



# Bicycle Queensland Advocacy Report Quarter Two



April - June 2020





## Quarterly Advocacy Update, June 2020

Advocacy is one of three pillars of Bicycle Queensland's activity (along with membership and events). Here's a snapshot of the last three months of advocacy work that our team has been involved with. Not included in this list are the regular interactions via phone and email with BQ members and other bike riders on safety and infrastructure issues across the state.

## Response to COVID-19 pandemic

Director of Advocacy worked with BQ team on messages for our website and social media platforms offering guidance and advice for bike riders trying to act responsibly and legally during the pandemic. As Government directives have changed, BQ's messaging also evolved with it.

The news posts on the BQ website tell the story:

- 25 March. <https://bq.org.au/news/2020/03/qa-about-cycling-and-covid-19/>
- 30 March. <https://bq.org.au/news/2020/03/coronavirus-update-for-cyclists/>
- 1 April. <https://bq.org.au/news/2020/04/supporting-your-local-bike-shop-during-covid-19/>
- 2 April. <https://bq.org.au/news/2020/04/riding-solo-for-the-first-time/>
- 9 April. <https://bq.org.au/news/2020/04/covid-19-riding-update/>

## Bike shops as essential services

BQ CEO wrote to the Premier, the Hon Anastacia Palaszczuk, Minister for Health, the Hon Steven Miles MP, the Minister for Small Business, the Hon Shannon Fentiman MP, and the Chief Health Officer, Dr Jeanette Young, to put forward our view that bike shops are essential services for people who travel by bicycle, and must be allowed to remain open (with appropriate safeguards) during the COVID-19 pandemic. A sample of that letter is attached. The BQ team also encouraged the bike-riding community via our website and social media, to support their local bike shop, and offered guidance on appropriate measures for social distancing to enable bike shops to continue to trade safely. The Facebook post encouraging people to 'tag' their local bike shop was very successful, with more than 130 comments (15,000 views, almost 2000 'engagements'), many of them people appreciating their local bike shop.

## Survey - Cycling during COVID-19

BQ advocacy team worked with other BQ team members on drafting questions for the survey, which aimed at getting data on how existing and emerging bike riders are behaving during the pandemic. The questions looked at behaviour, economic impact, and the future of cycling after pandemic restrictions ease. Bicycle Queensland was one of the first organisations to have a survey out in the marketplace on this subject, and the response was phenomenal...more than 3000 responses, the most for any survey Bicycle Queensland has ever done. A series of media releases building on the findings of this survey were sent out, and resulting in many interviews for metro and regional radio and TV, and online news as well.



## Stimulus for post-pandemic Queensland

BQ CEO and Director of Advocacy prepared a presentation for the Transport and Main Roads Minister, the Hon Mark Bailey MP, and senior TMR staff. The presentation is attached. The presentation highlighted strategic opportunities presented by the pandemic, with trial/pop-up projects in Cairns and Brisbane, and longer term projects which could be fast-tracked to provide economic stimulus, in Brisbane, Redlands, Mackay, and the Gladstone/North Burnett region (Boyne-Burnett Inland Rail Trail).

Post-pandemic stimulus for Queensland, part 2. BQ's Director of Advocacy utilised the list published by the Federal Government to go with their \$500 million Local Roads and Community Infrastructure Program, to send every council in Queensland a submission around using part of the stimulus package for cycling projects. The submission can be viewed in the appendix, and a version of the media release is on the News pages of the BQ website. The media release sent out was made specific to each region or council area. BQ Director of Advocacy connected with regional BUG groups to discover particular projects they would like to put forward to Councils.

## Shared path signs

BQ CEO commissioned the production of 'Share the Path' signage, as a response to overcrowding on the shared pathway networks across the state during the home confinement period of the pandemic. The offer was made to regional Bicycle User Groups and councils and as a result we are distributed signs to Cairns, Gold Coast, Capricorn Coast and Redlands, as well as placing signage on Brisbane bikeways. 300 signs have been printed and distributed. Some councils already have good 'Share the Path' messages out on their networks. The City of Gold Coast had already commissioned some signage of their own, but were please to collaborate with Bicycle Queensland and receive these extra signs. The signs also received approval from the Transport and Main Roads Minister, and so are co-branded with the Queensland Government logo.





## Bike Basics education campaign

The Director of Advocacy collaborated with our new Director of Education to produce a series of five Bike Basics instructional videos and interactive quizzes. The Bike Basics series gives people new to cycling the essential information they need to be safe and comfortable on their bikes. The series is promoted via Facebook and YouTube, and will also exist as an on-going resource that can be used in educational and promotional contexts in the future.

The Bike Basic series is:

1. Helmet Fitting
2. The 'ABC' Bike Check
3. What to Wear and How to Prepare
4. Planning your route
5. Bikeway Etiquette

### Bike Basics Summary

#### Engagement (as at 10/06)

- Video - 3200 views
- Quiz - 115 participants
- Subscribers - 15

#### Reach

- Street Smarts
- Traffic and Main Roads
- City to Coast Community Bike Ride
- Bundaberg BUG
- Brisbane Sport & Health Promotion Services
- Cycle In Surgery - Electric Bikes & MTB
- Upper Kedron Cyclists
- Councillor Cheryl Gaedtke (Somerset Regional)
- Brisbane Region Community Safety Warnings & Information

#### Participant feedback

*Julian DB 'Thanks for this video. It is important to remind cyclists of their obligations on shared paths. I try not to be 'that rider'.*

*Ross Forbes 'Good information. Would be great if it could be viewed by as many riders as possible including those who are not BQ members.'*

*Nev Sprott 'Increase in cyclist numbers definitely warrants such reminders, particularly in Brisbane.'*

*Jane Whelan Johnson 'That's great! Thanks heaps'*

*Simon Conway 'Thank you, Patrick. Very useful presentation for us novice cyclists!'*



## **Collaboration with Queensland Walks and Outdoors Queensland**

BQ Director of Advocacy worked with Queensland Walks executive officer Anna Campbell, and Outdoors Queensland (formerly Queensland Outdoor Recreation Federation) CEO Dom Courtney, on a letter to all incoming councillors after the March local government election. The letter urged local councils to consider positive ways to provide space for outdoor activities such as walking and cycling, both right now in response to the pandemic, but also as Queensland seeks to recover. The letter is attached.

## **Collaboration with #Spaceforhealth campaigner Meagan Sharkey**

BQ CEO worked with Meagan Sharkey on a national campaign to re-purpose public space (e.g. curbside lanes on major roads, car parking) towards active transport. BQ was also a signatory in a letter from public health academics urging action from all levels of government. The letter is attached. Once again we must note that the Federal Government continues to be almost entirely absent from any funding for active transport infrastructure, leaving the burden to state and local governments. By contrast, the UK Government has just committed \$4 billion to cycling projects with the aim of doubling cycling rates in the next five years. The Local Roads and Community Infrastructure program might change that, but only at the behest of local government, not by design from the Federal Government.

## **Projects and strategies**

### **Brisbane Valley Rail Trail draft strategic plan**

The Department for Transport and Main Roads as the 'owner' of the Brisbane Valley Rail Trail, commissioned consultants to develop a draft strategic plan for the BVRT. The trail has a complicated history, and traverses three local government areas (Somerset, Toowoomba and South Burnett). BQ Director of Advocacy participated in the strategy workshop held in Esk in late 2019, and we have now also submitted a response to the draft strategy. The response is attached. While we wholeheartedly agree with the main points of the strategy, there remains an open question as to whether TMR is the right department to develop, govern and market a tourism asset. Rail trails are never going to be a very high priority for TMR, as their transport function is minor. Their tourism potential, across the state, however, is massive. The Central Otago rail trail in NZ generates more than 15,000 visits each year, and injects upwards of \$12 million annually into a regional economy. Queensland has four major rail trails either planned, under construction, or now completed, and all of them have potential for similar economic benefit, given the right investment in marketing and promotion.

### **Victoria Park**

Following on from a video-conference meeting with BCC team members from the Victoria Park Project, BQ CEO and Director of Advocacy prepared a submission responding to the current draft Victoria Park vision. BQ is very supportive of the project – it's a wonderful opportunity for a large open space venue for Brisbane's inner north. BQ is keen for community facilities to be available for education and activation activities for BQ and other groups. The submission re Victoria Park vision can be viewed in the appendix.



## Meetings and other engagements

### Cr Jonathan Sri

BQ CEO and Director of Advocacy met with Cr Sri to seek his support on key initiatives in the Gabba Ward. We are proposing a separated bikeway along a section of Hardgrave Rd, and also presenting the idea of Ciclovia, a closed street for events on a regular basis. Our vision is that Ciclovia Brisbane could happen on Grey Street in South Brisbane, and connect around to Riverside Drive, each Sunday from 6 am till 12 noon. Cr Sri is supportive of our ideas, and provided stakeholder information to follow re the Hardgrave Rd / West End State School concepts.

### Planning bikeways for Warwick


The Department of Transport and Main Roads' Southern Region office, based in Toowoomba, has been pro-active in recent years in planning to develop bikeway networks based on the Principal Cycle Network Plan, in the towns in their region. BQ's Director of Advocacy has already participated in a planning workshop for Gatton, and on Thursday 14 May attended a Webex meeting discussing the bikeway network for Warwick. Bicycle Queensland's events have been through Warwick many times, so we are quite familiar with the town and surrounding roads. The Southern Downs region (Warwick and Stanthorpe) has some of Queensland's best cycle touring countryside, so encouraging investment in getting these towns more active will have benefits to residents and visitors alike.

### Trail Towns TV

BQ Director Advocacy met with representatives of the production company which has created Trail Towns TV, to air on SBS in early 2021. This program will highlight cycle tourism across Australia, and will feature destinations in Queensland including the Brisbane Valley Rail Trail, and the Cairns and Atherton regions in Far North Queensland. It's an exciting opportunity, and BQ is keen to work with Trail Towns TV to extend their reach as far as possible.

### QUT Public Health

For the last four years BQ's advocacy team has worked with the QUT School of Public Health, collaborating on a variety of research projects. Each year we host an industry placement for two third-year students from the Public Health program, which gives the students an opportunity to work on pilot programs and developmental research. Our Bike Friendly Towns program in regional centres, for instance, had its start from one of these pilots. With university teaching methods evolving through the pandemic, BQ Director of Advocacy recently was interviewed by Dr Yvette Miller, Associate Professor of Public Health, on a series called 'In The Trenches', which looked at real-world approaches to advocacy work.



## **Brisbane Off-Road Riders Association**

BQ Director of Advocacy met with the President of this newly-formed group to offer our support in their campaign for better access to mountain bike trails within the Brisbane City Council local government area. The Brisbane Off Road Cycling plan was developed by BCC with community consultation in 2019, and BQ was represented at those community meetings. However, it has taken much longer than anticipated to finish the plan and release it to the public. Bicycle Queensland supports mountain biking on sustainable trails with local trail-care groups assisting the land-owners. We especially urge BCC to allow sustainable trails to be built in more forest and recreational reserves in the BCC area. At present there is only one reserve owned by BCC which allows for singletrack mountain biking (Gap Creek/Mt Coot-Tha). The reality is that people living in BCC areas largely ride their mountain bikes in reserves outside BCC, unfairly placing a maintenance burden on the surrounding councils and other Government landowners (e.g. National Parks). BQ and BORRA are both hopeful of changing this situation with the upcoming release of the Brisbane Off-Road Cycling Plan.

## **City of Gold Coast Active Transport Reference group**

BQ Director of Advocacy attended the Gold Coast active transport group, and gave a presentation about cycling during COVID-19, based on our survey data previously mentioned.

## **Cross River Rail**

Re-closure and detour of Grammar bike path (working with BUGS re co-ordinated response). BQ Director of Advocacy, and the relevant Brisbane bicycle user groups all met with Cross River Rail re the proposed closure and detour of the bikeway that runs between the northern railway line and the Brisbane Grammar School and Brisbane Girls Grammar School. As a response to the proposed closure, BQ collaborated with the BUGs on a follow-up letter to Cross River Rail and Government ministers and BCC. As a result, the proposed closure and detour have been amended, and the path will stay open, albeit with reduced width. A copy of the letter sent by BQ and the BUGs is attached in the appendix.





