU TOWN PLANNING	NOW
Strategic Network E-10	Recommendation E3.3.3: Council should locate local facilities where bicycle access can best be effected	41	BTPU to advise appropriate Departments.	ALL COUNCIL OFFICERS	NOW
Strategic Network E-10	Recommendation E3.3.4: Council should lobby the Education Department to locate schools where bicycle access can best be effected	42	BTPU to raise with State Government at every opportunity.	BTPU STATE GOVERNMENT	NOW
Strategic Network E-21	Recommendation E7.0: Council should adopt the proposed Strategic Future Directions Bikeway Plan	43	E&C approved implementation strategy.	COMPLETE	-

(GET ACTION)

CONSULTANT		COUNCIL			
Strategic Network E-22	Recommendation E8.1: Council should adopt in principle the proposed Commuter Bikeway Network presented in Figure E8.1.	44	E&C approved implementation strategy.	COMPLETE	-
Strategic Network E-23	Recommendation E8.2: Council's should adopt in principle the proposed Recreational Bikeway Network presented in Figure E8.2.	45	E&C approved implementation strategy.	COMPLETE	-
Strategic Network E-24	Recommendation E8.3: Council should adopt in principle the proposed Neighbourhood Bikeway Network presented in Figure E8.3.	46	E&C approved implementation strategy.	COMPLETE	-
Strategic Network E-24	Recommendation E8.4: Council should adopt in principle the proposed School bikeway Network presented in Figure E8.4.	47	E&C approved implementation strategy.	COMPLETE	-
Implementation E-4	Recommendation F3.1(a): Council should implicitly refer to the Bicycle Brisbane Plan in all future policies relating to environmental, transportation and lifestyle policies. Recommendation F3.1(b): Council should adopt the Bicycle Brisbane Plan as policy and reflect this in the Town Plan	48	(a) BTPU to advise appropriate Departments. (b) include in new Town Plan	BTPU TOWN PLANNING	NOW
Implementation E-9	Recommendation F5.1.2: Council should adopt the proposed staging for the provision of support facilities.	49	Staging now identified in this Action Plan.	COMPLETE	-
Implementation E-9	Recommendation F5.1.3: Council adopt the proposed staging for the Education and Encouragement Action Plan.	50	Staging now identified in this Action Plan.	COMPLETE	-
Implementation E-12	Recommendation F5.1.4(a): Council should establish and staff a Bikeway Planning Group	51	One position proposed in the 95/96 Budget Level 3 service bid. Recommendations for additional staff will be proposed in future budgets to ensure the plan is implemented within the specified time.	TPP	96
Implementation E-12	Recommendation F5.1.4(b): Council should locate the Bikeways Group with their other traffic planning functions.	52	Located in the Transport Planning and Policy Branch	COMPLETE	-
Implementation E-16	Recommendation F5.2.3: Council should obtain and allocate sufficient funding to implement this Bicycle Brisbane Plan within ten years	53	<ul style="list-style-type: none"> ● Actively lobby Federal Government for 30% funding. ● Direct State funding to BBP projects (currently 40%). ● Council fund 30% 	TPP QUEENSLAND DEPARTMENT OF TRANSPORT FEDERAL GOVERNMENT	NOW
Implementation E-18	Recommendation F5.1: Council should monitor the success of the implementation of the Bicycle Plan and modify their approach in response.	54	BBP to assess new proposals progress and new directions of the BBP each 12 months	BICYCLE BRISBANE COMMITTEE	96

