



# Queensland Principal Cycle Network update

Results of the 2022 Community Consultation

# Contents

<b>Introduction</b>	<b>1</b>
<b>Consultation activities</b>	<b>2</b>
<b>Consultation snapshot</b>	<b>3</b>
<b>Consultation results</b>	<b>4</b>
Who provided feedback?	4
Social map summary	5
Social map hotspots	6
Online survey summary	7
Key priority routes	8
Common themes from social map and survey responses	10
<b>Response to feedback</b>	<b>14</b>
<b>Thank-you</b>	<b>14</b>
<b>Next steps</b>	<b>14</b>
<b>Stay informed</b>	<b>14</b>
<b>Appendix A: Consultation page</b>	<b>15</b>
<b>Appendix B: Promotion examples</b>	<b>17</b>

## Creative Commons information

© State of Queensland (Department of Transport and Main Roads) 2023



<http://creativecommons.org/licenses/by/4.0/>

This work is licensed under a Creative Commons Attribution 4.0 Licence. You are free to copy, communicate and adapt the work, as long as you attribute the authors.

The Queensland Government supports and encourages the dissemination and exchange of information. However, copyright protects this publication. The State of Queensland has no objection to this material being reproduced, made available online or electronically but only if its recognised as the owner of the copyright and this material remains unaltered.



The Queensland Government is committed to providing accessible services to Queenslanders of all cultural and linguistic backgrounds. If you have difficulty understanding this publication and need a translator, please call the Translating and Interpreting Service (TIS National) on 13 14 50 and ask them to telephone the Queensland Department of Transport and Main Roads on 13 74 68.

**Disclaimer:** While every care has been taken in preparing this publication, the State of Queensland accepts no responsibility for decisions or actions taken as a result of any data, information, statement or advice, expressed or implied, contained within. To the best of our knowledge, the content was correct at the time of publishing.

# Introduction

The Principal Cycle Network (PCN) lays out a blueprint of core bicycle riding routes needed to encourage more Queenslanders to ride, more often. These routes are used by both the Department of Transport and Main Roads (TMR) and local governments to help guide planning and investment in the bicycle network.

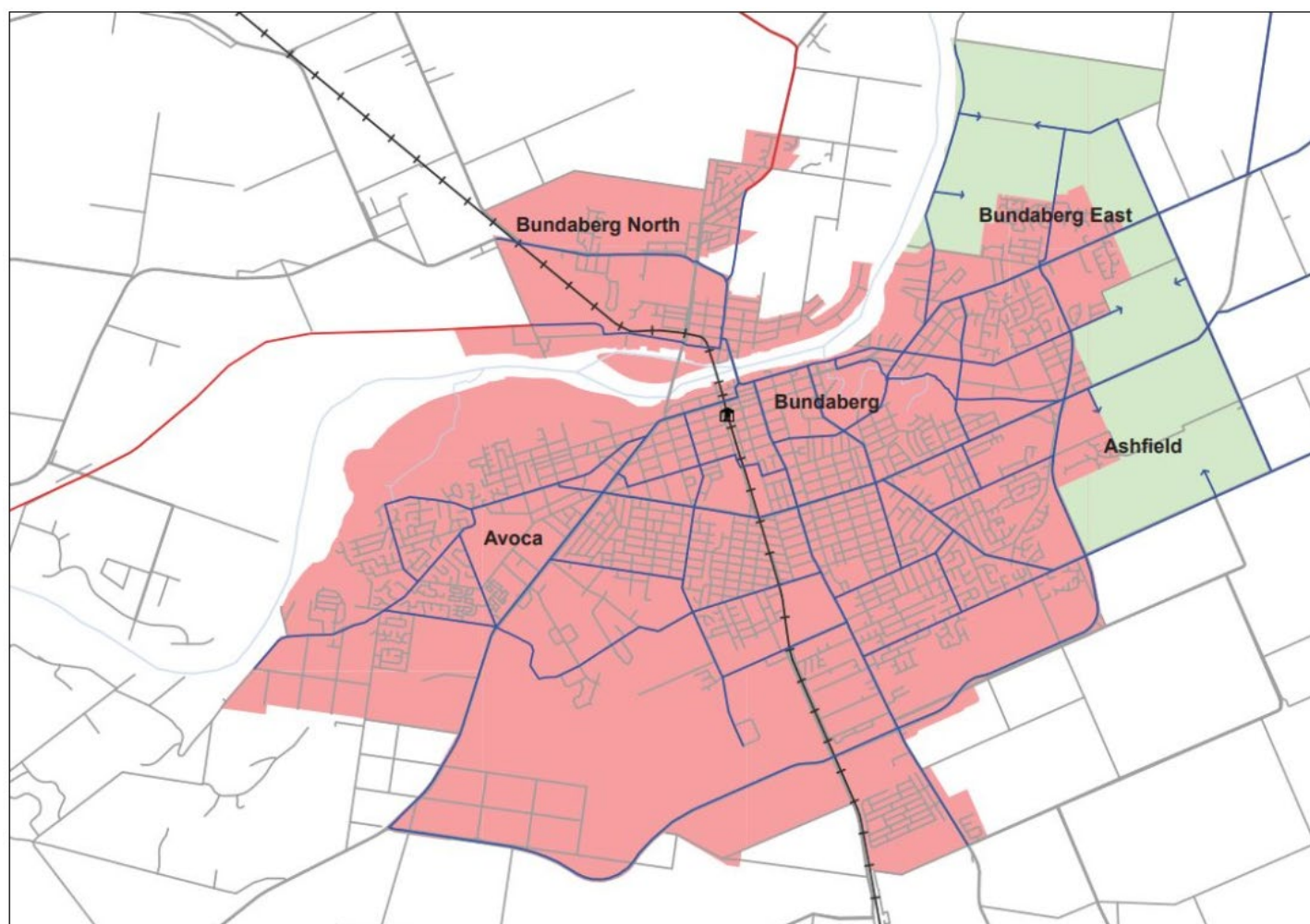
In mid-2022, TMR commenced a review and update of the PCN<sup>1</sup>. The review included the opportunity for members of the Queensland community to provide their feedback on the current alignment of the PCN.

The aim of the consultation was to harness knowledge on the local needs and issues that will help to determine the appropriate alignment of PCN routes.

This report provides a summary of this community consultation, including information about the consultation process, feedback received and how this feedback is being used.

