

Question on Notice

No. 703

Asked on Tuesday, 22 May 2007

MR JOHNSON asked the Minister for Transport and Main Roads (MR LUCAS)—

QUESTION:

With reference to the Queensland Cycle Strategy launched in 2003, with the aim that cycling is to be respected and encouraged by all levels of government and to the Queensland Rail policy, whereby commuters with a cycle are asked to get off the train between the hours of 7am-9am and 3pm to 6.30pm and as Queensland Rail have clearly not adopted the new strategy —

Will he now direct Queensland Rail to change its outdated policy and when can cyclists expect changes?

ANSWER:

I thank the Honourable member for his question. Due to high patronage, bicycles cannot be accommodated on QR's Citytrain services during peak-flow periods, whilst maintaining a safe environment for passengers.

QR's bicycle policy allows for the carriage of bicycles on its Citytrain services, excluding the following weekday peak periods:

- between 7:00am – 9.30am towards central business district (CBD) stations
- between 3:00pm – 6.30pm outwards from CBD stations.

Brunswick Street, Central and Roma Street stations are classified as central business district stations. On weekends and public holidays, passengers can travel on all services with their bicycles.

The policy is outlined on Citytrain and TransLink websites as well as in Citytrain's *Guidelines for travelling by Citytrain* brochure, which is available at every station.

With a view to improving bicycle access, Citytrain enhanced its policy to permit passengers with fold-up bicycles to travel at anytime, as long as the bicycle is contained in a carry bag within the following dimensions, 79cm x 59cm x 36cm.

To further assist cyclists travel on Citytrain peak-period services, QR initiated the installation of bicycle lockers at stations. To date, QR has installed 2,142 bicycle lockers across the network and will continue to increase this number.

QR advise that the enforcement of the bicycle policy is necessary to ensure that a comfortable and safe travelling environment is provided for all passengers.

The cycling public is benefiting from an unprecedented level of investment in cycle infrastructure under the Beattie Government with an injection of \$220 million over 20 years (in 2006 dollars) to accelerate the development of the South East Queensland Cycle Network as outlined in the South East Queensland Infrastructure Plan and Program 2006 – 2026 [SEQIPP].

SEQ Cycle Network Program [CNP] delivers the State Government's funding commitments in the period to 2026 to develop the sub regional cycle network. State funding for capital grants is matched on a 50/50 basis by Local Governments to accelerate the development of key cycling links and facilities.

In 2005-06, CNP funded a \$440 000 capital grant to Gold Coast City Council for restoration of the bike access to the Red Bridge.

During 2006-07, CNP awarded 32 capital grants to 10 Local Governments totalling \$6.21m. This includes \$1.5m funding from 2006-07 and 2007-08 towards the development of the Brisbane Cycle Centre, an end of trip facility for the CBD that is currently being developed as part of the Inner Northern Busway project.

1. LGA	1. 2006-07 CNP Grants
2. Noosa Shire Council	2. 1 473 603
3. Maroochy Shire Council	3. 425 000
4. Caloundra City Council	4. 562 500
5. Logan City Council	5. 265 300
6. Redcliffe City Council	6. 105 000
7. Caboolture Shire Council	7. 400 000
8. Brisbane City Council	8. **1 927 500
9. Redlands Shire Council	9. 217 700
10. Ipswich City Council	10. 221 000
11. Gold Coast City Council	11. 612 500
12.	12. Total \$6 210 103

** includes \$1.5m towards end of trip facility in CBD

In addition, three capital works projects have been approved including: \$10.6m to construct the Normanby Pedestrian and Cycle Link, \$4m towards a bicycle and pedestrian bridge over the Western Freeway near the Toowong roundabout, \$1.55m towards a cycle and pedestrian underpass at Boronia Heights included in the Mount Lindesay Highway upgrade.

The Department of Main Roads (Main Roads) also provides funding under the Transport Infrastructure Development Scheme (TIDS) towards Local Government bikeways. Funding has been distributed as in the following table:

1.	1. Statewide
2. 2003-04	2. \$6.5m
3. 2004-05	3. \$3.6m
4. 2005-06	4. \$5.0m
5. 2006-07	5. \$4.4m

In addition, Main Roads constructs bikeways as part of road projects. Bikeways are constructed to contribute to the regional cycle network or to address local transport needs to complement Local Government bikeway facilities. For example, the Gateway Bridge Duplication project includes a \$35 million pedestrian and cycle facility on the duplicate bridge. It will form a key part of a new world class walking and cycling route: the 150 km Moreton Bay cycleway stretching from Bribie Island to Redland Bay.

I am advised that it is estimated that over 250km of bikeway facilities have been constructed under the funding listed above. This is in addition to bikeways constructed as part of road projects on the State controlled network.

The focus of the CNP capital works program has been to provide key linkages to the cycle networks. The Normanby Pedestrian Cycle Link includes an underpass at the Normanby five-ways providing a safe link to the CBD, Bicentennial Bikeway and the proposed Tank Street green bridge and Brisbane Cycle Centre. The proposed overpass at Toowong and underpass under the Mount Lindsay Highway at Boronia Heights provide safe connections to cycle networks.

The Goodwill Bridge Project and the proposed Tank Street Bridge are other notable examples of the Beattie Government investing in walking and cycling infrastructure in Brisbane city. The Government invested approximately \$25 million in the Goodwill Bridge construction. It has had a very positive impact on people's journeys between the southern corner of the city and South Bank, Highgate Hill and Woolloongabba.

Expected to completed in 2009, the new Tank Street Bridge will provide a pedestrian and cycle link between the city and the new Queensland Gallery of Modern Art at South Brisbane. Like the Goodwill Bridge, the Tank Street Bridge will invite people to walk and cycle their way to better outcomes for public health, the environment and transport efficiency.