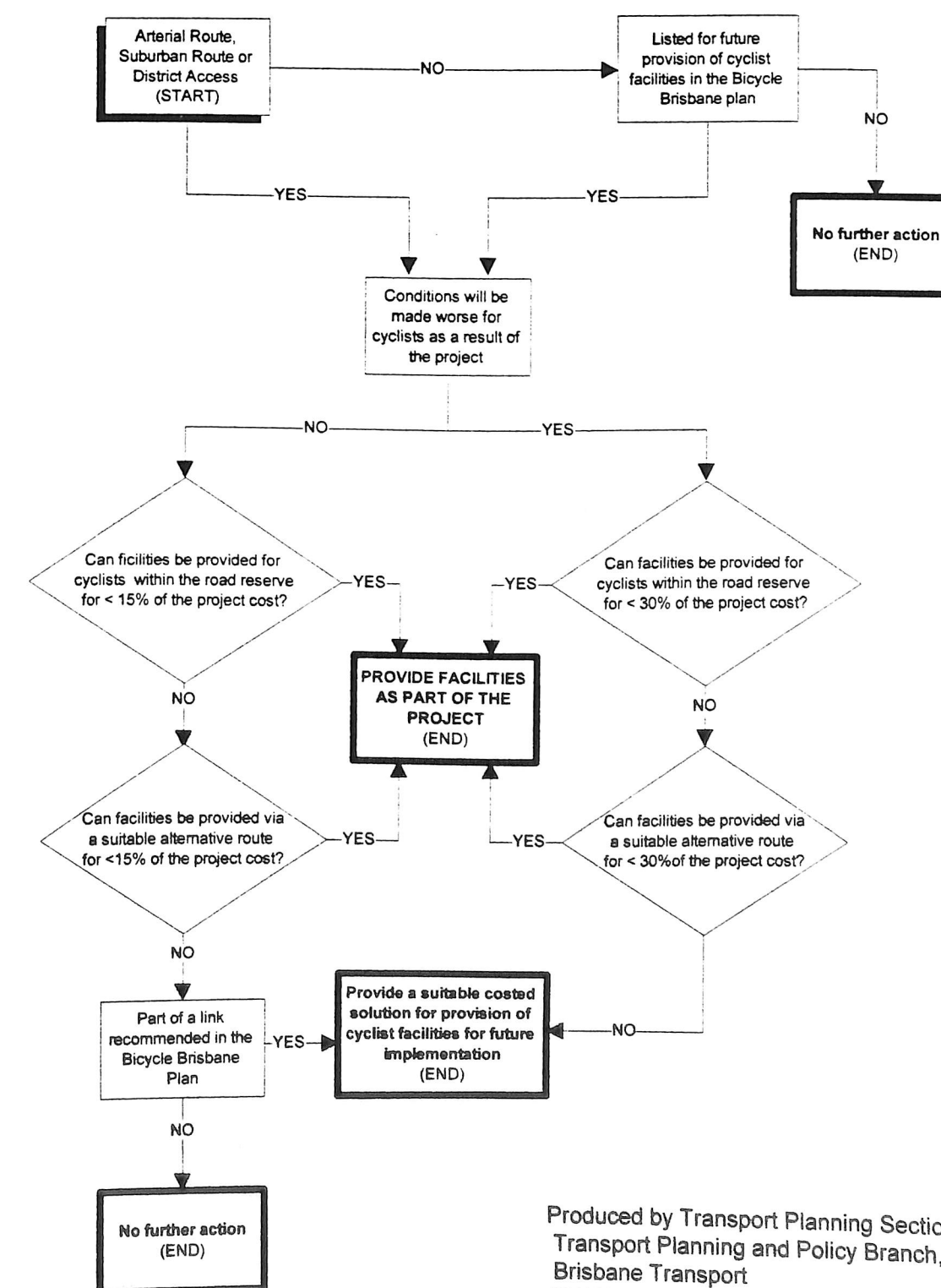
(GET ACTION)