TMR will work closely with local governments and cycling stakeholders across Queensland to address the community feedback, as summarised in this report, in the review and update of the PCN.

This review and update will result in the development of Queensland Principal Cycle Network Plan (QPCNP) that will guide state and local governments in the planning and delivery of a connected and cohesive cycle network across Queensland, aligning with a 'one network' approach to bicycle planning.



**Principal Cycle Network in Bundaberg and surrounding communities**

---

<sup>1</sup> The PCN is reviewed approximately every five years to ensure it reflects changing demand, land use and emerging opportunities and continues to be an effective guide for further planning for safe, connected, high-quality bicycle infrastructure in Queensland communities.

## Consultation activities

TMR undertook community consultation on the Queensland Principal Cycle Network (QPCN) from **29 July 2022** to **31 August 2022**. The aim of the consultation was to seek feedback on the QPCN to ensure it reflects local needs and insights and identifies the key future links that will help Queenslanders make the choice to ride in their communities.

The community was asked to provide feedback about the PCN in their local area or other locations across Queensland, or to provide input to the development of PCN routes in other local government areas that are outside of the current network.

Consultation consisted of the following:

- 'Have your say' online interactive map (referred herein as social map) and online survey – refer to Appendix A
- 'Get Involved' web page linking to the 'Have your say' consultation page
- project web page linking to the 'Have your say' consultation page. The web page included a postal address and email address for the community to ask questions and provide written feedback.

Consultation was widely promoted through:

- statewide media statement upon launch
- social media posts to promote the project and the 'Have your say' online consultation
- targeted emails to key stakeholders including Queensland Government agencies, Queensland local governments, cycling stakeholders and advocacy groups including Bicycle Queensland (BQ)
- an electronic direct message via BQ to its members including Bicycle User Groups (BUGs).

TMR also provided engagement materials to local government stakeholders to assist with promoting the consultation within their local communities as a way to encourage participation.

Refer to Appendix B for examples of promotion activities.

# Consultation snapshot



## Web page update

TMR's web page was updated on 29 July 2022 with a link to the 'Have your say' online consultation page.

<https://www.tmr.qld.gov.au/Travel-and-transport/Cycling/Principal-cycle-network/Principal-Cycle-Network-Plans>

The web page will be updated with further information as the project progresses.



## Social media coverage

A social media post was published on TMR's LinkedIn page on 29 July 2022 with a link to the 'Have your say' online consultation page. This attracted **33 reactions** and **6 shares**.

A targeted Facebook campaign was also undertaken to promote the consultation which included a link to the 'Have your say' page. This attracted **154 comments**, **630 reactions** and **75 shares**.



## Post

There were **3 written submissions** received in the mail.



## 'Have your say' online social map and survey

The 'Have your say' consultation page went live on 29 July 2022 and could be accessed via TMR's 'Have your say' consultation hub, TMR web page and Get Involved survey page.

The consultation page featured an interactive social map and online survey, which received **7061 visits**.

Contributions were made by **685 unique users**.

There were **3608 comments** on the social map and **478 survey responses**. The results from the social map and survey are detailed below.



## Email

Emails were sent on 29 July and 2 August 2022 to notify project stakeholders about the consultation.

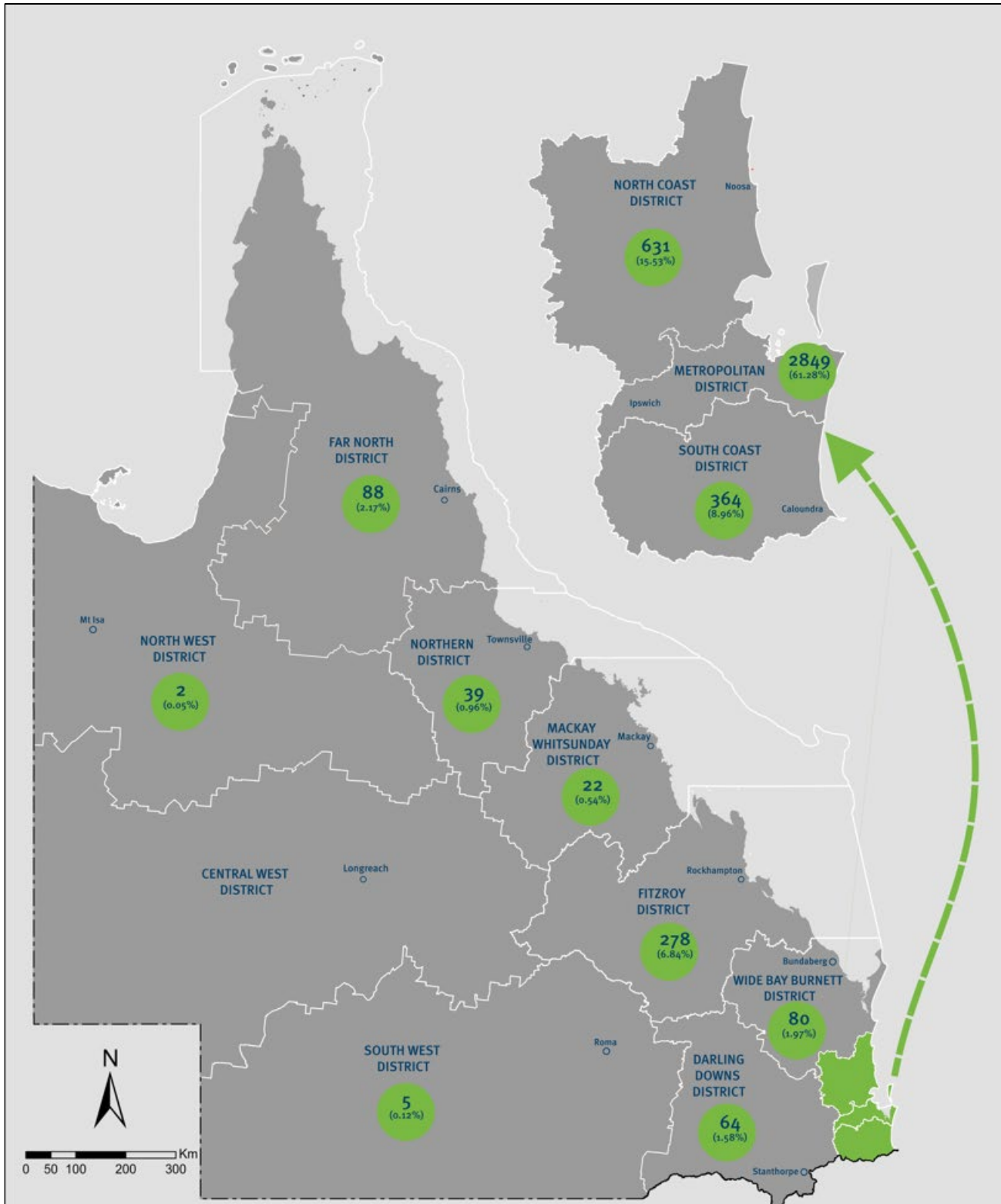
TMR received **42 emails** from the public or external stakeholders with feedback on the project plus **3 enquiries** via TMR's website or electorate offices.