## **BCC projects office (Jim Soorley Bikeway)**

BQ Director of Advocacy collaborated with North Brisbane BUG re detours and temporary walkway arrangements for Jim Soorley Bikeway. BCC Projects Office had put out public notices re closing a bridge on the Jim Soorley Bikeway for a month for maintenance. After representations from BQ and North Brisbane BUG, BCC projects revised the schedule to three weeks, and added a temporary bridge structure so that the bikeway would remain open – except for four days before and after the works. BQ and North BUG still believed that the proposed detour (along Nudgee Rd) was unsuitable, especially with the increase in new bike riders on the Jim Soorley bikeway. So, North BUG devised an alternate detour route, and BQ put out directional signage along the route, for the period of the closure before and after the temporary structure was erected.

## **Media opportunities**

BQ CEO has featured on several ABC Brisbane radio programs (Afternoons with Katharine Feeney, Mornings with Rebecca Levingston), and Channel 9 Brisbane on the increase in recreational cycling during the home confinement phase of the pandemic response. Also regional ABC, News Corp, Channel 7, 9, 10...media interviews re BQ proposals for CBD, and BQ proposals for regions post-COVID.

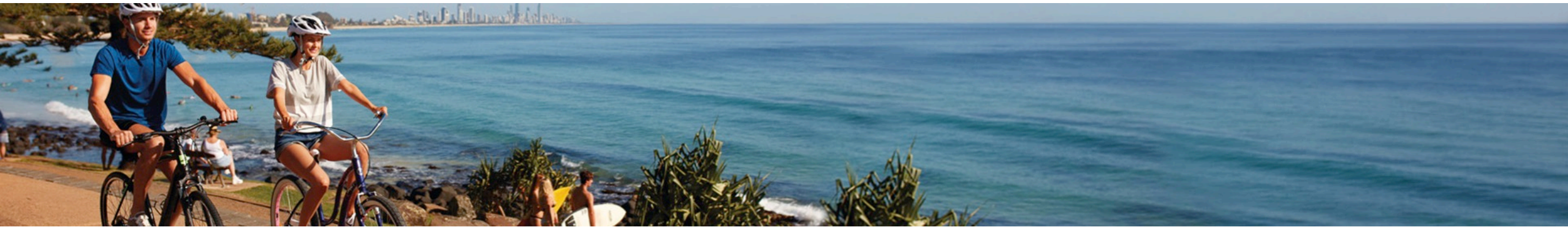
# Appendix





## Local Roads and Community Infrastructure Program

May 2020



# INTRODUCING BQ

BQ is the leading voice for community cycling in Queensland. With over 16,000 members and more than 35,000 supporters on our database, every day we're helping Queenslanders to cycle safely. We advocate for community cycling and we're committed to getting more people on bikes—more often—as a compelling force for health and well-being.

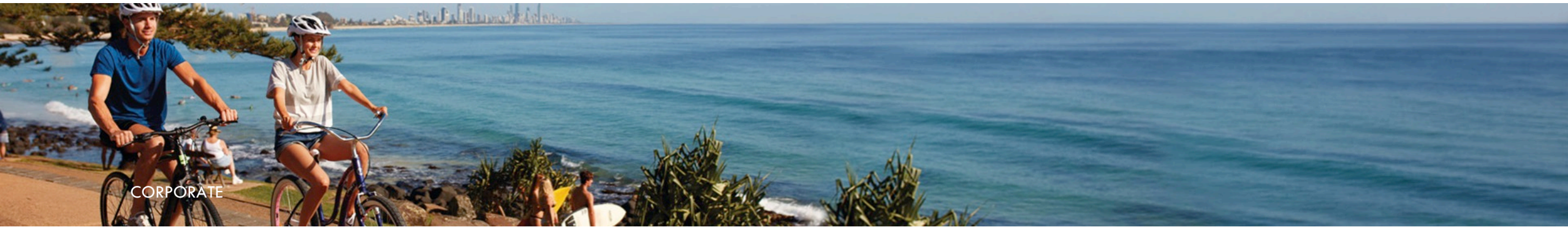
With humble beginnings as a small collective of concerned citizens, over 40 years we've grown to become one of the largest and most influential community cycling organisations in the country.

This year, we begin the important work of expanding our advocacy to encompass new services and programs—driving outcomes through collaborations and partnerships. We will be out canvassing community views and investigating perceptions and trends to inform public policy development across all levels of government. We will engage in research and translate our findings into practice—showcasing cycling's transformational power as an uplifting force for community

and individual health. We will reach out into regional areas, growing our membership base and ensuring all cyclists, irrespective of where they live, have access to comprehensive insurance and legal advice.

We will move Queensland's next generation to cycle more often, providing practical support and training. We want to live in a fit and active community, expanding the horizons for health and lifestyle across our state. We want to inspire people to cycle for sport, for fun, to socialise, and to experience our community and natural environment. We want to bring the people of Queensland closer together through the creation of a single integrated transport network, accessible to all. Ultimately, we encourage all Queenslanders to ride safely with us, in our collective quest to make Queensland Australia's healthiest and most vibrant lifestyle destination.

Together we can get Queensland cycling and reinforce our great state's reputation as a standout performer in Australia and internationally.





# WE ARE CYCLING IN QUEENSLAND

## Our Mission, Values, and Purpose

### Our Mission

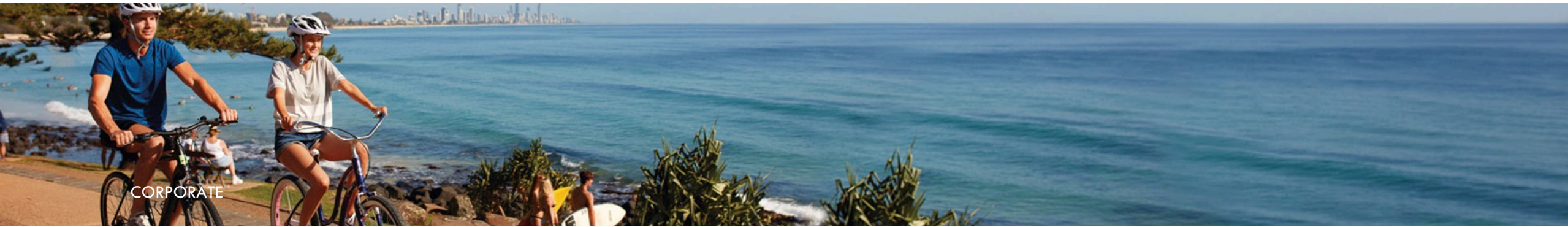
To get more people cycling more often.

### Our Values

Community. Passion. Education. Support. Health. Wellness. Responsibility. Caring.

### Our Purpose

As an organisation, we work for our members, advocating and educating across Government departments, media and the community, to influence a harmonious and integrated transport network that will see our mission of having more people on bikes more often, come to life. We are here to support our members with rider benefits, insurance, advice and education; as well as provide exciting events and experiences to bring both the Queensland and broader cycling community together.



# Financial Assistance Grant to Local Government

BQ has a role to play to assist the government to bring the economy out of hibernation and navigate the expected challenges in a post COVID-19 society.

On 22 May 2020 the Australian Government announced a new \$500 million Local Roads and Community Infrastructure Program (LRCI Program). This program will support local councils to deliver priority local road and community infrastructure projects across Australia, supporting jobs and the resilience of local economies to help communities bounce back from the COVID-19 pandemic.

Cycling and walking paths are specifically named as community works which are eligible to be built under this program.

The LRCI Program is part of the Government's [\\$1.8 billion boost for road and community projects](#) through local governments across Australia, including the bringing forward of \$1.3 billion of the 2020-21 Financial Assistance Grant payment, which will also help communities battling the effects of COVID-19. In 2019-20 the Government will provide a total of \$2.5 billion to local governments through the [Finance Assistance Grant program](#).

# Local Roads and Community Infrastructure Program: Funding Allocations in Queensland

Recipient	Allocation	Recipient	Allocation	Recipient	Allocation
Aurukun Council	53,749	Brisbane City Council	11,710,003	Carpentaria Shire Council	711,924
Balonne Shire Council	1,141,450	Bulloo Shire Council	848,921	Cassowary Coast Regional Council	739,286
Banana Shire Council	1,808,133	Bundaberg Regional Council	2,014,577	Central Highlands Regional Council	2,165,138
Barcaldine Regional Council	1,291,666	Burdekin Shire Council	620,261	Charters Towers Regional Council	1,706,358
Barcoo Shire Council	710,542	Burke Shire Council	305,861	Cherbourg Aboriginal Shire Council	39,849
Blackall-Tambo Regional Council	808,346	Cairns Regional Council	1,830,518	Cloncurry Shire Council	692,019
Boulia Shire Council	568,456	Carpentaria Shire Council	711,924	Cook Shire Council	1,278,916

Source <https://investment.infrastructure.gov.au/files/local-roads-community-infrastructure-program/lrci-funding-allocations.pdf>





# Local Roads and Community Infrastructure Program: Funding Allocations in Queensland

Recipient	Allocation	Recipient	Allocation	Recipient	Allocation
Croydon Shire Council	464,921	City of Gold Coast	5,919,014	Kowanyama Aboriginal Shire Council	157,431
Diamantina Shire Council	453,393	Goondiwindi Regional Council	1,139,802	Livingstone Shire Council	906,477
Doomadgee Aboriginal Shire Council	59,500	Gympie Regional Council	1,361,802	Lockhart River Aboriginal Shire Council	80,743
Douglas Shire Council	274,337	Hinchinbrook Shire Council	378,323	Lockyer Valley Regional Council	927,079
Etheridge Shire Council	758,556	Hope Vale Aboriginal Council	63,728	Logan City Council	3,487,130
Flinders Shire Council	858,755	Ipswich City Council	2,327,860	Longreach Regional Council	1,196,175
Fraser Coast Regional Council	1,912,057	Isaac Regional Council	1,546,389	Mackay Regional Council	1,956,590

Source <https://investment.infrastructure.gov.au/files/local-roads-community-infrastructure-program/lrci-funding-allocations.pdf>





# Local Roads and Community Infrastructure Program: Funding Allocations in Queensland

Recipient	Allocation	Recipient	Allocation	Recipient	Allocation
Mapoon Aboriginal Shire Council	26,740	Murweh Shire Council	1,216,089	Pormpuraaw Aboriginal Shire Council	246,944
Maranoa Regional Council	2,576,007	Napranum Aboriginal Shire Council	81,455	Quilpie Shire Council	891,657
Mareeba Shire Council	1,149,665	Noosa Council	790,346	Redland City Council	1,692,120
McKinlay Shire Council	700,484	North Burnett Regional Council	1,851,438	Richmond Shire Council	557,208
Moreton Bay Regional Council	5,003,061	Northern Peninsula Area Regional Council	177,442	Rockhampton Regional Council	1,483,455
Mornington Shire Council	76,418	Palm Island Aboriginal Council	36,368	Scenic Rim Regional Council	1,089,053
Mount Isa City Council	1,009,519	Paroo Shire Council	973,440	Somerset Regional Council	987,796

Source <https://investment.infrastructure.gov.au/files/local-roads-community-infrastructure-program/lrci-funding-allocations.pdf>



# Local Roads and Community Infrastructure Program: Funding Allocations in Queensland

Recipient	Allocation	Recipient	Allocation
South Burnett Regional Council	1,644,465	Townsville City Council	2,230,838
Southern Downs Regional Council	1,577,341	Western Downs Regional Council	3,465,660
Sunshine Coast Regional Council	3,653,767	Whitsunday Regional Council	1,050,537
Tablelands Regional Council	979,647	Winton Shire Council	1,066,785
Toowoomba Regional Council	4,092,300	Woorabinda Aboriginal Council	31,555
Torres Shire Council	156,288	Wujal Wujal Aboriginal Shire Council	9,956
Torres Strait Island Regional Council	194,288	Yarrabah Community Council	45,250

Source <https://investment.infrastructure.gov.au/files/local-roads-community-infrastructure-program/lrci-funding-allocations.pdf>

# Funding Allocation suggestions

## Priority should be given to active travel infrastructure

The Australian Government recognised the importance of remaining physically active during the pandemic, listing exercise as one of four essential activities. As a result, many Australians have been getting active across the country by walking and cycling. Whilst this is positive, many areas lack sufficient space required to maintain critical physical separation.