CONSULTANT		COUNCIL			
	ADDITIONAL ACTIONS NOT IN CONSULTANT'S REPORT (other than those detailed in Section 7)				
		55.00	All lease renewals or sale of Council land shall provide for bikeways as shown in the Network Plans or as advised by Brisbane Transport.	BTPU PROPERTY SERVICES RECREATION & HEALTH	NOW
		56	The Queensland Police Service are to be contacted to nominate a contact officer for bicycle enforcement issues in Brisbane. This officer will liaise with the Bicycle Brisbane Committee with regard to cyclist enforcement issues and assist in the development of innovative enforcement programs.	BTPU	NOW
		57	Bicycles are to be counted separately in all traffic counts to allow assessment of success or otherwise of the Bicycle Brisbane Plan and to assist in future planning.	WORKS	NOW
		58	Water bubblers are to be provided as part of design and construction of all off-carriageway bikeways at distances of no more than 2 km.	WORKS	NOW
		59	The Council officer directly responsible for any new bikeway design must ride the proposed route before detailed design and again after construction to gain a customers perspective and ensure the best, most cost effective facilities are provided now and in the future.	WORKS	NOW
		60	All bikepaths are to be designed to suit disabled users where possible, taking into account the Brisbane City Council Guidelines for Barrier Free Design and other relevant national guidelines for design for the disabled.	WORKS	NOW

APPENDIX 2

- Decision tree for provision of cyclist facilities during construction, reconstruction or relinemarking relating to all road projects

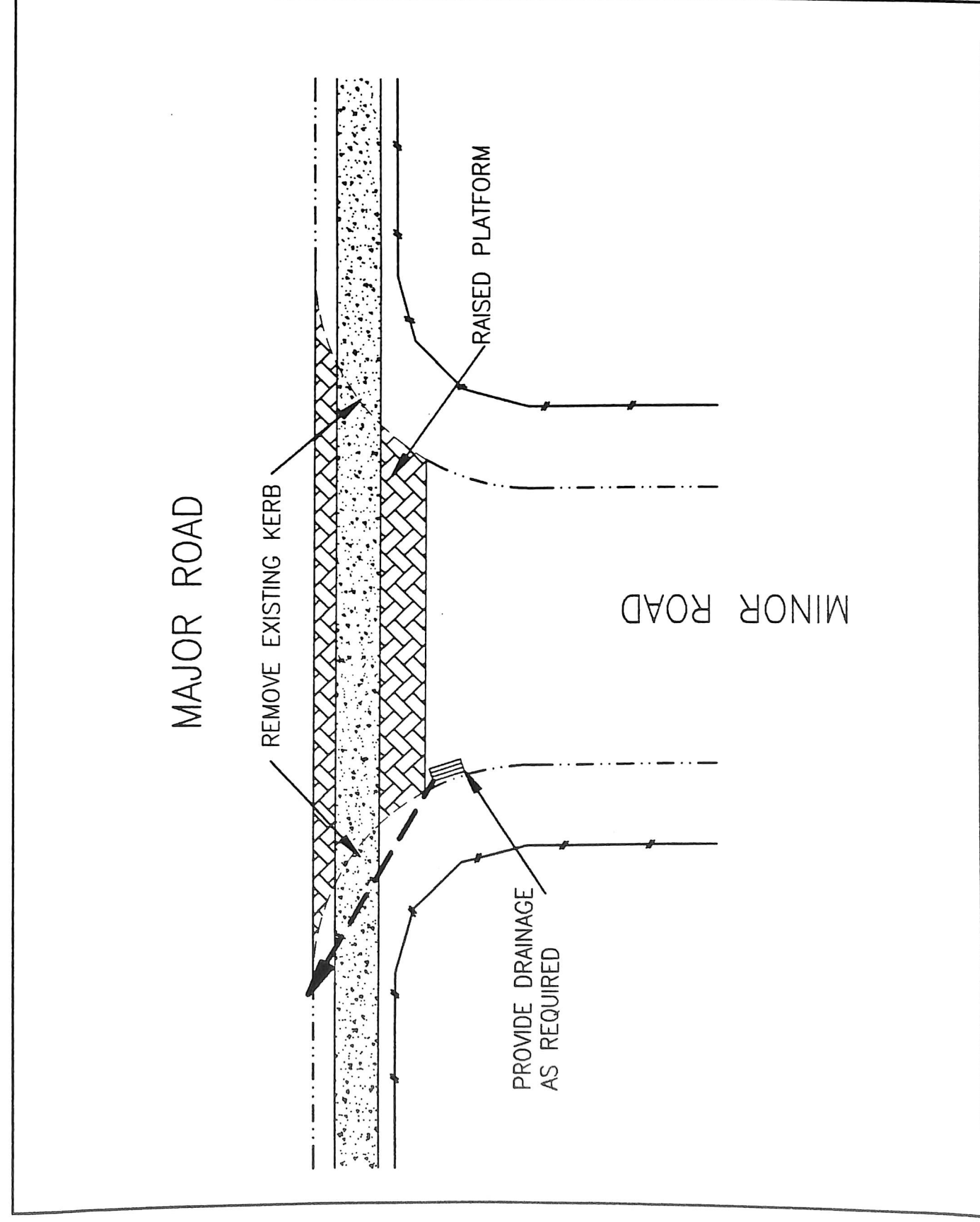
DECISION TREE FOR PROVISION OF CYCLIST FACILITIES DURING CONSTRUCTION, RECONSTRUCTION OR RELINEMARKING RELATING TO ALL ROAD PROJECTS