# Consultation results



## Who provided feedback?

Over 4000 responses were received during the consultation process with contributions across eleven of Queensland's twelve TMR districts, as shown below. This includes submissions made using the interactive social map and online survey and direct feedback via email or post (where relevant).



Total Number of Contributions by TMR District

## Where survey respondents are from

The majority of the 478 survey responses were from people located outside of Brisbane LGA. Other parts of Southeast Queensland made up a quarter of responses while Regional Queensland accounted for nearly a third.

Unlike the social map that encouraged multiple contributions per user, the survey could only be completed by each user once.

Regional Qld  
32%

Other SEQ  
25%

Brisbane  
43%

## Social map summary



The social map provided members of the community with the opportunity to drop a pin on a map of the current PCN alignment and provide comments.

Respondents were asked to classify their comments according to pre-set categories, shown below, that broadly align with TMR's cycle network planning principles.

 **General comment**

 **Connections to place**

Improving connections to places (for example, the town centre, shops, workplaces and schools)

 **Connections to route**

Improving connections to another PCN route/s (for example, fill a missing link)

 **Rec riding**

Improving opportunities for recreational bike riding and bike tourism experiences

 **Safety**

Improving safety for bicycle riders and other road users

 **Access residential**

Making residential areas more accessible by bicycle

### Comment categories and descriptions as they were displayed for social map users

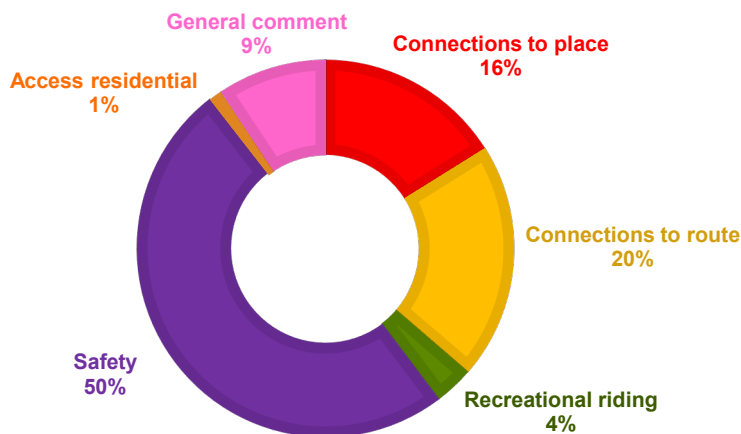
The chart below shows the percentage breakdown of comments by category. Overall, the responses showed a high level of interest and support for improvements to the bicycle network across Queensland. It was particularly evident that Queenslanders want a network that allows them ride to their destinations conveniently and safely.

Half of all social map responses provided suggestions for safety and infrastructure improvements. This information will be used by both TMR and local governments to inform how we prioritise delivery of the network and improve infrastructure on principal cycle networks across Queensland that will encourage more people to ride.

A third of all social map responses provided suggestions of how the network could provide better connectivity, including the realignment of current routes or the addition of new routes. This feedback will help inform the appropriate alignment of the network.

The remainder of comments provided general feedback or suggestions for recreational routes. These comments will inform how we deliver a cohesive network that provides for both transport and recreation cycle trips.

## Percentage of comments by category



## Social map hotspots






The location data from the pin points has been used to identify the following 'hotspots' – specific areas where there has been a large number of comments – both within Brisbane and in wider Queensland.

### Brisbane Hotspots

<b>Woolloowin</b> Brisbane	<b>78</b> pins, <b>2.2%</b> of total	The missing link between the North Brisbane Bikeway and the Kedron Brook Bikeway attracted more pins than anywhere else in Queensland. These two bikeways are two of the busiest in Brisbane and respondents are keen to see them connected.
<b>North-West CBD</b> Brisbane	<b>74</b> pins, <b>2.1%</b> of total	This area includes some of the busiest bikeways in Brisbane, including the Normanby Bikeway that connects to the North Brisbane Bikeway; the Bicentennial Bikeway; and Kurilpa Bridge. Respondents are keen to see safe and separated connections between these bikeways and into the Brisbane CBD.
<b>Toowong and surrounds</b> Brisbane	<b>65</b> pins, <b>1.8%</b> of total	A number of major bikeways and travel routes connect through Toowong and Indooroopilly towards Brisbane's western suburbs, however the lack of a separated cycleway connection between the Bicentennial Bikeway and Centenary Cycleway via Sylvan Road, along with lack of infrastructure on Moggill Road and Lambert Road, attracted a lot of attention from the local community.
<b>Dutton Park</b> Brisbane	<b>58</b> pins, <b>1.6%</b> of total	The Dutton Park train station overpass and connecting roads, including Annerley Road and Noble Street, attracted a large number of pins with a very clear focus on a need for safety and infrastructure improvements.



## Wider Queensland Hotspots

<b>Rockhampton</b>  Rockhampton	<b>38</b> pins, <b>1.1%</b> of total	The biggest hotspot outside of Brisbane was in central Rockhampton, with respondents seeking a high-quality connection between the CBD and the Stocklands Rockhampton shopping centre, including a new or upgraded river crossing.
<b>Slacks Creek</b>  Logan	<b>34</b> pins, <b>1.0%</b> of total	In Logan, a high concentration of pins was distributed along Slacks Creek and Scrubby Creek with respondents seeking high-quality, scenic pathways along, and crossings of, the creeks.
<b>Maroochydore</b>  Sunshine Coast	<b>28</b> pins, <b>0.8%</b> of total	The area between Mooloolaba and Maroochydore on the Sunshine Coast attracted a high level of support for a safe and direct connection between the two activity centres. The coastal pathway in particular received a high level of support.
<b>Caloundra</b>  Sunshine Coast	<b>25</b> pins, <b>0.7%</b> of total	Another Sunshine Coast hotspot is the southern beaches area in Caloundra. A large number of comments from the community are focused on both safety improvements along the Kings Beach and Bulcock Beach coastal pathways, as well as connectivity between the beaches and the local street network.
<b>Agnes Water</b>  Gladstone	<b>23</b> pins, <b>0.6%</b> of total	The small coastal community of Agnes Water was the most active contributor outside of city and regional centres, seeking a safe network of bike paths throughout the town for local residents and school students, as well as a safe and scenic connection to nearby Seventeen Seventy for tourism and recreation.