In addition to responding to COVID-19, the construction of infrastructure provides additional returns on investment to local authorities by:

1. Supporting the communities desire to cycle which has been captured in public data on public transport and cycling behaviours. This data has been validated by a Queensland survey recently commissioned by BQ, showing a strong intent to continue to ride post COVID-19. Survey results are linked on page 14 of this document.
2. Improving the liveability and appeal of communities which drives small business growth and house prices.
3. Supporting the wellbeing of local communities by providing safe facilities to move for transport and health.
4. Presenting cycling and walking as an instrument to combat Australia's national obesity problem.
5. Increasing the productivity of the local work force by facilitating riding to work.
6. Complementing local government's investment in active school travel programs and initiatives.
7. Improving the appeal of local regions to capture the migration of a skilled workforce moving to Queensland from other states.
8. Supporting and capturing the economic return of Queensland's fastest growing industries - overseas students and cycle tourism.

# Funding Allocation suggestions

## From a transport perspective

- Opportunity to develop infrastructure in line with shared funding scheme
- Example of synergy between state and local plans
- Creates more space for walking by redirecting cyclists to separated infrastructure. As a by-product reducing conflicts: cyclist to pedestrian and motorist to cyclist.
- Improve connections to existing infrastructure and build a robust and resilient transport network to meet a growing population and their transport needs.
- Support bike courier and food delivery services which play a role in economic recovery.





# Funding Allocation suggestions

Where infrastructure should be built

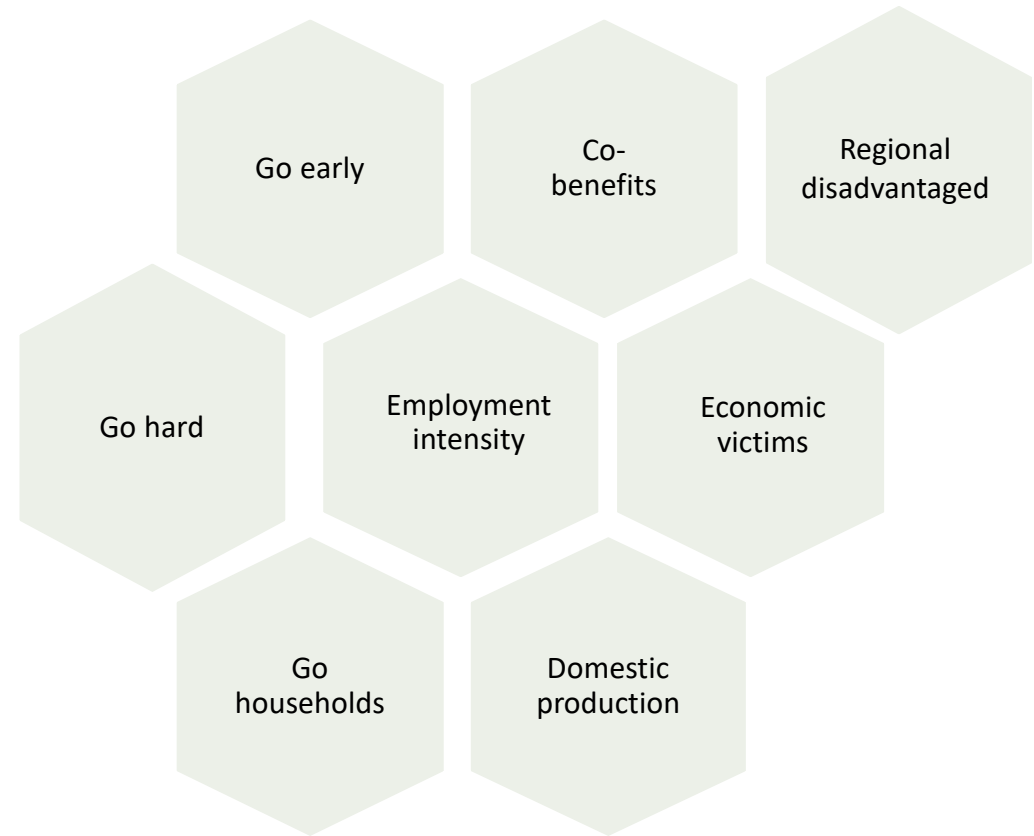
Priority Areas for new bike facilities	Justification
1km ring around primary schools and high schools	Good quality shared paths give students and parents the option of getting to school by active means, reducing school drop-off congestion and reducing the danger to students posed by motor vehicles
Links to public transport hubs	Bikes can be a “last-kilometre” connector for people accessing public transport to destinations further than 5km away. Also, all public transport users are also pedestrians.
Recreation and sports reserves	Active transport connects to active recreation. Kids can ride to football training and other sports and recreation activities.
CBDs and major employment/education precincts	Obesity is a major problem in Queensland’s regional cities. Giving people the choice to commute actively is a major step forward in becoming a healthier population.

# Alignment to economic recovery

## Why cycling is the perfect fit for LGAs

Cycling infrastructure is well positioned to assist the government to bring the economy out of hibernation and navigate the expected challenges in a post COVID-19 society.

Consideration has been given to these principles (right) to support job creation in the short term and lasting benefits in the long term.



# Alignment to economic recovery

## Easy wins

Project	Go early	Go Hard	Go Households	Domestic production	Employment intense	Economic victims	Co benefits	Regional disadvantaged
Local government infrastructure projects (PCN gaps) & directional signage	Partial	👍		Partial	👍		👍	👍
Active transport – Bike with events Increase to bike parking End of trip fit outs Work place wellness Active school	👍	👍	👍	Partial	👍	👍	👍	👍
Shovel ready Rail trail / Cycle Tourism projects / Bike parks	Partial	👍	👍	👍	👍	👍	👍	👍

# Additional Resources & Reading

- [Bicycle Queensland proposal for pop-up bikeways in Brisbane's CBD](#)
- [Local Roads & Community Infrastructure Program Factsheet](#) (NB: pop-up bikeways meet the criteria for funding!)
- [BQ survey: cycling during COVID-19](#)
- [Space For Health campaign, including](#)
  - [Doctors, public health and transport researchers call on government to enable safe walking and cycling during the COVID-19 pandemic and into the future](#)



# Contact

## Andrew Demack

Director of Advocacy

E [a.demack@bq.org.au](mailto:a.demack@bq.org.au)

M 0411 688 460

## Rebecca Randazzo

Chief Executive

E [r.randazzo@bq.or.au](mailto:r.randazzo@bq.or.au)

M 0411 260 336



## Space for Cycling Brisbane

space4cyclingBNE@gmail.com



10 June 2020

### **Cross River Rail Stakeholder Engagement Team**

info@crossriverrail.qld.gov.au

CC: Hon Mark Bailey MP

Minister for Transport and Main Roads

transportandmainroads@ministerial.qld.gov.au

CC: Cr Ryan Murphy

Public and Active Transport Chair, Brisbane City Council

chair\_PAT@brisbane.qld.gov.au

CC: Cr Vicki Howard

Councillor for Central Ward, Brisbane City Council

central.ward@bcc.qld.gov.au

Dear Stakeholder Engagement Team,

Thank you for your email of 8 June 2020 formally advising us of the Victoria Park temporary path closure and detour. We understand that to allow for work on the Cross River Rail project on adjacent land, the pedestrian and cycle path between College Road and the Victoria Park Land Bridge—colloquially known as “the Grammar Path”—will be closed from 22 June 2020 for at least 6 months.

We appreciate the revised map of the detour, which now illustrates recommended routes for both inbound and outbound cycle traffic as discussed during the briefing to cycling groups last week on 4 June 2020.

The Queensland Government, via the Department of Transport and Main Roads, addresses the requirement for temporary facilities when bikeways and footpaths are closed in the Manual for Uniform Traffic Control Devices (MUTCD). Part 3, Section 2.3.7 states that “pedestrian and bicycle paths should be provided on the same scale and to the same width as any facilities for pedestrian or bicycle traffic that were existing prior to the works”.

The current proposed detour falls short of this requirement, as it requires people to either cycle on inadequate footpaths, or to cycle with general traffic on the road. The latter is simply not a comfortable solution for a majority of people, and is likely to deter those people from riding.

Research predicts the issue will disproportionately affect children, women, and seniors who are already under-represented in the cycling population in Brisbane.

We suggest some options to facilitate a safer and more inclusionary detour route below, and ask that you work with Brisbane City Council to achieve a better solution than that currently proposed. We note the urgency of this issue given the very short time frame before works are scheduled to commence on 22 June.

## Background: significance of the route

The Grammar Path is identified as a top priority route on the Principal Cycle Network Plan. It currently provides the main cycling connection to the CBD for people from Brisbane's northern suburbs. Importantly, it functions as the first stage of the North Brisbane Bikeway, which now provides an off-road route from the Roma St parklands all the way to Woolloowin, thanks to substantial investment from the Queensland Government and Brisbane City Council.

The pathway is also a key cycling route for people from Brisbane's western and southern suburbs accessing major destinations such as the Royal Brisbane and Women's Hospital and QUT's Kelvin Grove campus.

Closing this route is therefore highly disruptive. This impending closure comes after two lengthy shutdowns of the path over the past two years to install much-needed lighting and to upgrade sections of the path. This series of closures highlights a lack of resilience in the northside cycling routes to the City, a problem which dates back to the construction of the Clem7 tunnel. With no off-road alternatives, and not even on-road facilities on any of the major routes into the City, bike riders from the northside are regularly disadvantaged by even minor closures because of a lack of options.

We note that College Rd and Gregory Terrace (the proposed detour) are also identified as principal routes in the Principal Cycle Network Plan. Currently, Gregory Tce has only limited cycling facilities, while College Rd has no provision for safe cycling. Our suggested modifications to Gregory Terrace and College Rd to support this temporary detour thus also offer an opportunity to test active transport improvements to these roads in the longer term.

## Issues and suggested improvements for northbound route

The proposed detour for outbound (northbound) cyclists involves taking the Normanby Bikeway through the underpass beneath College Rd, then joining College Rd (either on the footpath or the main carriageway) and Gregory Terrace (past Brisbane Grammar School and Brisbane Girls Grammar School) to the pedestrian crossing lights at the intersection with Fortescue St, and entering Victoria Park from there.

We note that College Rd carries a high volume of traffic, particularly in the morning peak. Although it would be desirable to repurpose one of the three inbound lanes to provide a

protected bike lane, we acknowledge that would be challenging in the timeframe available. Although not ideal, the footpath along College Rd is navigable by bike with care.

- ★ We do ask that Cross River Rail engage with Brisbane City Council to remove the advertising screen on the bus stop “College Rd near Kelvin Grove Road stop 3b” which currently blocks visibility and makes it difficult for pedestrians and cyclists to safely negotiate past this obstacle.

Along Gregory Tce—particularly past Brisbane Grammar School and Brisbane Girls Grammar School—the footpath is very narrow and cluttered, making it unsuitable for bike riders to share with pedestrians. Thus the proposed detour will require people to cycle on the road along Gregory Terrace. While there are painted on-road cycle lanes along most of Gregory Tce, these are in the “door zone” of parked cars along the frontage with Victoria Park.

Cycling in the door zone is dangerous. A rider who is hit when a driver or passenger opens a car door into their path is likely to be impelled to the right and fall into the path of any vehicle moving in the adjacent traffic lane. The risk of a serious injury or death resulting from such an incident is high. Experienced cyclists know to avoid the door zone, but doing so requires them to mix with general motor traffic. For many people, that requirement is enough to deter them from cycling altogether.

We therefore ask that you work with Brisbane City Council to ensure a safe route is available along Gregory Tce which does not require cyclists to ride in the door zone. We request the following:

- ★ Temporarily close the on-street car parking bays (17 metered spots) on Gregory Tce between Brisbane Girls Grammar School and the crossing lights at Fortescue St. Use temporary bollards or similar barriers to exclude cars and create a protected bikeway along this section.
- ★ Modify the kerb ramp just before the Fortescue St intersection to make it safe for cyclists to leave the road onto the footpath and enter Victoria Park.
- ★ Create a temporary path connecting from the kerb ramp to Jubilee Walk (the shared path in Victoria Park), avoiding the unsafe wiggle in the existing concrete path. By way of illustration we point to two recent examples of similar work: the temporary asphalt path through Harmony Gardens to bypass works on Gladstone Rd, Dutton Park, and the temporary asphalt path around C-Block at QUT next to Gardens Point Rd during work on the Bicentennial Bikeway by Queens Wharf Brisbane.