Produced by Transport Planning Section,
Transport Planning and Policy Branch,
Brisbane Transport
13/10/95

APPENDIX 3

- Intersection treatment where all major road traffic, including pedestrians and cyclists, have priority over minor road traffic.



APPENDIX 4

- Descriptions and limitations of areas with few proposed bikeways

Area / Suburb	Limitations / Restriction	Possible Approach
Upper Kedron	Too hilly, currently sparse settled. Evolving road network not sympathetic to cycling.	Further development is likely in some parts of this area, closer to T Gap and Ferny Grove. Accordingly, subdivisions should be developed with sufficiently wide and well graded street network and/or linear parks allowing connections within such developments and beyond to connect with the greater network, probably via Ferny Creek or Samford Road
Enoggera Military Camp	Army Property	This area provides some opportunity to provide a north-south link which is difficult to provide elsewhere. It may be worthwhile discussing the potential to provide a path through this area if security matters could be addressed.
Dorrington (between Samford Road and Enoggera Creek).	Too hilly. Established street and open space network does not appear to support widespread cycling. Forms a barrier to providing a connection between Brookside and Ashgrove.	Difficult to provide reasonable standard bikeway through area. In the very long term it may be possible to provide on or alongside Wardell Street if it were ever upgraded in terms of vertical alignment and width. Alternatively, the Enoggera Military Camp area may be able to permit such a link.
Brookfield	Too hilly, currently sparse settled. Evolving road network not sympathetic to cycling.	Unlikely to develop to a sufficient density to support significant cycling. Any higher density development should however be able to provide grades and road widths which would reasonably permit cycling. If this cannot be achieved then such developments should be discouraged.
Mount Cootha Park	Generally too hilly. Environmentally sensitive. Mountain biking causing some problems in this area	Some bicycle access proposed from north east. It may be advisable to identify a network of informal mountain bike trails to meet demand and direct them away from sensitive or erosion prone areas either within the park or nearby
Bardon	Too hilly. Established street and open space network does not appear to support widespread cycling. Forms a barrier to providing a connection between Brookside and Ashgrove.	Difficult to provide reasonable standard bikeway through area. Itha Creek is only major route identified: access to this route from higher parts of Bardon difficult. The Kaye Street works currently nearing completion unfortunately failed to make provision for cyclists. No further opportunities are likely in the foreseeable future.
Upper Brookfield / Pullenvale / Kenmore Hills	Too hilly, currently sparse settled. Evolving road network not sympathetic to cycling.	Unlikely to develop to a sufficient density to support significant cycling. Any higher density development should however be able to provide grades and road widths which would reasonably permit cycling. If this cannot be achieved then such developments should be discouraged. Some creek valleys would appear to provide opportunities. They should be identified as linear reserves for conservation and cycleways assuming both are compatible.
Chapel Hill	Too hilly. Established street and open space network does not appear to support widespread cycling.	Difficult to provide reasonable standard network through area. Some opportunity to utilise creek valleys assuming environmental impact can be minimised. Some further development likely. It should provide a street / open space network compatible with cycling.