## Online survey summary



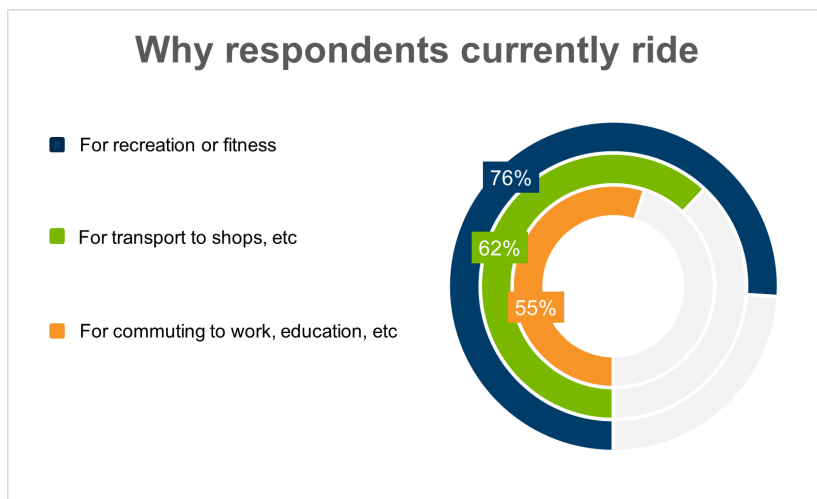
The community also had the option to complete an online survey. The survey captured demographic data and preferred bike riding infrastructure along with feedback on which routes should be prioritised on the network.

There were 478 responses to the online survey. Some of the questions allowed multiple responses so data totals may exceed 100 per cent.

The survey mostly heard from current bicycle riders with

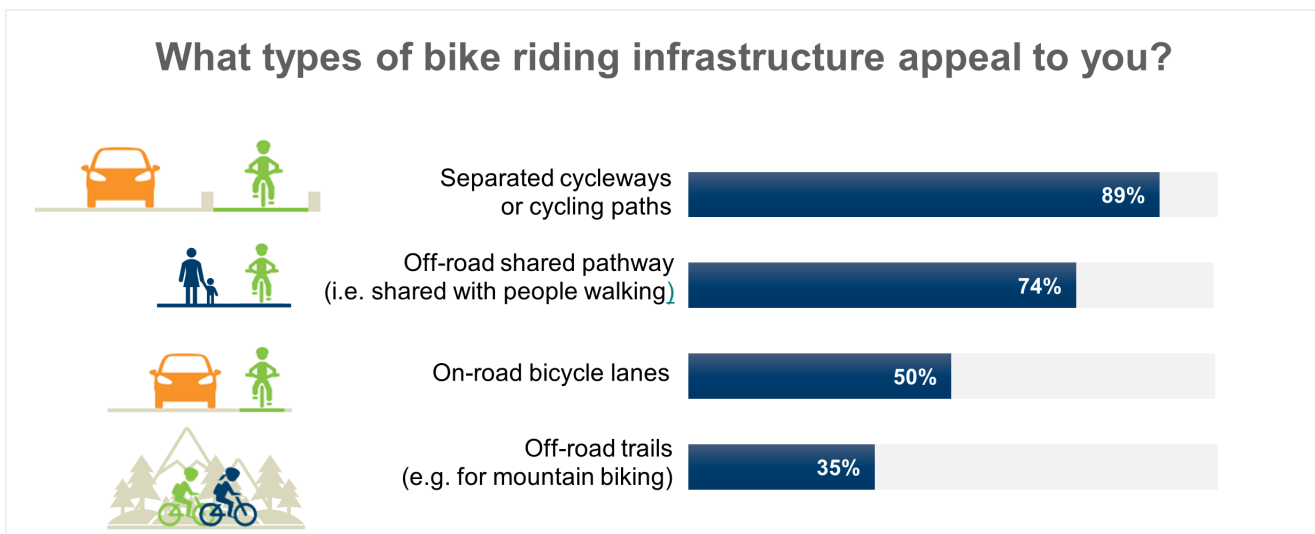
**86%** of respondents indicating they currently ride, most commonly for recreation or fitness, as well as for transport and commuting.

**7%** of respondents identified as someone considering bike riding.



The *National Walking and Cycling Participation Survey 2021* (Cycling and Walking Australia and New Zealand, 2022) found 2.2 million Queenslanders ride bicycles each year, with 85% riding for recreation and 30% riding for transport or commuting purposes.

The online survey revealed the most appealing types of bike riding infrastructure were those separated from motorised traffic, including separated cycleways and off-road shared pathways. This aligns with previous studies that show physical separation from motorised traffic greatly increases confidence in both new and experienced bicycle riders. On-road bicycle lanes and off-road recreational trails appealed to 50% and 35% of respondents, respectively.



## Key priority routes

The community was asked to suggest one route on the PCN (existing or proposed) that they would like to see prioritised. This resulted in a wide range of suggestions from across Queensland. The following routes were the most frequently suggested by the 478 survey respondents when asked to select one route to be prioritised.