## Issues and suggested improvements for inbound cycle route

The inbound (southbound) route involves crossing Gregory Tce at the pedestrian signals at the intersection with Fortescue St, riding west along Gregory Tce, and then either down the steep



hill on Parkland Bvd, or turning right into College St to join the Normanby Bikeway using the ramp near the underpass.

The painted on-road bike lane on Gregory Tce in this direction between Fortescue St and 95 Gregory Tce is problematic due to its proximity to parked cars, as described above. However we acknowledge that closing parking spaces here is likely to be contentious as there are more marked bays on this side (22), and these are available for long-term parking by residents with a permit. There is also a loading zone at 95 Gregory Tce. Fortunately, the footpath on this side of Gregory Terrace is wider and less cluttered than opposite. Although not ideal, cycling on the footpath when travelling in this direction is at least feasible, and thus an option for people who are not prepared to ride on the road.

In order to improve safety for cyclists and pedestrians, we ask that Cross River Rail work with Brisbane City Council to:

- ★ Adjust the signal timing at the intersection of Gregory Tce and Fortescue St to make the pedestrian crossing more responsive.
- ★ Investigate closing car parking on Gregory Tce inbound between Fortescue St and 95 Gregory Tce, or alternatively:
- ★ Reverse the position of the bike lane and car parking in this section to provide a 1.8m wide bike lane next to the kerb, a 0.5m buffer (marked with paint and bollards or a temporary kerb), a 2.2m wide row of parking spaces, and a 3.5m general traffic lane.



- ★ Implement no-standing zones along Gregory Tce between 95 Gregory Tce and Wickham St where short-term parking is currently permitted at certain times, blocking the painted kerb-side bike lane.

## Conclusion

Although Gregory Tce is controlled by Brisbane City Council, we note that Cross River Rail are responsible for providing a safe cycling detour while their work necessitates the closure of the critical arterial bikeway through Victoria Park. We trust that you will act with the necessary haste to assist Brisbane City Council in providing a safe and suitable detour route ahead of the bikeway closure.

Thanks and regards,

*Belinda Ward*

Belinda Ward  
Space for Cycling Brisbane  
space4cyclingBNE@gmail.com

Andrew Methorst  
Brisbane North BUG  
convenorsnorthbug@gmail.com

Andrew Demack  
Director of Advocacy, Bicycle Queensland  
a.demack@bq.org.au

Mitch Bright  
Brisbane Airport BUG  
airportbug@gmail.com

Richard Bean  
Brisbane CBD BUG  
brisbanecbdbug@gmail.com



**Heart  
Foundation**

Dear Lord Mayor,

**We congratulate you on your recent election and we look forward to supporting you in developing more active, safe and connected communities. <sup>1</sup>**

**During COVID-19, more people are choosing to be active every day in local neighbourhoods. The provision of footpaths and safe crossings, open space and access to roads in our neighbourhoods are ever more important. We call on you for your commitment to:**

- 1. Shovel-ready walking and cycling <sup>2</sup> projects. Increased budgets and commitment to delivering basic, safe and innovative walking infrastructure with construction and maintenance of:** footpaths, safe pedestrian crossings and refuges, wider kerb ramps, signalised crossings with a shorter cycle and phasing to suit seniors, vision impaired, people with disabilities and children to safely cross the road
- 2. Temporary street closures or shared zones** to allow for people to safely walk and ride on local streets during COVID-19
- 3. Slower designed streets and speed limit reduction** for all people to walk and cycle safely
- 4. Wider, connected and safe footpaths (which also allows for essential physical distancing)**
- 5. Better shading of all paths** through tree planting and shading structures
- 6. Local mixed used and multi-generational parks, playgrounds, nature play and green space** that create community hubs and destinations **within walking/cycling distance of homes**
- 7. Separated walking pathways from bicycles, e-bikes and e- scooters** in high traffic or commuter routes
- 8. Removal of slip lanes** that cause unnecessary risk to walkers and riders, or an addition of zebra crossings until slip lanes have been removed
- 9. Commitment to a local walking and cycling strategy, preferably integrated into an overall active transport and recreation strategy**
- 10. Liveable and active streets designed for all:** children and our more vulnerable walking or wheeling residents
- 11. Investment in walking programs** ([10,000 Steps](#), [Heart Foundation Walking](#), [parkrun](#) and local bushwalking groups) through local funding, resources and supportive infrastructure.

We know how important a safe and healthy community is to you. Walking and cycling facilities are one of the lowest cost services that you can provide to your residents to improve their health and wellbeing, generate better community cohesion and create benefits for local business.

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<sup>1</sup> Every \$1 invested in walking interventions returns almost \$13 in benefits with decongestion health and environment, Badawi, Y, Maclean, F, Mason B, 2018. The economic case for investment in walking. Victoria Walks, Melbourne. *Please note, we estimate that this figure could almost triple during COVID-19 when health, community transfer and connectivity to local business are taken into consideration.*

<sup>2</sup> Walking includes mobility devices like wheelchairs and motorised or mobility scooters, cycling includes micro-mobility devices such as hired and personal electric scooters.



Thank you for your interest in supporting active communities. We would be happy to talk to you about how you can support our organisations and the localised active travel and recreation of neighbourhoods for your local residents.

For any further queries, contact Anna Campbell, Executive Officer [Queensland.walks@gmail.com](mailto:Queensland.walks@gmail.com) or 0419 728 670 on behalf of Queensland Walks, Bicycle Queensland and Queensland Outdoor Recreation Federation.

Regards,

On behalf of Queensland Walks, Bicycle Queensland, Queensland Outdoor Recreation Federation (QORF) and the Heart Foundation.





**Queensland Walks** is a community based membership organisation that advocates for more walkable places to encourage more people of all ages and abilities to walk.

Queensland Walks aims to improve the conditions and profile of walking, and support and encourage government, organisations, businesses and agencies to improve policy and funding priorities to enhance walking in a sub-tropical environment.

Walking is integral for community: for health, for mobility, for local business and for the safety of the local community. Our aim is to see walking environments so desirable that walking is an accessible and daily activity and the first choice of travel mode – to work, to school, to community centres, to the shops. With 40% of Queensland adults, and 59% of Queensland children not getting enough physical activity<sup>3</sup> we need to see Queenslanders walking more for their health.



**Bicycle Queensland** is the pre-eminent voice for community cycling in Queensland. With 17,000 members statewide and 32,000 supporters on our database, we exist to help Queenslanders cycle safely. We are dedicated to the promotion of bike riding as a driving force for individual health and well-being, and the empowerment of sustainable development. Our aim is to inspire all Queenslanders to ride safely with us, in our quest to make Queensland Australia's healthiest and most vibrant lifestyle destination.



**Queensland Outdoor Recreation Federation Incorporated (QORF)** is the peak body representing the interests of the outdoor sector in Queensland. As a member-based, not-for-profit association, QORF represents and advocates on behalf of a coalition of outdoor groups and individuals.

QORF's mission is to raise the profile, capacity and opportunities for outdoor activity in Queensland, while encouraging more people to participate in outdoor activities. Note – QORF is in the process of changing its name to Outdoors Queensland.



**Nature Play QLD** works with partner groups to encourage the Queensland community to value nature play, and support families to prioritise it in children's lives. The primary role of Nature Play QLD is to advocate the nature play message and to increase access to nature play resources, events and programs for Queenslanders. Nature Play QLD is administered by QORF.

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<sup>3</sup> Queensland Health. 2018 *The Health of Queenslanders 2018*. Report of the Chief Health Officer Queensland.

# Victoria Park Redevelopment



# Contents

- I. BQ Statement – Victoria Park Redevelopment
- II. Who is BQ
- III. Cycling community stakeholder map
- IV. Activation and Engagement strategies
- V. Feedback on concept design
- VI. Considerations



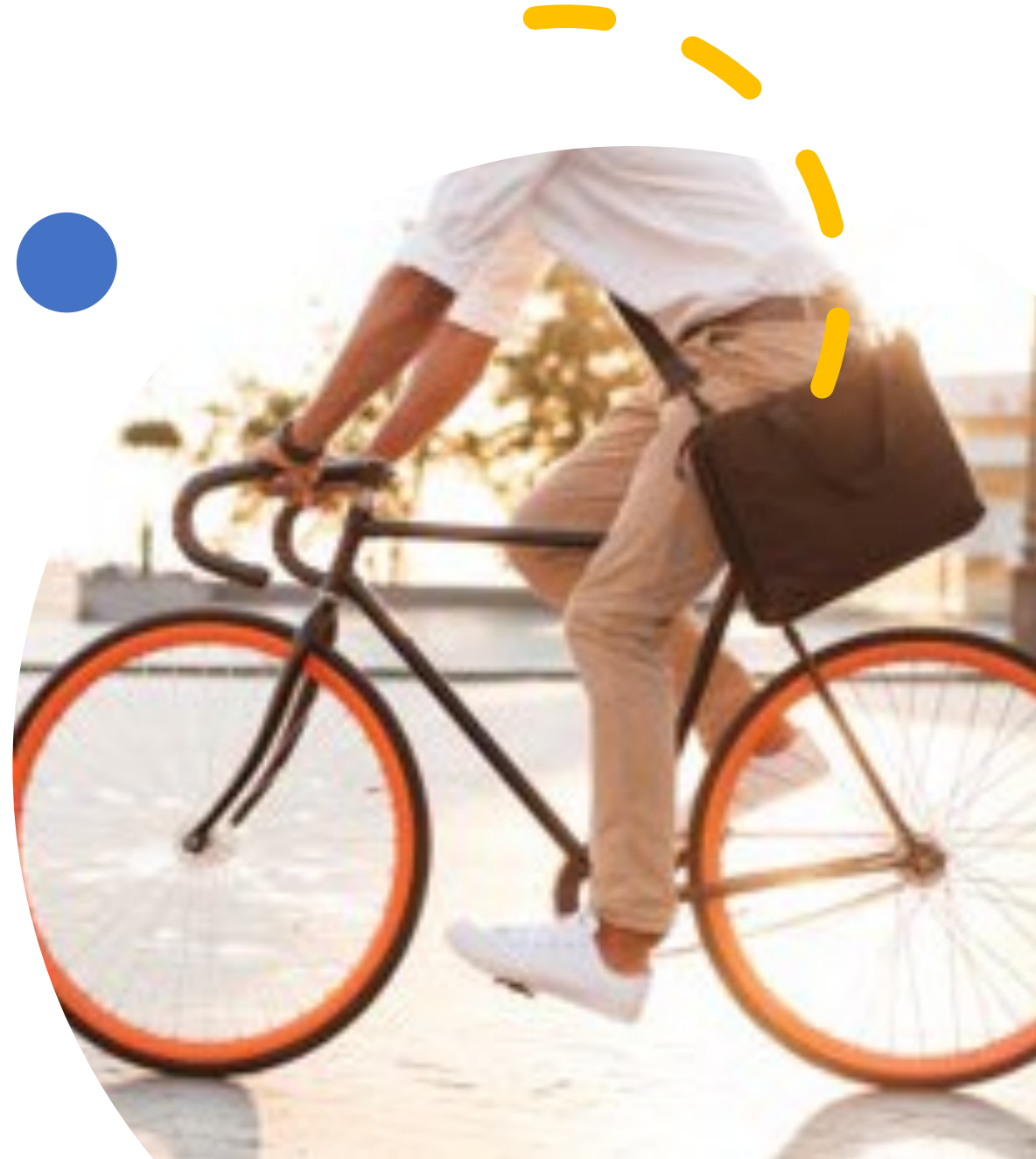


*“The redevelopment of Victoria Park will provide visitors and locals with a vibrant and enticing urban green space that they can embrace and enjoy.*

*It will assist with providing safe routes for cycling for transport purposes as well as a site for physical activity, social interaction and for recreation. With considered planning, Victoria Park can be a world class hub that facilitate the movement of cycling from beginner riders to the supported elderly.*

*A place of adventure for all generations to assist them to live their best life.”*

Rebecca Randazzo - Chief Executive





# Who is BQ?

We are the pre-eminent voice for community cycling in Queensland. With about 17,000 members statewide and 32,000 supporters on our database, we exist to help Queenslanders cycle safely.

