An evidence-based assessment of the impact of cycling infrastructure in South East Queensland
Michael Langdon, Senior Advisor (Cycling and walking)
Department of Transport and Main Roads

Government Priorities

Four pillars of the Queensland economy
- Tourism
- Agriculture
- Resources
- Construction

The Queensland Plan
A 30-year vision for Queensland

Our values
- Customers First
- Ideas into Actions
- Unleash Potential
- Be Courageous
- Empower People
Overview

- Bicycle Traffic & Travel Behaviour Changes
- Data from: Traffic Counts, Intercept Surveys & Census Journey to Work Data
- Bridges, Missing Links & End of Trip.

Definitions:

- Route Change: Existing cyclists will change their route to use the new facility
- Mode Change: users of other transport (car, public transport etc.) will change mode of transport to cycle along the new facility
  - Walk: refers to walking for the entire length of the previous journey
  - PT: refers to any public motorised passenger transport such as bus, train, or ferry.
  - Car: refers to any private motorised transport such as cars, trucks, motorcycles or taxis whether as a driver or passenger.

Bridges

- Goodwill
- Kurilpa
- Sir Leo Hielscher (Gateway)
- Go-Between
- Eleanor Schonell
- Ted Smout
Goodwill Bridge

- Daily Traffic: Commuter
  2,000 bicycles
  9,000 pedestrians

- Route Change: 70%
- Mode Change: 30%
  – Walk: 29%
  – PT: 51%
  – Car: 20%
- Source: Abrahams (2002)
Go-between Bridge

- Daily Traffic: Commuter
  - 1,900 bicycles
  - 1,300 pedestrians

- Route Change: 75%
- Mode Change: 25%
  - Walk: 2%
  - PT: 8%
  - Car: 15%

- Source: TMR (2010)

River crossings

9% increase in cyclists volumes between 2009-2011
Bicentennial Bikeway Diversion

Bicentennial Bikeway upgrade – Hale Street east

Construction access changes

Construction of the Bicentennial Bikeway – Hale Street upgrade will continue in June 2014, with completion expected in early 2015, weather permitting.

Please refer to the map for details of the Bicentennial Bikeway from the Kurilpa Rail Bridge to North Quay.

Kurilpa Bridge Daily Traffic

More information:

- Phone: 07 3221 3707
- Email: cycling@bham.qld.gov.au
- www.bicentennialbikeway.qld.gov.au

Bicycles
Eleanor Schonell Bridge

- Daily Traffic: Commuter
  - 1,100 bicycles
  - 2,400 pedestrians
- Route Change: 38%
- Mode Change: 60%
  - Walk: 2%
  - PT: 43%
  - Car: 17%
- Source: TMR (2008)

Eleanor Schonell Bridge

Origin Suburb/Locality

<table>
<thead>
<tr>
<th>Percentage</th>
<th>Suburb/Locality</th>
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<tbody>
<tr>
<td>18%</td>
<td>Yeronga</td>
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<tr>
<td>13%</td>
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<td>Moorooka</td>
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<td>8%</td>
<td>West End</td>
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<td>5%</td>
<td>Coorparoo</td>
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<td>Yeerongpilly</td>
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<td>Dutton Park</td>
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<td>4%</td>
<td>Taringa</td>
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<tr>
<td>5%</td>
<td>Milton</td>
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<tr>
<td>4%</td>
<td>New Farm</td>
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<td>2%</td>
<td>Coopers Plains</td>
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<tr>
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<td>Toowong</td>
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<td>Yeronga</td>
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Destination Suburb/Locality

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<tr>
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<td>Indooroopilly</td>
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<td>West End</td>
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<tr>
<td>1%</td>
<td>Annerley</td>
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</tbody>
</table>
Sir Leo Hielscher (Gateway) Bridge

- **Daily Traffic:** Commuter
  - 200 bicycles
  - 50 pedestrians

- **Route Change:** 15%
- **Mode Change:** 85%
  - Walk: 15%
  - PT: 15%
  - Car: 54%

- **Source:** TMR (2010)
Ted Smout Bridge

• Daily Traffic: Recreational
  600 bicycles
  200 pedestrians

• Route Change: 83%
• Mode Change: 17%
  – Walk: 2%
  – PT: 0%
  – Car: 15%
• Source: TMR (2010)
**Missing Links**

- Normanby Pedestrian Cycle Link
- Western Freeway Bikeway ‘Missing Link’
- Toowong Overpass
- Veloway 1 Stage C

**Normanby Pedestrian Cycle Link**

- Daily Traffic: Commuter
  - 600 bicycles
  - 1,100 pedestrians
- Route Change: 8%
- Mode Change: 92%
  - Walk: 6%
  - PT: 42%
  - Car: 44%
- Source: TMR (2010)
Normanby Pedestrian Cycle Link

Origin-Destination Map
Western Freeway Bikeway

- 55% increase in the average daily numbers of cyclists

Toowong Overpass

- 32% increase in the average daily numbers of cyclists
Veloway 1 – Stage C

- Daily Traffic: Commuter
  800 bicycles
  0 pedestrians

- Route Change: 90%
- Mode Change: 10%
  - Walk: 0%
  - PT: 6%
  - Car: 4%

- Source: TMR (2013)
King George Square Cycle Centre

- **Daily Traffic:** Commuter

- **Route Change:** 22%
- **Mode Change:** 78%
  - Walk: 0%
  - PT: 93%
  - Car: 6%

- **Source:** Burke et al (2010)
Brisbane CBD

- Daily Traffic: Commuter
- Route Change: 36%
- Mode Change: 64%
  - Walk: 6%
  - PT: 66%
  - Car: 28%
- Source: TMR (2010)
## Summary

<table>
<thead>
<tr>
<th></th>
<th>Bicycle Volumes</th>
<th>Route</th>
<th>Mode</th>
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<td>85%</td>
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<td>15%</td>
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<td>17%</td>
<td>2%</td>
<td>0%</td>
<td>15%</td>
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<td>Fig Tree Pocket to Jindalee 'missing link'</td>
<td>1,000*</td>
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### Diversion rates: ‘rules of thumb’

<table>
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<th>FROM...</th>
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<tr>
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<td>14%</td>
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<td></td>
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<td></td>
<td>Weekend</td>
<td>55%</td>
<td>70%</td>
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</table>

- Very little mode shift from car
- Most demand is reassigned to another route
- More mode change in outer urban, rural areas and on weekends
- No shift from PT outside inner city area and little on the weekend
Take home messages

• Duplicating existing links will result in high route change
• Overcoming a major barrier, with a direct connection to an activity centre will result in high mode change
• Mode change will always be relative to the alternative transport options available
• Behaviour change is usually only one of many reasons why projects go ahead

References

• Goodwill Bridge Induced Walking and Cycling Traffic (Australia) -  
• Evaluation of King George Square Cycle Centre -  
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