Table E8.5 Areas with Few Proposed Bikeways

75901AD1 REP*26 April 1994

Buckley Vann Town Planning

LE Plan

Arup Transportation Planning

Area / Suburb	Limitations / Restriction	Possible Approach
Holland Park East / Mount Gravatt East / Pine Mountain	Too hilly. Established street network forms a barrier to providing connections to the north and east.	Difficult to provide reasonable standard bikeway through area. In the longer term it may be possible to provide bikelanes along Cavendish Road, particularly if it is ever upgraded. Pine Mountain Reserve may also provide a possible link option suitable for recreational cycling.
Anstead / Pinjarra Hills	Fairly hilly, currently sparsely settled. Evolving road network generally not sympathetic to cycling.	May develop to a sufficient density to support significant cycling. An higher density development should be able to provide grades and road widths which would reasonably permit cycling. If this cannot be achieved then such developments should be discouraged. Many creek valleys would appear to provide opportunities also. They should be identified as linear reserves for conservation and cycleways assuming both are compatible.
Jamboree Heights	Some parts too hilly to support cycling. Road network generally not sympathetic to cycling.	Some connections proposed to greater bikeway network. Local connections however may be difficult to provide without significant indirectness.
Sinnamon Park	Appears too hilly to north and east.	Future development of this area should provide a street and/or open space network which is suited to bicycle movement.
Red Hill / Kelvin Grove / Paddington	Too hilly. Established street network forms a barrier to providing connections to the north, south and west.	Difficult to provide reasonable standard bikeway through area.
Highgate Hill	Is somewhat of a barrier to cycle movement south of the CBD.	Proposed route avoids steepest sections, but adds distance.
Spring Hill	Is a barrier to cycle movement north of the CBD.	Established road network and intensive development limits possibilities. Any major road upgrades should seek to address this deficiency.
Brisbane Airport	FAC property.	Does not provide a major barrier to cycle travel by virtue of its location. Long term bicycle access from the north for employees may be worthwhile.
Brisbane River downstream of Apollo Road Ferry	Brisbane River too wide a bridge height requirement likely to prohibit any future bridges by virtue of cost and grade.	
Brisbane River between Story Bridge and Apollo Road Ferry	Brisbane River serviced well enough by existing bridge and ferry services to be likely to justify additional crossings.	
Seven Hills	Hilly terrain hinders east-west and north-south movement.	Difficult to provide reasonable standard bikeway through area. Oatesan Skyline proposed as closest route.