We are dedicated to the promotion of bike riding as a driving force for individual health and well-being, and the empowerment of sustainable development.

## Pillars of Business

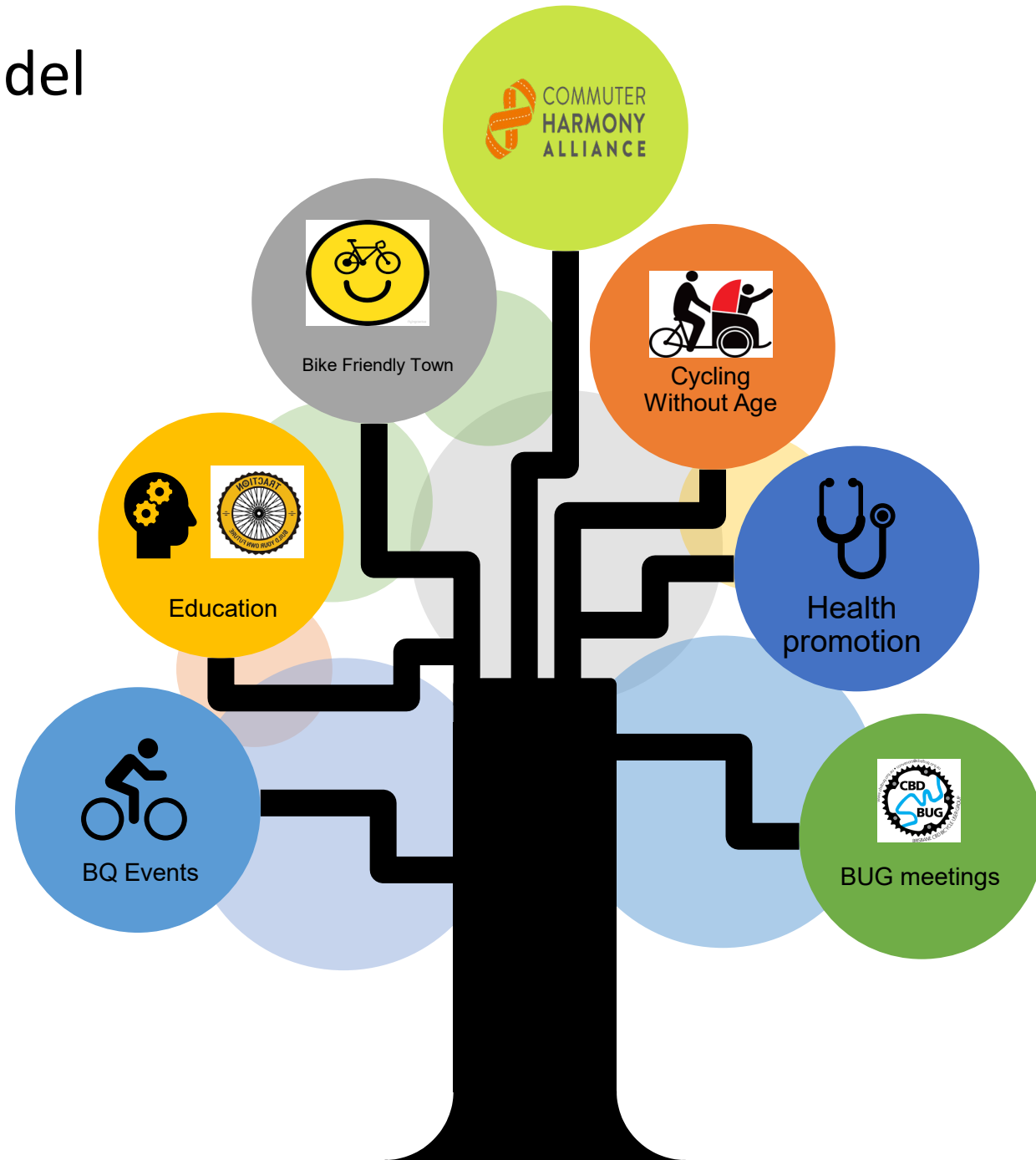


Our aim is to inspire all Queenslanders to ride safely with us, in our collective quest to make Queensland Australia's healthiest and most vibrant lifestyle destination.



# Cycling Stakeholder Model

Victoria Park, Brisbane





**IMAGINE** a community where ALL commuters - trucks, cars, buses, walkers, cyclists, motorbikes, scooter and more – coexist on the road and shared paths in harmony.

A connected community where commuters and health enthusiasts feel confident and supported to mix their modes of transport. Where respect on the road and shared pathways is extended to, and by all users.

A community where the benefits of active movement including heightened productivity, health and wellness, sustainability, come to life.

The Commuter Harmony Alliance aims to create connected livable communities throughout QLD and set the standard nationally.

[commuteinharmony.com](https://commuteinharmony.com)

[#commuteinharmony](#) [#sharethespace](#)  
[#roadusersunite](#)  
[#connectedcommuters](#)











Creating a program that creates **LIVEABLE** and **CONNECTED** communities, influencing an environment where active transport is a way of life.

Towns have shared roads and bike lanes. Local schools have an education program in place to educate on ride skills and road safety.

Councils and local businesses have implemented bike spaces and safe storage.

Bike stores are welcoming and an active part of the community, educating and supporting locals on their daily commute.

Bike-bassadors hold regular weekly 'AROUND MY TOWN' rides creating the sense of a bike community.

Working together with key Government departments, localised councils and organisations and other partners, we believe it is possible for Brisbane to embrace being BIKE FRIENDLY.

[bikefriendtown.qld](http://bikefriendtown.qld)

[#bikefriendlytown](#) [#movetogether](#) [#activetransport](#)







Cycling Without Age is a not-for-profit charity that provides a community service by connecting elderly people and those less-abled with their community and the outdoors by giving them free rides on trishaw ebikes, piloted by volunteer cyclists.

Nothing beats witnessing the joy of the elderly, pilots and personnel interact on and around the trishaw. Seeing the smiles of passengers coming back from their first ride with wind in their hair, rosy cheeks and full of stories.

The Cycling Without Age service boosts the mental and physical welling of a generation who have fond childhood memories and positive associations with a bicycle.

As partners of Bicycle Queensland, our members and volunteer base will provide a pool of pilots to support the program in Victoria Park.

Opportunities exists with local manufacturer to produce cost effective trishaw bikes.

Cycling without Age

#Community #Connecting #Wellness







Bikes and childhood go hand-in-hand, as does an active and outdoor lifestyle in Brisbane. Riding a bike is a rite of passage all children should experience. The benefits of learning to ride are endless and is a great way to empower children throughout adolescence and on to adulthood. Not only does it provide a plethora of health benefits but its great for the environment too.

Planning for learn to ride facilities in Victoria Park provides grass roots support to BCC Active School Travel Program.

As it stands, Brisbane CBD is lacking purpose-built facilities to provide a safe and supportive environment for the community to learn to ride.

The Victoria Park hub offers the ideal landscape to provide to this service. Engaging the local community and visitors to the park to move more by bicycle will also assist council to navigate the issue of carparking in the surrounding precinct.

Victoria Park has the power to activate Brisbane residence to not let their favourite set of wheels sit motionless in the garage. The park will encourage children to make cycling a regular hobby and bring endless benefits to their physical and mental wellbeing.

Learning to ride a bicycle in Victoria Park can evolve to become Brisbane folklore for future generations to come.

[#learntoride](#) [#activeschooltravel](#) [#empoweringkids](#)



# How Victoria Park fits into the bigger picture

When people ride more often it contributes to making our transport system more sustainable and helps us to maintain a healthy environment and more active lifestyle. High levels of cycling contribute to the vitality of our cities and towns, helping to encourage a sense of community and connectedness. This has benefits for all Queenslanders. With Brisbane’s population expected to 3 million people by 2027, there is no better time to get more people on their bike

The Victoria Park develop aligns well with the 5 key strategic priorities of the QLD Cycling Strategy 2017-2017

Our priorities

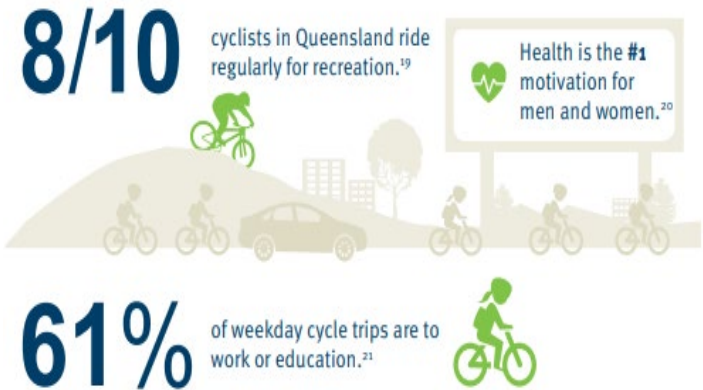
 Building and connecting infrastructure to grow participation ✓

 Encouraging more people to ride ✓

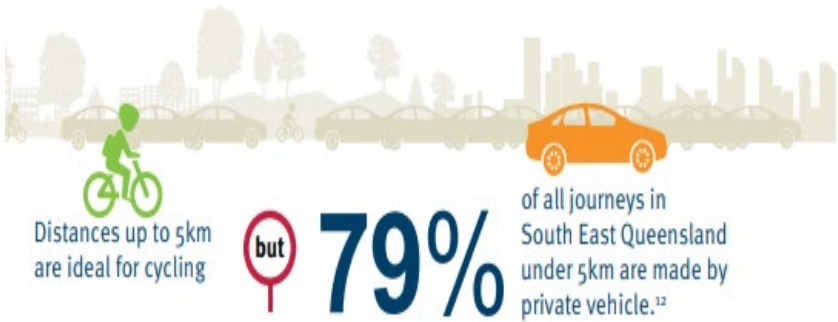
 Sharing our roads and public spaces ✓

 Powering the economy ✓

 Using research and data in decision making ✓



**“It identifies opportunities to partner with private industry and other levels of government, so we can deliver smart and sustainable solutions for the people of Brisbane”. Victoria Park, Briefing statement.**



Bicycle Queensland through its trusted brand, has developed numerous education and community partnerships to assist in The Brisbane City Council achieve its vision for engagement and usage for Victoria Park. This will not only bring about great results for the residence of Brisbane but will be an example of best practice which can be adopted in future projects around the state.





## Examples of Engagement


- Health promotion and services activations [Health & Wellbeing](#), [Heart Foundation](#)
- Advocacy, Research opportunities on cycling behaviours and road safety [BQ Carrs-Q](#), [BCC](#), [BUGs](#)
- Joint campaign with other park stakeholders to ensure a Harmonious environment is maintained [Harmony Alliance](#)
- Lunch and learn education workshops for residence and near by businesses/hospital [BQ](#), [Royal Women's Hospital](#), [QUT](#)
- Education workshops – learn to ride, bike maintenance, cycle skills, school holiday programs [BQ](#), [Traction](#), [BCC](#), [Chicks on Bikes Brisbane](#), [CBD BUG](#), [Kirsty Broun cycling](#), [Nature Play](#)
- E-bike and e-wheel demo days [BQ](#), [BCC](#), [local bike shops](#)
- Community forums and discussion groups [CBD BUG](#), [Carrs-Q](#)
- BQ mass participation events [BQ](#)
- Targeted programs including women, children, elderly, those at risk. [BQ](#), [Traction](#), [BUG Groups](#), [Riding without Age](#)



# BQ's Education, Research, Government and Community Partners - Victoria Park Project





The background of the slide is a detailed, artistic rendering of a park. In the foreground, a large, leafy tree stands on the left, its shadow cast on a light-colored, winding path. To the right, a series of shallow, interconnected water pools or a stream flows through the park. Several children are playing in the water, some standing and some sitting. In the middle ground, more trees and a grassy area are visible. In the background, a bridge or walkway spans across the scene, and more trees are visible under a soft, hazy sky. The overall atmosphere is peaceful and inviting, suggesting a well-designed, nature-based park.