<p><b>North Brisbane Bikeway</b></p> <p> Brisbane</p>	<p><b>29</b> responses, <b>6.1%</b> of total</p>	<p>The final section of the North Brisbane Bikeway (Stage 5), completing a connection to the Kedron Brook Bikeway, received the most comments of any individual route in the review, accounting for more than 6% of all survey responses.</p>
---	--	---

<b>Pomona to Cooran</b>  Noosa	<b>17</b> responses, <b>3.6%</b> of total	A bicycle connection between these two hinterland towns received a wide array of support, however the alignment of the current PCN received significant criticism, making this route one of the most divisive of the review.
<b>Yeppoon to Emu Park</b>  Livingstone	<b>14</b> responses, <b>2.9%</b> of total	The coastal connection from Yeppoon to Emu Park, linking up pieces of existing infrastructure, accounted for more than half of all responses in the Livingstone area and received more survey responses than any other route outside of SEQ.
<b>Brisbane to Border, including Veloway 1 (V1)</b>  Brisbane, Logan, Gold Coast	<b>11</b> responses, <b>2.3%</b> of total	The Brisbane to Border project aims to connect Brisbane City to the NSW border with continuous, high quality, safe bicycle infrastructure, largely along the Pacific Motorway. All three local government areas received a large number of responses in support of this route and its parts, including completion and extension of the V1.
<b>Moggill Road</b>  Brisbane	<b>11</b> responses, <b>2.3%</b> of total	Connecting Brisbane's inner west to the western suburbs, Moggill Road received more comments than any other road corridor in Brisbane. Of particular concern to respondents was the current level of safety, with narrow pathways and high vehicle speeds not suitable or safe for the large number and variety of bike riders who use the route.
<b>Sunshine Coast Coastal Route</b>  Sunshine Coast	<b>11</b> responses, <b>2.3%</b> of total	The Sunshine Coast Coastal Route was favoured for both recreation and connectivity to major attractors. In particular, the sections between Maroochydore, Mooloolaba, and Caloundra were a priority for many respondents.
<b>Bundaberg to Bargara</b>  Bundaberg	<b>11</b> responses, <b>2.3%</b> of total	This connection from the city to the beach received more support than any other route in the region, with more than 75% of Bundaberg respondents listing it as a priority. It was favoured in particular for its possible future role as a tourism attractor.
<b>Gold Coast Oceanway</b>  Gold Coast	<b>10</b> responses, <b>2.1%</b> of total	This coastal shared pathway running the full length of the Gold Coast coastline, particularly the section between Broadbeach and Currumbin, was the most popular route on the Gold Coast, favoured for both its recreational appeal and its connectivity to major attractors.

## Prioritising routes

Priority Route Maps (PRMs) support delivery of the PCN. The maps are addendums to the Principal Cycle Network Plans (PCNPs) and identify the delivery priority state and local governments have assigned to principal cycle routes in each local government area.

The first stage of this review will focus on identifying changes to the PCN. The next stage of the process will involve reviewing the associated PRMs. Routes like those suggested above by survey respondents as high priority routes, along with statistical data gathered from the social map, will assist in the review of the PRMs.

# Common themes from social map and survey responses

## Safety

Responses highlight that safety was the major concern among respondents with more than 50% of comments focused on improving safety for bike riders, including many suggestions for infrastructure improvements.

The majority of responses in this category also indicated a desire for separated cycleways, which was also highlighted by the responses to the survey around preferred bike riding infrastructure.

## What we heard

'Improve safety for vulnerable cyclists who are just trying to get to and from work safely'.

'I no longer cycle that route because of safety fears. I'm a 74 year old male and have been an active cyclist for more than 40 years, but that's a route that I no longer feel safe to ride on any day of the week'.

'Traffic has increased but no provision has been made for the safety of cyclists'.

'Government needs to spend far more on cycling routes/segregated cycling infrastructure, get cars off the road, reduce pollution and increase safety of cycling'.

'Bike safety is a real concern in this area, I am not sure anything other than separated bikeways will work when school children are involved'.

'Only access to safe cycle infrastructure is unsafe, meaning getting to the safe cycle routes is the most dangerous part of the journey'.



## What we're doing

### Improving safety for bike riders

We know that physically separating cycleways makes riding safer and supports less confident riders to start cycling. When planning new cycling infrastructure, we prioritise building cycleways that are physically separated from motorised traffic.

Additionally, TMR's Cycle Network Local Government Grants program supports local governments to deliver best practice, high quality, and safe bike riding infrastructure with up to 100% funding for detailed design for a facility on the PCN that will deliver priority bike riding treatments, such as physical separation.

## Connectivity

Respondents indicated that connectivity was important, with many supporting the construction of missing links in the existing bike network such as the North Brisbane Bikeway. Both *Connections to place* and *Connections to route* were popular categories for comments, prioritising a comprehensive and connected network over individual routes and trails.

## What we heard

'A safe connection from Kedron Brook Bikeway to join the fantastic bikeway infrastructure at Woolloowin'.

'High speed separated cycle link that connects Caloundra and Maroochydore'.

'Bulimba to Teneriffe bridge/cycle This route would connect highly populated and tourism popular locations and would add incredible value and interest along with major accessibility connectivity for residents and tourists. This would be incredible to connect these two major fantastic high quality areas prior to 2032'.

'Bikeway to connect Emu Park to Yeppoon. Shared paths are in place for approx. 70 to 80% of the way there. Need to connect Emu Park to the existing pathways'.

'Completion of the bike track from Broadacres Drive to Applin Place (Tannum Sands).

The bike track being constructed at the moment only needed another 300 metres of track to make it one of the best in the district for all residents to use and appreciate'.

'There are already some good cycling paths in place, they just don't connect to anything or are not finished. This should be an easy win to complete and will benefit the many commuters in the airport, Eagle Farm and Pinkenba areas'.

'Extending the clear separate pathway from the existing Spence Street (Cairns) cycleway and the soon to be opened southern cycleway'.

## What we're doing

### Creating connected bicycle networks

We regularly review and update our PCNPs to ensure they reflect changing demand, land use and emerging opportunities and continue to provide an effective guide for further planning for safe, connected, high quality bicycle networks across Queensland.

We work collaboratively with local governments to determine delivery priorities and provide funding to support the delivery of a connected and cohesive cycle network.



## Mapping accuracy

Many comments pointed out that some routes shown on the PCN are not currently suitable for riding a bike safely, or that existing safe cycling infrastructure is not represented on the mapping. These responses were neither critical nor supportive of particular routes, seeking simply to improve the accuracy of the PCN mapping.

### What we're doing

#### Updating the Principal Cycle Network

PCNPs do not map the existing cycling network and should not be used for navigational purposes. PCNPs identify the core routes needed to get more people cycling, more often. These routes are indicative and exist to guide further planning. The Plans are intended to support, guide, and inform the planning, design, and construction of Queensland's future transport network.

All social map and survey responses will be reviewed by the relevant local councils and TMR districts, ensuring that any identified mapping discrepancies, such as correcting the alignment of a particular route, will be rectified in this update.