APPENDIX 5

- Three year rolling capital budget

THREE YEAR ROLLING CAPITAL BUDGET PROGRAM (BICYCLING) 1996/97 TO 1998/1999

Link No.	Title	Description	Length (km)	Cost	Priority	Type	Comments
-	Bollard replacement	Safety audit	-	\$20,000	95/96	Hardware	
-	Gully replacement	Community nominated dangerous gullies	-	\$30,000	95/96	"	
-	Ithaca Cr	Woolcock Park to TAFE	.5	\$185,000	95/96	path	
-	Kalinga lanes	Lodge StAlbion Station	3.0	\$50,000	95/96	lanes	
-	Kent St	Wilson Outlook part to Bulimba Ferry	2.0	\$50,000	95/96	lanes	
-	Sandgate Network	Boondall State School to Depot Rd	3.0	\$880,000	95/96	path	
sub total				\$1.3m			
233 all	Centenary Hwy	Moggill Rd to Coronation Dve (St.1)	4.0	\$300,000	1	lanes	Via Sylvan Rd
89 all	"	Moggill Rd to Ipswich Rd (St.2)	9.0	\$400,000	1	lanes	
116 all	Troughton Rd	Griffith University to Hellawell	6.0	\$200,000	1	lanes	
-	Various small projects	By public request or works (96/97)	2.0	\$200,000	1	Various	e.g. safety alteration to existing
-	'	" (97/98)	2.0	"	1	"	"
-	"	" (98/99)	2.0	"	1	"	"
273	Roma St	College Rd To Bi-Centennial Bikeway	1.0	\$1m	1	path	through new park
70.2-5	Story Br	Thornton St to Wynnum Rd	2.5	\$200,000	1	Path & route	Via Mowbray Park
50.2	Gregory Tce	College Rd to Brooks St	2.0	\$100,000	1	Lanes	-
70.9-11) 72.1-5)	Wynnum Rd	Manly Rd to Junction Rd	5.0	\$300,000	1	Lanes	-
157 all	Creek Rd	Pine Mt. Rd to Old Cleveland Rd	2.0	\$100,000	1	Lanes	-
63 all	MacGregor	Logan Rd to Mains Rd via Kessells Rd	2.0	\$300,000	1	Paths/lanes	-
-	BiCentennial	Remedial action - safety audit	-	\$500,000	1	-	-
-	Bike Lockers	Transport interchanges (96/97)	-	\$100,000	1	Hardware	-
	"	" (97/98)	-	"	1	"	-

Link No.	Title	Description	Length (km)	Cost	Priority	Type	Comments
		"		"	1	"	-
	97/98 remedial	Remedial action safety audit 97/98	-	\$200,000	1	-	-
	98/99 remedial	"	-	"	1	"	-
177,12,13	Boondall Wetlands	Nundah Cr to Nudgee Beach	3.0	\$400,000	1	Path/lanes	-
99 part	Racecourse Rd	Ped/bike overpass to exist. b'way	0.5	\$100,000	1	Path/route	-
201 all	Bilsen Rd	Downfall Cr to Sandgate Rd	2.0	\$300,000	1	Lanes	Includes bridge
248.01	Oxley Cr	Pamphlett br to Sherwood Rd	2.0	\$200,000	1	Path	-
91 all	Jindalee	Existing to boat ramp & school	3.0	\$300,000	1	Path/lanes	-
234 all	Toowong	Sherwood Rd to Dean St	2.0	\$100,000	1	Lanes	-
	Sandgate Rd(St.1)	Shaw Rd to Sandgate Rd at Rode Rd	2.0	\$100,000	1	Path/route	-
76.4.5	Sandgate Rd(St.2)	Rode Rd to Virginia Station	2.0	\$200,000	1	Lanes	-
78.11.15	Gympie Rd (St.2)	Chermside Shopping Centre to Kedron Park Rd	4.0	\$1M	1	Lanes	ODoT Study
103.2	Indooroopilly Bridge(St.1)	New cross river bridge	0.5	\$1.5M	1	Structure	Downstream of rail bridge
164	Southern Bypass	Around interchanges at Logan Rd	1.5	\$700,000	1	Path/structure	ODoT investigation
231 all	Waterworks Rd	Ashgrove Ave to College Rd	4.0	\$400,000	1	Lanes	ODoT Study
207 all	Wilston	Herston to the Grange	2.5	\$400,000	1	Lanes	ODoT Study
	Brackenridge TAFE	Access through TAFE to existing bikeways	0.5	\$100,000	1	Path	Works plan complete
	Gully grate replace	Community nominated dangerous gullies 96/97	-	\$100,000	1	Hardware	-
	"	"	-	"	1	"	-
	"	"	-	"	1	"	-
58	South East Freeway	Further extensions	5.0	\$2M	1	Path	ODoT Investigation
72.6-11	Wynnum Rd	Manly Rd to Wynnum foreshore	7.0	\$400,000	2	Lanes	
59 all	Oateson Skyline Dr	Bulimba Cr to Wynnum Rd	6.0	\$1M	2	Path/lane	
265 all	Bulimba Cr Golf Club	Join existing via Gold Club, Scrub & Pine Mountain Rds	1.5	\$400,000	2	Path	Possible resumption