# Concept Feedback

Bicycle Queensland supports and endorses the overall vision and guiding principles for the new Victoria Park, and the eight strategy pillars which will deliver a park which entices the people of Brisbane towards a healthier, more nature-based future.

Bicycle Queensland supports the principles of recognition, restoration and reconnection. And the strategies around unique experience, connected habitats, room for water, creative expression and cultural landscapes. Our submission will of course focus on responding to the strategies that cover connections, health and recreation, and relationships.





## Connections

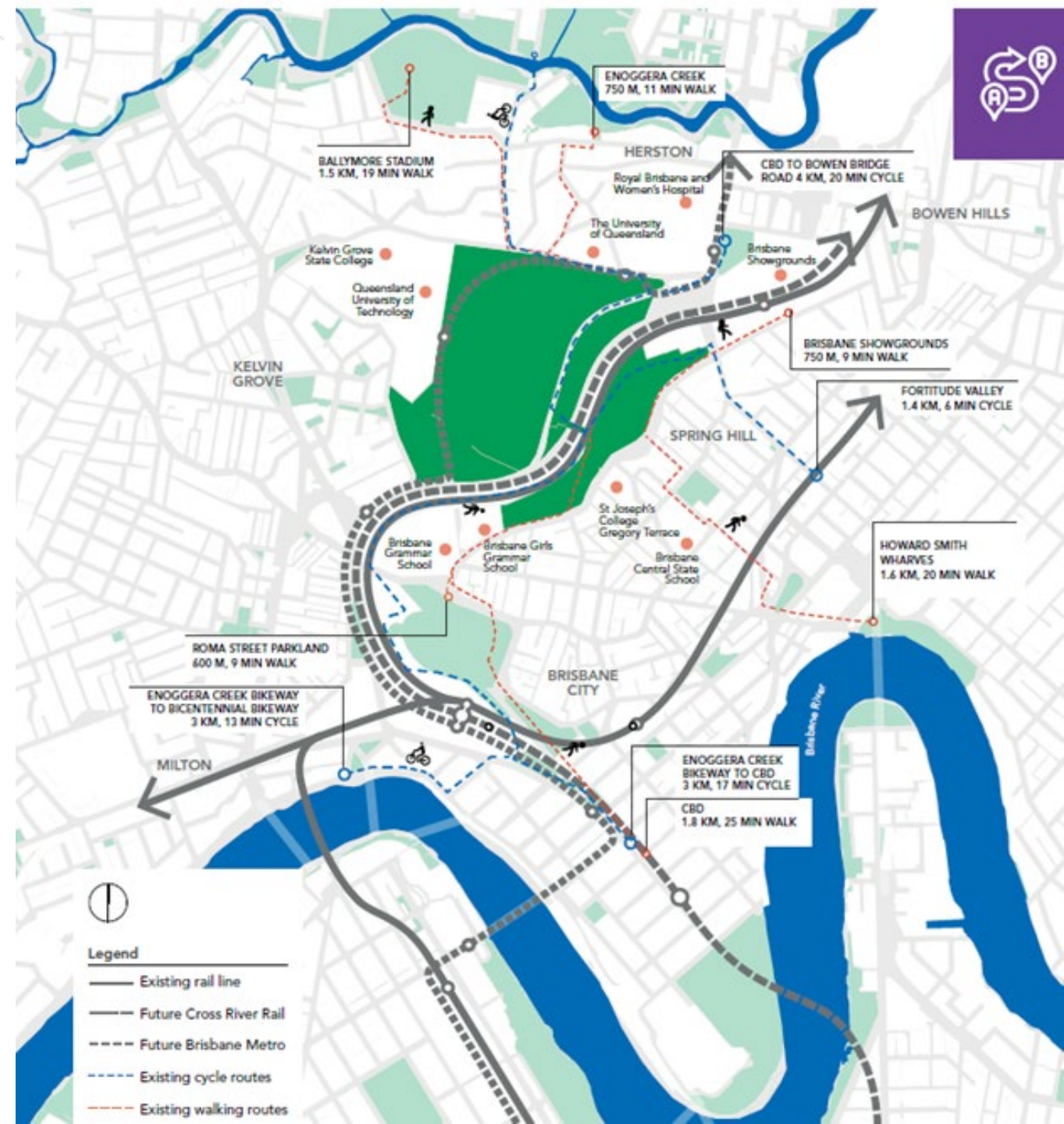
Bicycle Queensland endorses and sees as vital the design concepts which provide for high quality shared pathways through the Victoria Park precinct. These pathways will of course be used for both transport and recreation, and by a broad cohort of various types of bike riders, at different times.

- The north-south connection across the ICB and railway line is a most crucial connection, and is a key piece of infrastructure, in our view.

Commenting on the illustrative concept on page 16 of the draft vision, Bicycle Queensland is very keen to contribute the following thoughts as the project moves towards detailed design:

- The main routes north-south and east-west through the site must be designed to accommodate transport/commuter cycling, with path widths that allow for morning and evening peaks of 1000 cyclists / hour.
- BQ welcomes and heartily supports the concept of two additional bridges across the ICB and railway line. Connecting the two halves of Victoria Park is essential, plus the bridges are crucial for walking and cycling access to the park.

- In the steeper areas of the park, especially the connections to Kelvin Grove urban village, BQ supports designs that enable paths to be used by all users, including less powerful or fit cyclists. Where switchback designs are considered, maximising the distance between switchback gives a better experience and makes the path accessible to more users.
- Colour-coded signage throughout the park designating the gradient, length & overall difficulty of each trail.
- Designing the spectacular connector bridge (we will call it the 'Harmony Bridge') with use cases in mind, with clear on-deck colouring designating space for walkers and bike riders.
- Consider providing bike parking that enables senior users to park their bike and move onto a park bench with minimal height change.
- Providing bike maintenance stations (pump, tools, stand) and people maintenance stations (water, shade, seats) at strategic locations throughout the park.
- Planned meeting points for groups, whether cyclists, walkers or runners. Meeting points to be colour coded on wayfinding signage.





## Health and recreation

Bicycle Queensland sees the possibility for Victoria Park to be a key destination for recreational bike riders. Indeed, the park is large enough to provide a self-contained cycling experience, and we submit that the park design should include planned loops that cater for recreational cyclists, especially inexperienced and younger bike rider. An important aspect will also be encouraging people to remain active in their later years, and we would love to see Cycling Without Age groups catered for in the path design, which will mean allowance for a large rickshaw-style trike on recreational paths.

## Relationship

We recognise the importance of the precincts identified in the draft vision -- health and wellness, arts and events, and research and education. We believe that the community interface with each of those precincts can happen in Victoria Park, and can also be part of the health and recreation outcomes. Outreach activities combined with research, and creative arts, working with community groups such as womens cycling groups ... The possibilities are very exciting!

Bicycle Queensland especially wants to put forward the idea that a community hub building, with meeting spaces and outdoor spaces, would be beneficial to a whole variety of outdoor exercise stakeholders -- bike groups of all shapes and sizes and walking groups, and other interest groups such as photography or permaculture or bird-watching or maker-spaces.



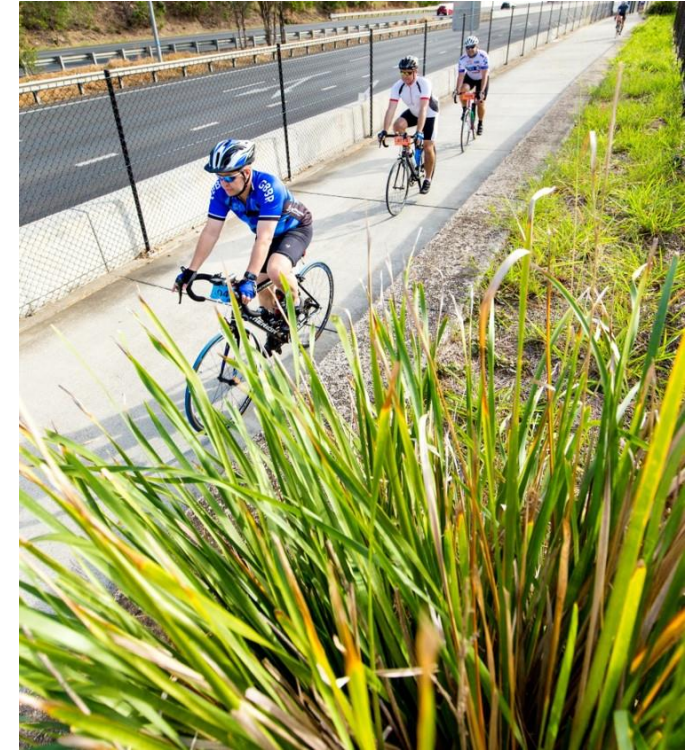


Together we can excite and provide inspiration for Brisbane residence to become more active, engaged and connected in their community.

The redevelopment of Victoria Park makes possible the creation of an inner-city green space that sets the benchmark for active, harmonious movement. A place which fosters educational outcomes and social connections, immersed in a landscape that reflects our rich cultural history and Queensland way of life.

We look forward to collaborating with you further on this initiative.

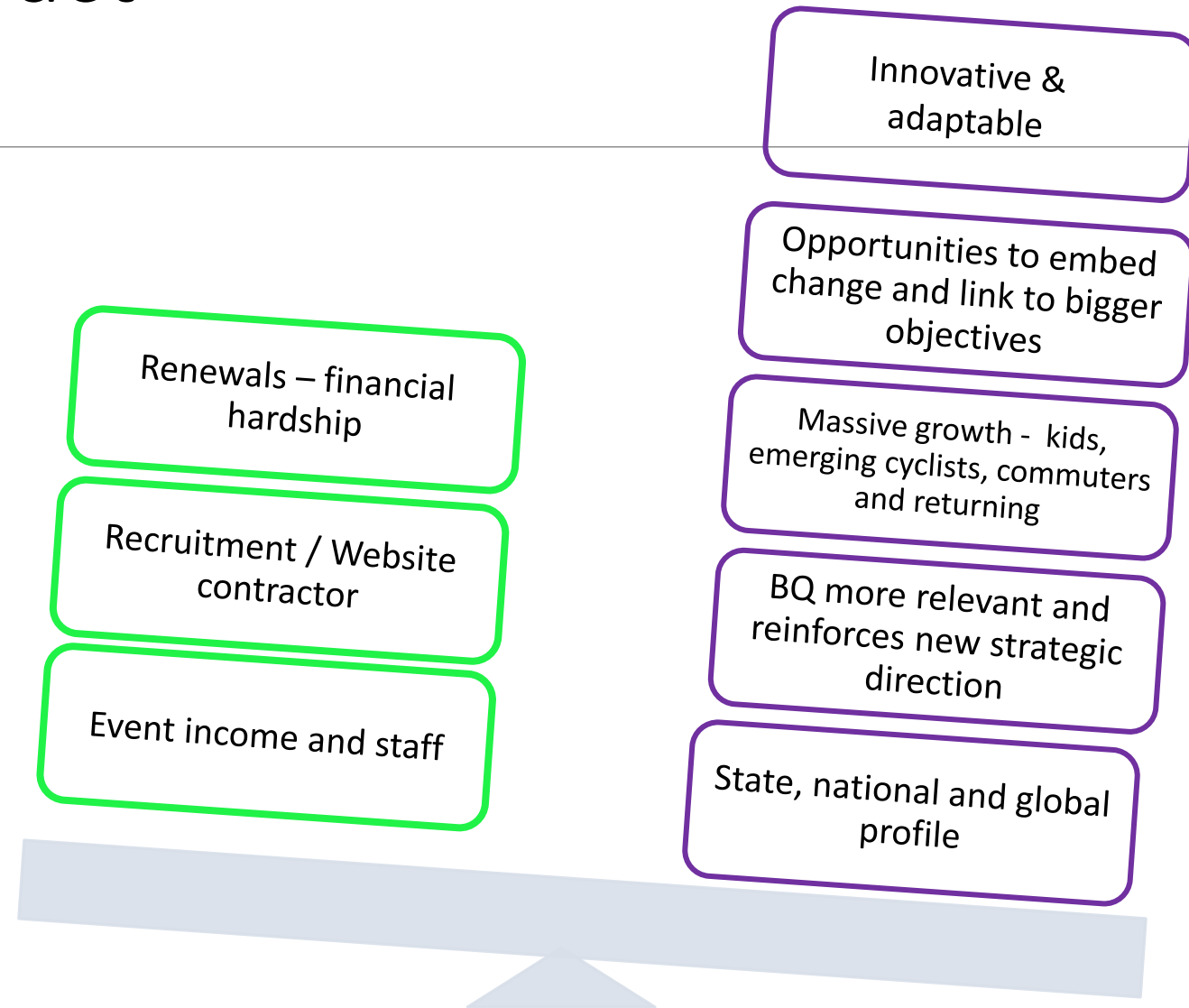




# Response to COVID-19

6<sup>TH</sup> MAY 2020

# COVID-19 Impact BQ Business



# What's happened in QLD

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Explosion in uptake state-wide / larger voice