## Reducing reliance on motor vehicles

Respondents indicated it was important to reduce our reliance on motor vehicles through provision of improved active transport infrastructure. Some wanted to see a reduction in traffic while others were focused on a reduction in emissions, ultimately seeking the same outcome of more people cycling, more often.

### What we're doing

#### More cycling, more often

More than 802,000 Queenslanders ride a bike each week and 1.53 million say they are interested in riding to school or work if the conditions were right. Queenslanders have told us that concerns relating to safety are often the main reason they choose not to ride but addressing the convenience of cycling is also important.

Getting more people to experience the joy of riding benefits the whole community every person who rides a bike to work, school, socialise or the shops means less traffic and less pollution. Choosing a bike over a car can also improve people's wellbeing, support healthy and happy communities, and contribute to the economy.

We need to make cycling a natural choice for short trips. We need to make it convenient and safe to ride, whether you are an experienced cyclist or just getting started.

Our goal is to maximise the benefits of cycling for all Queenslanders. We will embed cycling into Queensland's culture, communities, and economy as part of a single integrated transport system accessible to everyone.

*Source: Queensland Cycling Strategy 2017 2027 (Re released 2020)*

## Tourism

Some respondents expressed a desire for the addition or prioritisation of routes that provide tourism opportunities, particularly within regional areas including rail trails, scenic recreation routes, and connections to desirable locations.

### What we heard

'Deliver the Boonah to Ipswich trail as a continuous off road trail so it connects to the Brisbane Valley Rail Trail. Great regional tourism and recreation opportunity'.

'Bundaberg to Bargara (via Bargara Road) It would add to the tourist destination interest to have a bike path from the city to the beach and vice versa...!'

'I think it would be great for the local residents and tourists coming to the Noosa Hinterland. The proposed path from Pomona and Cooran is perfect way to start this project'.

'Bikeway to connect Emu Park to Yeppoon. This would be an excellent bike ride for locals and tourists. Two towns approx. 20kms apart would be connected. The current path already links small towns and beautiful beaches, the final link to Emu Park is all that is needed to complete what would be a great ride'.

'Scenic but when narrow shoulders/unsafe, not appealing for active transport. Rented bike riding could be promoted tourism drawcard for the Blackall Range if there were safer/wider connections between points of interest. Currently car centric to get anywhere'.

'Gold Coast Oceanway... is probably the most needed connection of shared path on the Gold Coast... Provides a great safe, offroad area for people to walk, run, ride, skate, rollerblade. Big tourism attraction. Safe. Peaceful. Access for less abled people to the beach'.

'Stradbroke Island (Minjerrabah) has great potential as an e bike/bike tourism destination. Improving conditions for bikes from Dunwich to Point Lookout could encourage more recreational riders'.

### What we're doing

#### Tourism routes in Queensland

Queensland's idyllic weather allows domestic and international visitors to cycle at any time of year. These visitors contribute significantly to our economy, using accommodation, visiting local attractions, and buying goods from local shops. We will support cycle tourism by providing funding to build and promote rail trails. We will provide advice to help regions identify and develop new rail trails and recreation routes and investigate ways we can support organisations to grow active tourism across the state.



## Response to feedback



The extensive feedback received from the community is proving extremely valuable in informing TMR and local government review and update of the QPCN.

All comments have also been mapped in a Geographic Information System (GIS) layer for all road authorities to make sure they are available for use in future planning.

The comments will continue to be a useful tool to inform future stages of the review including updating the Priority Route Maps and beyond to delivery of the network.

## Thank you

We would like to thank everyone who participated in this community consultation process.

TMR has directly responded to all direct enquiries and sent an email on 27 October 2022 to all online consultation participants to acknowledge their input and thank them for their comments.

## Next steps

Feedback from this consultation process will be used to inform the review and update of the QPCNP. It will also inform the next stage of the project where we review and update the priority route maps and beyond to planning and delivery of the network. TMR will ensure the community is updated as the project progresses.

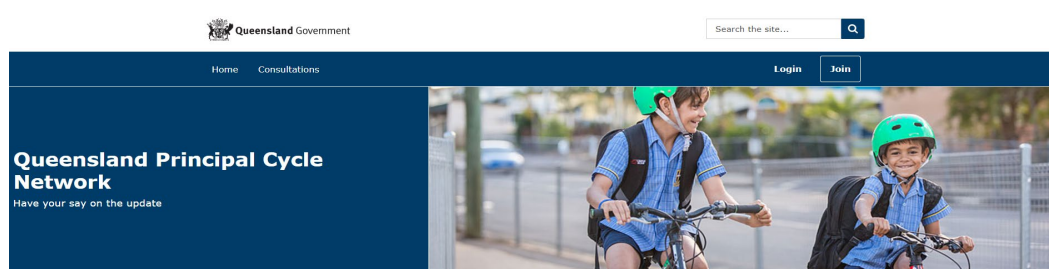
Additional engagement with BQ and BUGs is planned throughout the remainder of the project to update both the QPCNP and PRMs.

## Stay informed

TMR will continue to update the community about the QPCNP and PRM update at key milestones via direct email and updates to the [Principal Cycle Network Plans](#) web page on TMR's website.



# Appendix A: Consultation page



Home / Queensland Principal Cycle Network

## Overview

The Department of Transport and Main Roads (TMR) is undertaking a review and update of the Principal Cycle Network (PCN) for Queensland. The review is a key deliverable outlined in the *Queensland Cycling Action Plan 2020-2022*.

The PCN lays out a blueprint for the core bicycle riding routes needed to encourage more Queenslanders to ride, more often. Routes on the PCN are indicative only and help to guide future planning and investment in Queensland's transport network.

Currently, the PCN is published as a series of Principal Cycle Network Plans.

The PCN is being reviewed to ensure it reflects current and future demand and continues to be an effective guide for further planning for safe, connected, high-quality bicycle infrastructure in Queensland communities.

The review and update will result in the development of a consolidated Queensland Principal Cycle Network Plan (PCNP) to align with a 'one network' approach to bicycle planning. The Queensland PCNP will be accompanied by Priority Route Maps identifying the delivery priority state and local governments have assigned to principal cycle routes in each local government area.

## Have your say

TMR invited feedback about the PCN in your local area or other locations across Queensland and to provide input to the development of PCN routes in the additional local government areas that are outside of the current network.