KF:5YRbike

Link No.	Title	Description	Length (km)	Cost	Priority	Type	Comments
-	Bicycle prohibition	Prohibition signs where appropriate 97/98	-	\$100,000	2	Signs	After ordinance change
-	"	"	-	\$100,000	2	Signs	"
188.02	Shorncliffe	Sandgate Pier to Cabbage Tree Crk	3.0	\$300,000	2	Path	Joins link 186.5
191	Tinchi Tamba	Throughout Wetlands Reserve Stage 1	1.0	\$100,000	2	Path	-
248.2	Oxley Cr	Sherwood Rd to Cliveden Ave	2.5	\$200,000	2	Path	-
268 part	Jindalee	Boat ramp to Tamaru St	2.0	\$500,000	2	Path	-
228	Ithaca Cr	Glenrosa Rd to Woolcock Park	0.5	\$100,000	2	Path	Possible resumption
228	"	TAFE to Coopers Camp Rd	2.5	\$300,000	2	Path	-
228	"	Kamber St to Bowman Park	0.5	\$100,000	2	Path	Definite resumption
-	Shand St	Kedron Brook north to Sheehy St	0.75	\$100,000	2	Path	Link exists bridge
76.5-10	Sandgate Rd	Virginia Station to Roscommon Rd	4.0	\$1M	2	Lanes	-
76.11-15	Sandgate Rd	Roscommon Rd to Racecourse Rd	4.0	\$500,000	2	Lanes	-
190.1.2) 82 all)	Gympie Rd	Chermside Shopping Centre to Zillmere Rd	4.0	\$500,000	2	Lanes	-
-	Indooroopilly Br	New bridge to Indooroopilly High	1.0	\$100,000	2	Path	Possible resumption
103.3-10	Oxley Rd	Queenscroft Rd to Sherwood Rd	2.5	\$800,000	2	Lanes	-
58	South East Freeway	Further extensions	5.0	\$2M	2	Path	ODoT Investigation
58.1	Captain Cook Br	Link Gardens Point with Kangaroo Point	0.75	\$3M	2	Structure	ODoT Design complete
164	Southern Bypass	Logan Rd to Beenleigh Rd	2.0	\$200,000	2	Path	
164	"	Beenleigh Rd to Compton Rd	2.0	\$700,000	2	Path	Structure over Beenleigh Rd
229.06	The Gap	School Rd to Yoorala St via Pony Club	0.75	\$100,000	2	Path	-
260/79	Cressey St	Kedron Brook Bikeway to Kedron Wavell RSL	2.5	\$300,000	2	Path/route	-
70.4.8	Wynnum Rd	Junction Rd to Norman Ave	3.0	\$500,000	3	Lanes/path	
64 all	Pinelands Rd	Compton Rd to Padstow Rd	5.0	\$500,000	3	Lanes	
112 all	Hellawell Rd	Pinelands Rd to Beaudesert Rd	2.0	\$100,000	3	Lanes	
-	CBD Parking	Central city Bicycle parking station	-	\$500,000	3	Building	Include showers/ lockers