Solution / fit for all

Multi dimensional return

Identified infrastructure strengths and gaps

Opportunities to link to other objectives

Positive shift in public confidence and perception



# Shared pathway usage

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Bicentennial Bikeway, beside Coronation Drv

daily average 4914, Sunday 19<sup>th</sup> April 7598, that's a 54% increase

Kanagaroo Pt bikeway

daily average 3549, Sunday 19<sup>th</sup> April 6351, that's a 78% increase

Same situation statewide

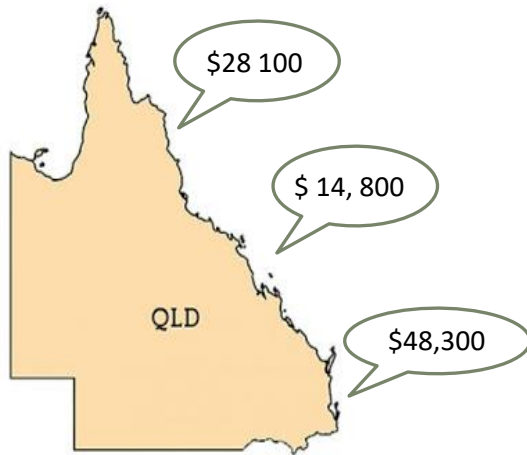
Videos

Teneriffe bikeway <https://youtu.be/EELRa8DvAE4>





# Commercial return April 1 – 14



Private businesses (Sales 11<sup>th</sup> April)

PRODUCT	INCREASE
Home trainers	Sold out, can't supply
Whole business	Up 50% YTD
Kids bikes & baby seats	Standout
E- bikes	Up - Parents & seniors
Accessories (helmets, lights, apparel)	Up 130%
Kids helmets	Standout

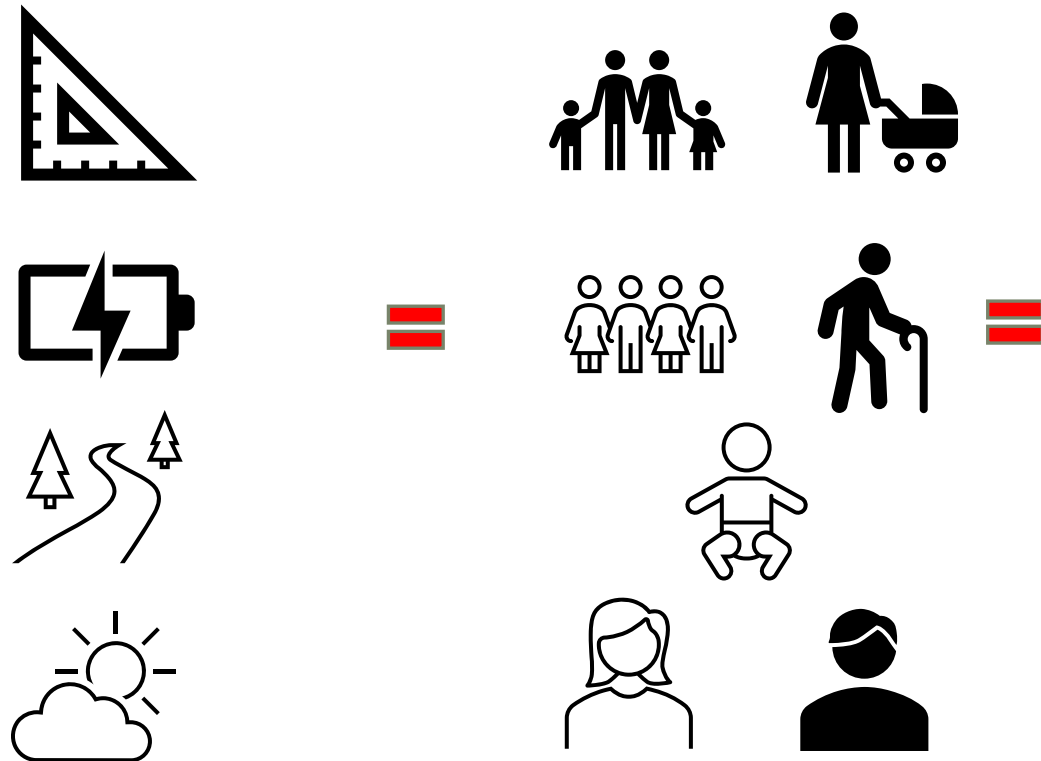
Pushey's online (e-commerce)

PRODUCT	INCREASE
Bike sales	300%
MTB Bikes	500%
E bikes	200%
Kids Bikes	400%
Child attachments	500%
Kids helmets	200%

Source: 99 Bikes Store sales

Recruitment required in shops and in the courier industry to meet the demand. Roles have been casual and full-time including displaced workers from other industries

# Household habits & spend



Product	Spend
Accessories	\$200 - \$550
E-bikes	\$1200 - \$9000
Kids bikes	\$129 - \$450
Family set up	\$3000 - \$7250

Who	Ride time
Families	30 mins – 2 hours
Emerging cyclists	30mins – 1 hour
Children	30 mins – 3 hours
Women	30 mins – 90 mins

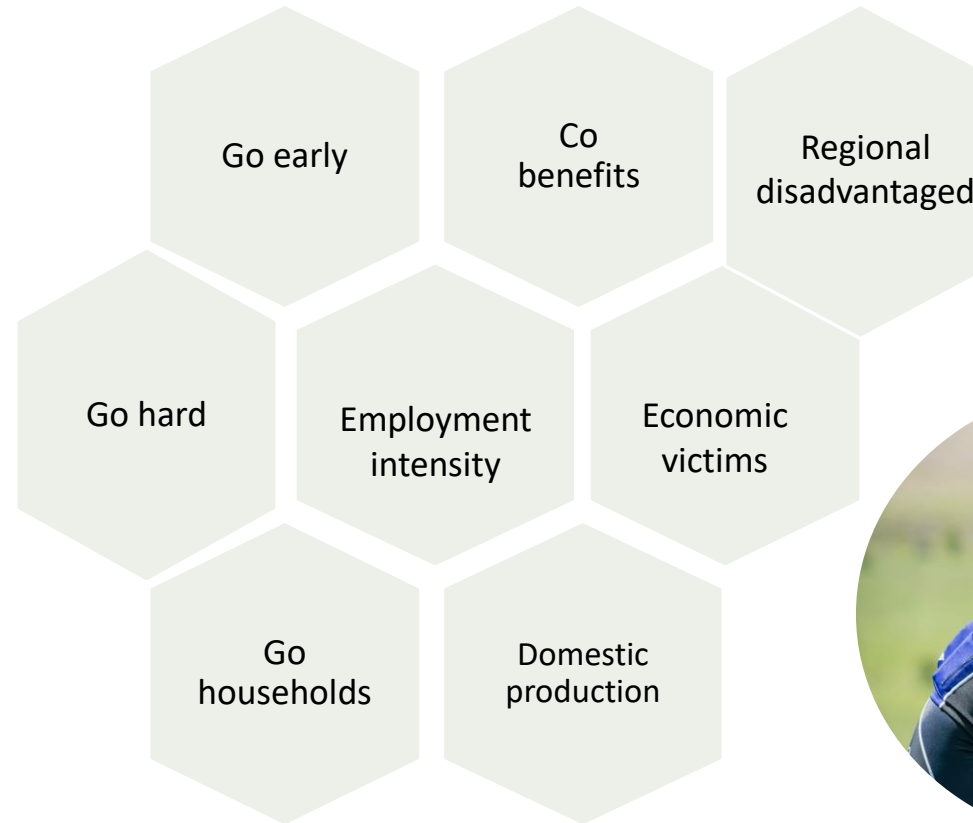
Source: First indications from BQ survey 28/4.

# Stimulus Alignment

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Bicycle Queensland is well positioned to assist the government to bring the economy out of hibernation and navigate the expected challenges in a post COVID-19 society.

Consideration has been given to adjacent principles to support job creation in the short term and lasting benefits in the long term.



















See Appendix 2

# Stimulus Projects – Immediate (weeks)

Project	Go early	Go Hard	Go Households	Domestic production	Employment intense	Economic victims	Co benefits	Regional disadvantaged
Health & Education messaging campaign					partial			
Repurpose space for cycling & walking								
Harmony Alliance neighbourhood beautification project								
Ciclovia Activations – Q branded								



# Stimulus Projects – weeks to months

Project	Go early	Go Hard	Go Households	Domestic production	Employment intense	Economic victims	Co benefits	Regional disadvantaged
Local government infrastructure projections (PCN gaps) & directional signage	Partial			Partial				
Active transport – <ul style="list-style-type: none"> <li>• Bike with events</li> <li>• Increase to bike parking</li> <li>• End of trip fit outs</li> <li>• Work place wellness</li> <li>• Active school</li> </ul>				Partial				
Shovel ready Rail trail / Tourism projects / Bike parks	Partial							

# Stimulus Projects – immediate

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## Health & Education messaging campaign

- Development of online artefacts that promote safety, upskilling, knowledge, health & wellbeing benefits.
- Targeted Active Travel, Recreational Riders and Children Programs
- Breaking down barriers for Active travel
- Small gathering activations and skills courses
- Children – resources blended to curriculum, mascot to promote engagement, badges, citizenship, Active Travel.

# Stimulus Projects – immediate

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## Harmony neighbourhood beautification project

- Lead by BQ in partnership with UAP
- The “Unite in Harmony” project provides visitors and locals with vibrant and enticing spaces that they can embrace and enjoy.
- It provides an opportunity for local artists to bring beauty and colour to our connected pathways. These storyboards will provide inspiration for all ages to navigate these challenging times and achieve future generations an environment to assist them to achieve their optimal wellbeing through movement.
- The project will assist with improving safe passage for all who use our shared pathways for physical activity, commuting, social interaction and for recreation.
- An opportunity to gift to current and future generations to assist them live their best life.



Unite in Harmony



# Stimulus Projects – immediate

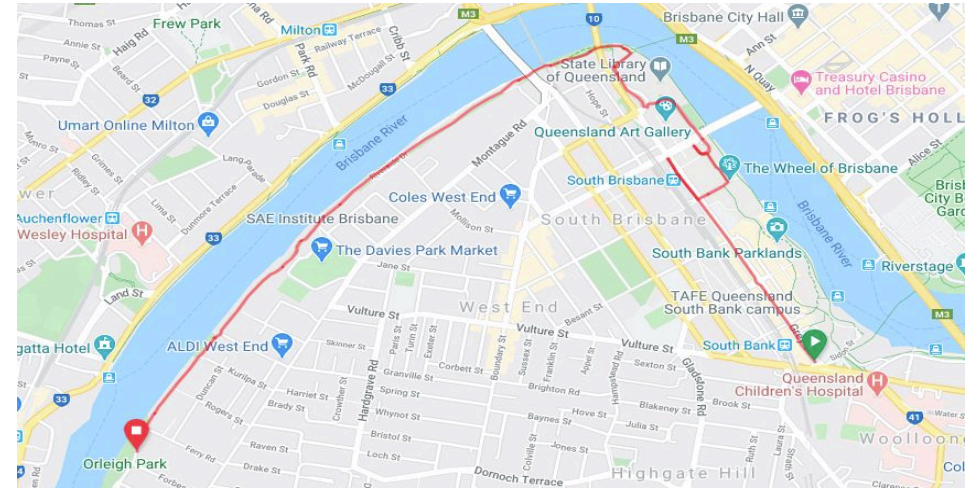
## Repurposing space

Ciclovia. Every Sunday morning in Brisbane, a 5 km stretch of the inner city goes traffic-free and is handed over to cyclists and walkers (and rideables, etc). We suggest Grey Street connected to Riverside Drive via Russell Street and the Cultural Forecourt. (see right)

Whilst in the north....