Submissions closed on **31 August 2022**.

## Interactive map

The map below shows the full extent of the current PCN in Queensland including principal cycle routes (shown in light blue) and tourism/recreation routes (shown in pink).

Use the map below to leave your comments about the PCN which could include:

- suggested changes to the alignment/length of existing PCN routes
- addition of new routes (including in the local government areas where PCN routes do not currently exist)
- removal of existing routes.

To leave a comment on the map:

- zoom in on locations of interest by entering an address in the search bar or by using the + symbol in the top right corner
- select 'Add Marker' button to drop a pin on the map in the location your comment relates to
- include a brief explanation of the main reason/s for each of your comments or suggestions
- assign a category to your comment. Click on the 'i' icon below for a description of each category.

Your comments and feedback are important and will help ensure the Queensland PCN supports Queenslanders to make the choice to ride in their communities in the future.

Submissions closed on **31 August 2022**.

Click on the *i* icon below for a description of marker categories.

## Timeline

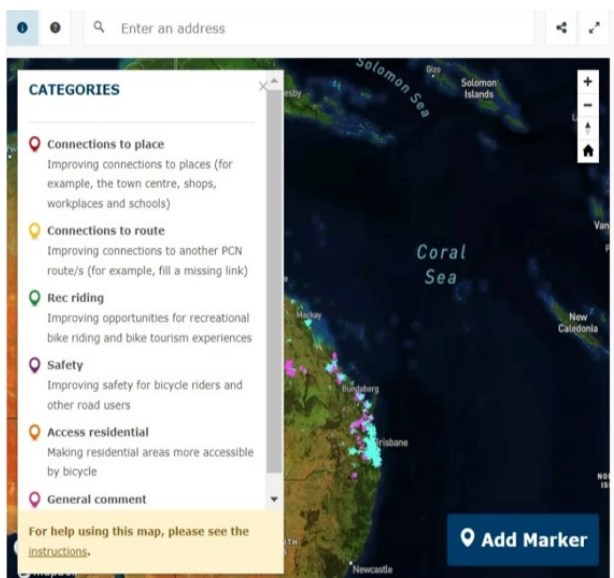
- ✓ **Start of planning phase**  
January 2022
- ✓ **Community consultation opened**  
29 July 2022
- ✓ **Community consultation closed**  
31 August 2022

[See less](#)

## Contact us

Have a question or want to learn more about the project? Contact us below:

- 👤 **Name** Principal Cycle Network Update Project Team
- ✉ **Email** [qld.principalcyclenetwork@tmr.qld.gov.au](mailto:qld.principalcyclenetwork@tmr.qld.gov.au)
- 🌐 **Website** [www.tmr.qld.gov.au/Travel-and-transport/Cycling/Principal-cycle-network/Principal-Cycle-Network-Plans](http://www.tmr.qld.gov.au/Travel-and-transport/Cycling/Principal-cycle-network/Principal-Cycle-Network-Plans)
- ✍ **In writing** Department of Transport and Main Roads  
Transport Strategy and Planning  
Department of Transport and Main Roads  
GPO Box 1412  
BRISBANE QLD 4001



## Online survey

Tell TMR about yourself and your interest in the Principal Cycle Network.

What local government area are you located in?

You have 100 characters left

I am interested in the Principal Cycle Network as: (Select all that apply):

- A resident
- A business owner
- A visitor
- A current bicycle rider (for commuting to work, education etc.)
- A current bicycle rider (for recreation or fitness)
- A current bicycle rider (for transport to shops, places of interest etc)
- Someone considering bike riding
- Other (please specify)

What type of bike riding infrastructure appeals to you? (Select all that apply)

- Separated cycleways or cycling paths
- Off-road shared pathways (i.e. shared with people walking)
- On-road bicycle lanes
- Off-road trails (e.g. for mountain biking)
- Other (please specify)

If you could select one route on the PCN (existing route or proposed new route) to be prioritised, which would it be?

You have 600 characters left

Why would you prioritise this route?

You have 600 characters left

Do you have any other comments about this project?

You have 1,000 characters left

### Privacy Notice

The Department of Transport and Main Roads (TMR) is collecting your personal information in case we need to contact you in relation to feedback you provide about the Principal Cycle Network. If you fail to provide some or all of the personal information requested on this platform (name and email address), TMR will be unable to contact you to seek further information (if required). This may impact the consideration given to your feedback. TMR will not disclose your personal information unless a law requires it.

For details on how TMR manage your personal information, view TMR's information privacy policy.

This consultation is being conducted using the Hive platform (Harvest Digital Planning), which is based in Australia. Information you provide in this survey will be held on Harvest Digital Planning's server in Australia. Harvest Digital Planning's Privacy Policy discloses how your data will be handled.

Confirm you have read and understand the Privacy Notice. Required


Submit

For more project information on what's happening in your region visit  
[www.tmr.qld.gov.au/Projects](http://www.tmr.qld.gov.au/Projects)  
Other Queensland Government consultations can also be found at  
[www.getinvolved.qld.gov.au](http://www.getinvolved.qld.gov.au)

Copyright  
Disclaimer  
Right to information  
Contact us

 Facebook  
 Twitter  
 LinkedIn

# Appendix B: Promotion examples



## Media release

### Minister for Transport and Main Roads The Honourable Mark Bailey

### We wheel-y want your feedback

Transport and Main Roads is putting the call out to Queenslanders to have their say about current and future bike routes around the state.

Transport and Main Roads Minister Mark Bailey said the input would help shape the Principal Cycle Network review.

"This network is a blueprint for core cycling routes right around Queensland, and is key to planning future investments in active transport," Mr Bailey said.

"With more Queenslanders taking up cycling and walking post-pandemic, we need to make sure the network meets current and future demands.

"Working closely with local councils and cycle groups, we want to review the current blueprint and identify areas of improvement.

"The community will be key in this process because nobody knows where the infrastructure is needed more than the people on the ground using it day in, day out."

Mr Bailey said consultation would be conducted online.

"We know that, on average, every dollar we invest in bike-riding infrastructure will return nearly five dollars in economic benefit to Queensland with improved health outcomes, reduced traffic congestion, and lower transport costs," he said.

"That's why we are investing \$268.8 million for active transport infrastructure as part of a record \$29.7 billion road and transport plan.