KF:5YRbike

Link No.	Title	Description	Length (km)	Cost	Priority	Type	Comments
186.5	Boondall Wetlands	Cabbage Tree Cr to existing start Boondall	1.0	\$400,000	3	Path/ structure	Cross creek
191	Tinchi Tamba	Complete links throughout	2.0	\$200,000	3	Path	-
248.3	Oxley Creek	Cliveden to Ipswich Rd	2.0	\$200,000	3	Path	-
268 part	Jindalee	Tamaru St to Tennent St	3.0	\$300,000	3	Path	-
81/87 all	Chermside	Stafford Rd to Gympie Rd at Murphy Rd	2.5	\$500,000	3	Path/ Lanes	Via Raven St Reserve
213.5	Lt. Cabbage Tree Ck	Cooyar St to Horn Rd	2.0	\$300,000	3	Path	-
228 part	Ithaca Cr	Carwoola St to JC Slaughter Falls	1.5	\$200,000	3	Path	-
83 all	Gympie Rd	Zillmere Rd to Brisbane boundary	5.0	\$1M	3	Lanes	-
subtotal			120	\$30m			
		NEXT HIGHEST PRIORITY PROJECTS AFTER 1998/1999					
190.3-6	Sandgate Rd	Racecourse Rd to Hornbrook Hwy	5.0	\$1M	3	Path/ lanes	-
	Hillside Tce	Carawa St to Upland Street	1.5	\$700,000	3	Path	To Old University
	Indooroopilly Br	New bridge to Chelmer Station	0.5	\$100,000	3	Path/ lanes	-
103.11-16	Oxley Rd	Sherwood Rd to Oxley Station Rd	3.0	\$800,000	3	Lanes	-
103.17-20	"	Oxley Station Rd to Hampton	3.5	\$1M	3	Lanes	-
58	South East Freeway	Further extensions	5.0	\$2M	3	Path	QDoT Investigation
164	Southern Bypass	Compton Rd to Logan City	5.0	\$500,000	3	Path	-
132.5	William Jolly Br	Coro Drive Bikeway to Cultural Centre Bikeway	0.5	\$500,000	3	Path	-
180 all	Kedron Brook floodway	Transfer station to Kedron Brook bikeway	7.0	\$1.5M	4	Path	-
93 all	Ipswich Rd	Archerfield Rd to Logan Motorway	6.0	\$1.1M	4	Lanes	-
213	Lt Cabbage Tree Cr	Horn Rd to Blackford St (St.2)	2.0	\$200,000	4	Path	-
216.03/84 all	Telegraph Rd	Rainbow St to South Pine Rd	8.0	\$800,000	4	Lane/ path	-
161 all/58.10	Bullimba Cr	Stackpole St to Southern Bypass & Padstow Rd	7.0	\$700,000	4	Path	-
192.1-7	Bracken Ridge Rd	Gympie to Bracken	3.0	\$200,000	4	Lanes	-

K.F. SYRBY

4

Link No.	Title	Description	Length (km)	Cost	Priority	Type	Comments
197.2) 258.34)	Beams Rd	Dorvell Rd to Sandgate Rd	4.0	\$200,000	4	Lanes	-
104.1-3	Progress Rd	Ipswich Rd to Archerfield Rd	3.0	\$100,000	4	Lanes	-
90.6-7	Poinsettia St	Progress to Cormorant St	1.0	\$100,000	4	Lanes	-
65 all	Learoyd Rd	Inala to Calam Rd	9.0	\$1.4M	4	Lanes	-
69 all	Old Cleveland Rd	Brisbane boundary to Creek Rd	10.0	\$2M	4	Lanes	-
145 all	Old Cleveland Rd	Creek Rd to Bennetts Rd	4.0	\$2M	4	Lanes	-
139 all	Old Cleveland Rd	Bennetts to Stones Corner	4.0	\$200,000	4	Lanes	-
176 all	Pinkenba Rail	Clayfield to Pinkenba	7.0	\$1M	4	Path	-
75 part	Sandgate Rd	Pinkenba railway to Kedron Brook Bikeway	1.0	\$200,000	4	Path/ Lane	-
TOTAL			270	\$50M			