“Lake Morris Road, up to the Copperlode Dam, is a very popular ride for reactional riders, mountain bikers and roadies. In the past Council has banned cars for a few hours in the morning so cyclists have less to worry about on the many narrow, blind corners. This improved rider safety also saw rider numbers increase and directly supported new cyclists. If the exclusion of cars from this road could be a regular event, at least weekly for a few hours, it would be greatly appreciated by many local cyclists and boost cycle tourism in this area.”

Brynn Mathews - Convenor  
Cairns Bicycle User Group



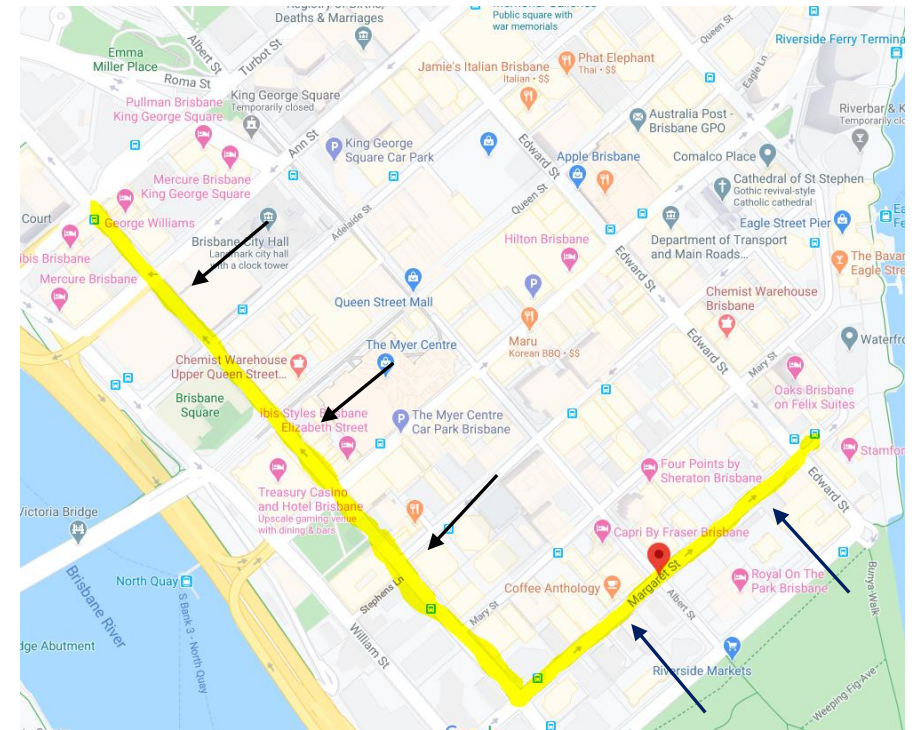


# Stimulus Projects – immediate

## Brisbane ...Stake your claim to be the most liveable city in the world....

These interesting times provides the ideal opportunity to take steps towards the Brisbane CBD protected bike grid. Targeting roads already effected by construction would support a seamless transition to the vision of the network.

Repurposing space will have minimum effect on the existing road network. It will provide safe and purposeful passage of active commuters during COVID-19 and improve permeability of the CBD. Installing a pop up two way bike lanes on Margaret Street and continuing on George would perfectly align with the protected bike lane already built on George Street.

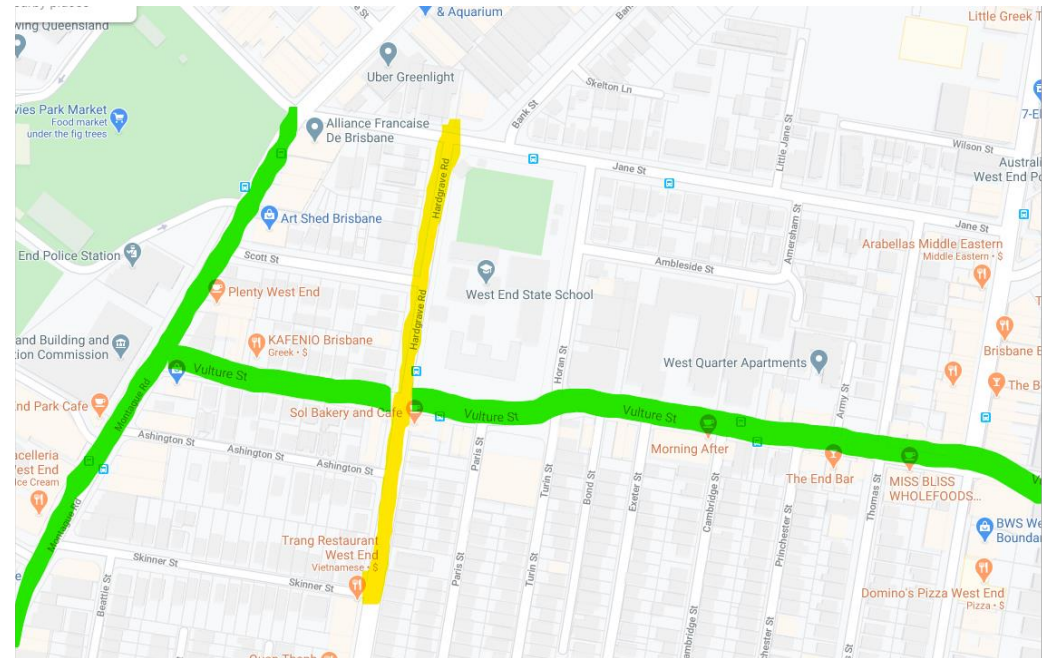


# Stimulus Projects – immediate

## Targeted Active transport in growth areas

Eg West End is a destination and local traffic area, not a through route.

- Ideal for reducing speed limits, 40km/h on all West End streets will make a calmer, safer environment for all users
- Hardgrave Rd ideal for re-purposing space. Trial a separated bike lane on either side of the street, giving better active transport access to expanding West End State School
- East-West on Vulture Street also a key active transport desire line, as shown by South Brisbane Mobility Study, would also benefit from separated facility.
- **Complemented with BQ school activation and free membership to teachers**



# Stimulus Projects – short term (weeks)

Work place End of trip , Work place education, Student accommodation fit out and OS Student Incentive Packages



Racking systems

Locally designed, manufactured (partial) and installed end of trip facilities to support employees to provide purposeful end of trip facilities.

Combined with Education and Health sessions

Eg

- Lunch and Learn
- Bike maintenance
- Product testing and trials
- Support Wellness and Culture teams, Student Unions
- Ebike & bike bundle deals for students



Lunch & Learn.

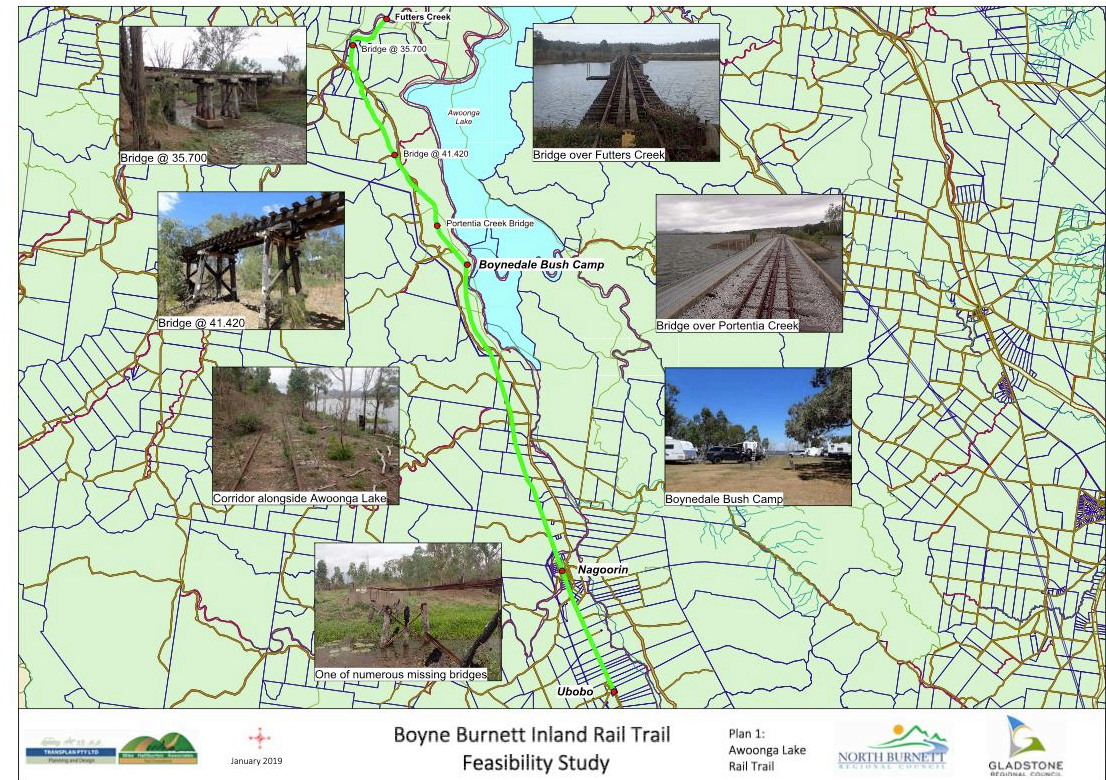




# Stimulus Projects – medium term

Gladstone/North Burnett. Awoonga Lake Rail Trail, from near Calliope along the beautiful Boyne River to Ubobo (stage 1 of 3). Second stage from Many Peaks to Kalpowar, the Kalpower Tunnels Rail Trail would also be a fantastic tourism asset.

Details available from Boyne Burnett Inland Rail Trail feasibility study, commissioned by Gladstone Regional Council and North Burnett Council.





# Stimulus Projects – medium term

Redlands. Fast track development of the BMX track, pump track and road circuit, within the planned Redlands Coast Sports and Recreational Precinct at Heinemann Rd, Mount Cotton.

The precinct will protect areas of existing natural habitat while providing more sport and recreation parkland for the city, especially space for cycling, wheeling and walking.



# Stimulus Projects – medium term

- Mackay. Mackay-Bucasia Road bike lanes or separated path. This major connecting road between Mackay and the Northern Beaches has some shoulder, but no marked bike lanes. There is width in the corridor, and often width enough in the current sealed alignment. Local advocates advise that bike lanes, or better still a separated path, would make a big difference to giving safer access for active travel to and from the Northern Beaches.



# Stimulus Projects – Long term objective alignment



Premier & Cabinet's strategic plans



# Appendix 1: Space for Health

“Whenever feasible, consider riding bicycles or walking,” recommend the World Health Organisation (WHO) on April 21 in new technical guidance on moving around during the COVID-19 outbreak.

Cycling is useful for both social distancing and meeting the minimum requirement for daily physical activity, states WHO guidance

Cities around the world have been giving over road space to cyclist and pedestrians during the pandemic, providing people with the sort of generous space generally allotted to motorists.



# Appendix 2: Stimulus principle

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Principle	Defined
Go early	Fiscal stimulus to be rolled out immediately. We can't wait to see how badly the economy slows and the number of jobs lost
Go Hard	A big problem requires a big solution
Go households	Put purchasing power with the spending needs
Targets domestic production	Minimise expenditure on imports
Employment intensities	Health & education have much higher direct employment effects per million dollars of spending
Target regions most effected	Money is often spent where it is received. Unemployment and economic down turn. Bushfire overlay.
Target useful projects / co benefitis	Where could we end up with long lasting benefits or permanent improvements
Economic victims	Support, retrain or plan for new projects