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Integration of Cycling into the Built Environment







Riding to Work and sweating the infrastructure



Riding to Work

- In Australia about 2% of commuters ride to work compared with Netherlands/Denmark (20%).
- Development of a BCC Plan in the early 2000's to lift the rate of cycling and active transport.
- What are the factors that inhibit cycling to work? distance (26%), not comfortable (13%), feel unsafe(11%) (particularly female cyclists), lack of end of trip facilities, lack of bike pathes, not knowing the route and how to get there.

Qld Bike Trends

- In 10 years to 2006, City of Brisbane bucked the trend to decline in bike commute to work across all Qld major cities. The Qld Dept of Transport attributed this to provision of infrastructure that delivered safe, direct and connected routes.
- In Brisbane, the share of all cycling trips for work-related purposes increased significantly from 21% in 1992 to 36% in 2009.

Riding to Work

- Connecting previously unconnected bike pathes lifts the usage rates by 10%.
- In 2006, Brisbane City Council lifted funding for new bike pathes significantly (\$100M over 4 years).(NB Asset plan)
- In 2007, revamped on street car parking program's revenue was hypothecated to fixing footpathes (and repairing bike pathes).
- BCC's town plan end-of-trip facilities.
- Importance of solid revenue base.

Example of Bike upgrades on BCC website

North

Ashgrove - Royal Parade Bridge replacement

The Royal Parade Bridge replacement has replaced the pedestrian/cyclist bridge that was washed away during the 2013 Australia Day storm event.

Aspley - Aspley Active Communities

Accessible routes to key locations like schools, shopping centres, public transport, parks and recreation areas are being constructed.

Enoggera - Enoggera Creek Bikeway

The Enoggera Creek Bikeway will provide improved connectivity in the local bicycle network.

Ferny Grove - Ferny Grove Active Communities

Accessible routes to key locations like schools, shopping centres, public transport, parks and recreation areas are being constructed.

Geebung - Zillman Waterholes Bikeway

The Zillman Waterholes Bikeway will involve constructing a shared pathway from Murphy Road (near Fernlea and Orville streets) to the existing bike network in Geebung Park.

Geebung - Zillman Waterholes Bikeway Extension

The Zillman Waterholes Bikeway Extension project provides a bikeway connection between Geebung Park and Robinson Road West, Geebung.

Mitchelton - Mitchelton Active Communities

Accessible routes to key locations like schools, shopping centres, public transport, parks and recreation areas are being constructed.

Mitchelton to Nundah - Kedron Brook Bikeway upgrade

The Kedron Brook Bikeway upgrade project will involve providing new links to the bikeway and widening and upgrading of ten existing locations from Pullen Road at Mitchelton to Sandgate Road at Nundah.



Advocacy Network and strategy

- Role of Bicycle Queensland strong advocate for cycling facilities and on and off road infrastructure.
- BQ praised each new funding initiative and quietly pointed out any hiccups.
- Supportive climate Cycling the new golf
- Strategies need to focus on shorter trips (71% of commuters who travel less than 5kms use a private vehicle and less than 7% use public transport.)

Sweating the infrastructure

- Waterways and freeways building bike pathes along them. Achieve longer bike pathes. Design them in at the beginning - cost advantages.
- Retrofitting separate bike pathes learning from Sydney's experience. (Disruptive and unsupported by car commuters).
- Melbourne's separation of roads for different purposes. Tale of three roads in Northcote/Thornbury.

There's hope

- In 2010, Australians bought more than 1.3m bikes, outstripping car sales (1m), 11th yr in row.
- Concerns re burgeoning health costs will focus attention on cycling as part of preventive health approach.

Trafinz Conference Auckland September 15th to 17th