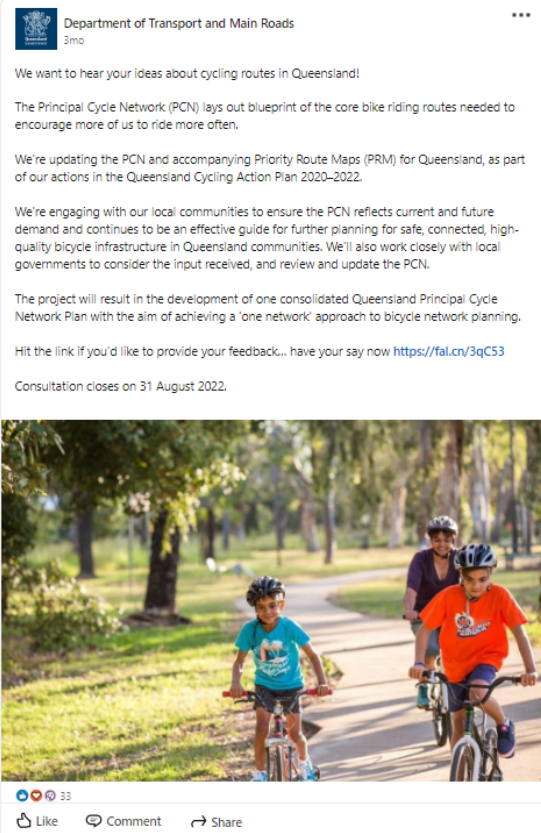
"On top of this investment, we're also building more than 150 kilometres of active transport infrastructure as part of major projects, like the M1 upgrade, Bruce Highway interchange upgrades and Gold Coast Light Rail Stage 3.

"I encourage everyone to jump online and have a say between now and the end of the month (August)."

The consultation period will close 31 August 2022.

For more information or to comment on the plans, visit <https://www.tmr.qld.gov.au/Travel-and-transport/Cycling/Principal-cycle-network/Principal-Cycle-Network-Plans>

### Department of Transport and Main Roads' Post



Department of Transport and Main Roads  
3mo

We want to hear your ideas about cycling routes in Queensland!

The Principal Cycle Network (PCN) lays out blueprint of the core bike riding routes needed to encourage more of us to ride more often.


We're updating the PCN and accompanying Priority Route Maps (PRM) for Queensland, as part of our actions in the Queensland Cycling Action Plan 2020-2022.

We're engaging with our local communities to ensure the PCN reflects current and future demand and continues to be an effective guide for further planning for safe, connected, high-quality bicycle infrastructure in Queensland communities. We'll also work closely with local governments to consider the input received, and review and update the PCN.

The project will result in the development of one consolidated Queensland Principal Cycle Network Plan with the aim of achieving a 'one network' approach to bicycle network planning.

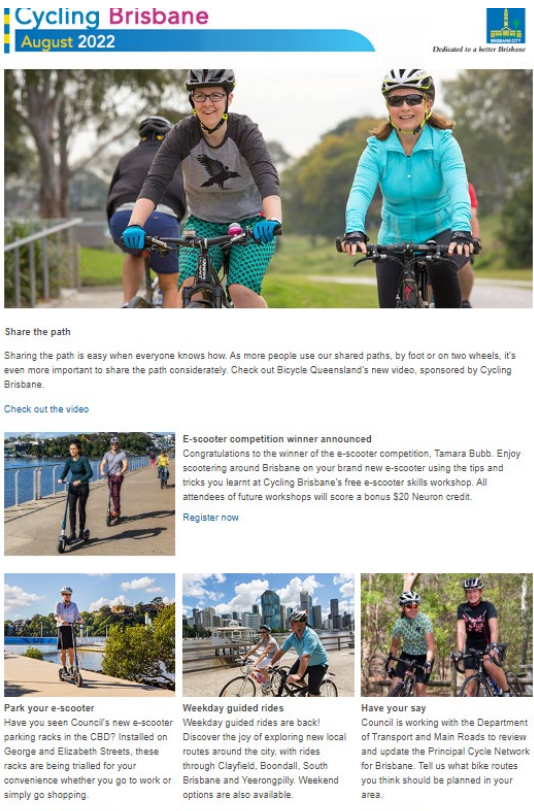
Hit the link if you'd like to provide your feedback... have your say now <https://fal.cn/3qC53>

Consultation closes on 31 August 2022.




Like Comment Share

## TMR LinkedIn post



### Cycling Brisbane August 2022

*Dedicated to a better Brisbane*



Share the path




Sharing the path is easy when everyone knows how. As more people use our shared paths, by foot or on two wheels, it's even more important to share the path considerably. Check out Bicycle Queensland's new video, sponsored by Cycling Brisbane.

Check out the video

E-scooter competition winner announced

Congratulations to the winner of the e-scooter competition, Tamara Bubb. Enjoy scootering around Brisbane on your brand new e-scooter using the tips and tricks you learnt at Cycling Brisbane's free e-scooter skills workshop. All attendees of future workshops will score a bonus \$20 Neuron credit.

Register now

Park your e-scooter

Have you seen Council's new e-scooter parking racks in the CBD? Installed on George and Elizabeth Streets, these racks are being trialled for your convenience whether you go to work or simply go shopping.

Learn more about the trial

Weekday guided rides

Weekday guided rides are back! Discover the joy of exploring new local routes around the city, with rides through Clayfield, Boondall, South Brisbane and Yeerongpilly. Weekend options are also available.

Register now

Have your say

Council is working with the Department of Transport and Main Roads to review and update the Principal Cycle Network for Brisbane. Tell us what bike routes you think should be planned in your area.

Find out more

### Media release from Minister for Transport and Main Roads

29 August

🌟 CONSULTATION CLOSING TOMORROW 🌟

Are you a bike rider or a would-be bike rider? @b@b

We want to hear from you!


The Department of Transport and Main Roads is reviewing the state's Principal Cycle Network which lays out a blueprint for the core bicycle riding routes needed to encourage more Queenslanders to ride, more often.

We'd love your help to tell us the main bicycle routes you think should be planned for in your area to encourage people to ride their bike more in the future!

Hit the link if you'd like to provide your feedback... 🌟

<https://www.tmr.qld.gov.au/.../Principal-Cycle-Network-Plans>

Consultation closes on 31 August 2022. 📅



Above: Facebook post from Livingstone Shire Council

Right: Brisbane City Council's Cycling Brisbane newsletter (August 2022)