

Chapter 6 Cycling and walking

6.1 Encouraging cycling and walking

Planning for cycling and walking are essential components of the package of measures necessary to restrain traffic growth and address urban congestion. Through better planning for cycling and walking, the IRTP seeks to increase the current proportion of walking and cycling trips from 15% to 20% by the year 2011.

Attitudes towards cycling and walking are generally positive, and the majority of people recognise these transport modes as healthy and good for the environment. However, cycling and walking are not as widely used as they could be.

The costs to society and the environment associated with cycling and walking are considerably lower than those associated with the use of private motor vehicles. However, the relative convenience, comfort and personal security afforded by the car make it an attractive individual choice of travel mode, even for short, local journeys that could be easily accomplished by cycle or on foot.

Improving the attractiveness of cycling and walking so as to provide a viable alternative to car travel will help to reduce road congestion. If people are presented with the opportunity to cycle and walk to their destination in a pleasant, safe environment along a direct route then there is a real chance that they will choose these transport modes.

Demonstrating to our children that the car is not the only way of going places is one of the best investments we can make in the future of South East Queensland's transport system.

In 1992, 90% of cycling trips were less than 4.5 kilometres. For work related trips, 90% of cycling trips were less than 6 kilometres. The majority of walking trips cover less than 500 metres, with 90% of all walking trips being less than 1.8 kilometres. In general terms, cycles are ideally suited to journeys of under 15 kilometres and walking is suited to trips of under 2 kilometres. Beyond these distances many people consider these transport modes unviable. However, with linkages to the public transport system the range of these combined modes can be extended greatly.

Cycling and walking are highly efficient modes of travel, with low operating costs, which can provide a "door-to-door" service. These modes also have the benefits of being healthy, readily accessible to most people and environmentally benign (emitting no air or noise pollution).

In order for the proportion of trips undertaken by cycling and walking to increase these modes must be made as convenient as possible. To achieve this a basic aim is to promote cycling and walking "friendliness" in all aspects of transport and urban planning and infrastructure provision.





Cyclists and pedestrians travel at the same time as other people, night time included. Therefore provision should be made for cycling and walking routes that are functional by night as well as by day.

To increase the proportions of trips undertaken by walking or cycling the IRTP aims to:

- provide quality facilities for cyclists and pedestrians;
- ensure better links between cycle, pedestrian and public transport networks;
- create a safer cycling and walking environment;
- educate people about the benefits of cycling and walking as transport modes; and
- achieve better designed communities which support walking and cycling.

The integration of cycling and walking facilities into the early stages of land use planning and development approval, offers great potential to encourage people to walk and cycle. An urban form sympathetic to cycling and walking makes these travel modes more attractive. Walking and cycling in areas with a more compact urban form is far more prevalent than in lower density areas.

Cycling and walking are often considered together as transport modes and are invariably linked due to past provision of shared recreational cycle and walking paths. However, experience has shown that combined cycling and walking paths act as a disincentive to both user groups and can result in injury to users and fatalities. To ensure the safety of users and maximise the attractiveness of these facilities, separated cycling and walking routes are to be provided where possible. Where this can not be achieved, options to clearly segregate paths should be explored.

6.2 Cycling

Cycles consume no fuel, produce no pollution and consume less space when compared to other forms of transport with the exception of walking. Cycling is also a very economical travel mode and is accessible to the majority of the population. Cycling also offers users exercise, recreational benefits and enhanced personal freedom.

Cycling has the potential to contribute to meeting a wide variety of transport needs including commuter, local and school trips.

Cycling is a legitimate and viable form of transport which has potential to increase travel choice and reduce dependence on private motor vehicles.

For the proportion of trips undertaken by cycle to increase, this transport mode needs to be competitive with the private motor vehicle. For this to occur, cycling facilities must provide access



that matches the access motorists have come to expect from the road network. A combination of cycle paths and lanes presents the optimum solution for establishing and enhancing the cycling system in South East Queensland.

The provision of safe, direct and convenient on-road and off-road routes for cyclists is the single most important component of providing an attractive, functional cycle system.

Cyclists also need to use the road to get to their destination. This frequently necessitates mixing of motor vehicles and cycles on carriageways. Cyclists are vulnerable road users and this requires a responsible attitude on the part of cyclists and places a special responsibility on motorists to take account of the special needs of cyclists. Education of cyclists and motorists is essential to establishing cycling as a viable mode of transport. For example, an emerging trend is for some motorists to believe that cyclists should not have access to roads with un-marked cycle lanes, but should only have access to marked cycle lanes and off-road cycle paths.

Vehicle speed is a major factor influencing the attractiveness of on-road cycling. Reducing vehicle speed has the potential to create streets that are "cycle friendly" without the need for dedicated cycle lanes.

Facilities for cycling

- Dedicated cycling routes termed "cycleways" can be a combination of on-road and off-road facilities;
- Cycle paths provide a functional off-road cycling route that is free from the dangers to cyclists posed by vehicles.
- On-road cycle facilities usually provide the most direct route in terms of time and distance and provide access to adjoining development, local areas and the greater road network.
- A network should be developed which combines cycle paths and on-road cycle facilities.

Cycles and public transport

Most public transport services cannot provide the door to door service that many people require or desire. Dual mode transport involving cycling or walking to public transport networks presents a means of filling this service gap.

Encouraging cycling to public transport also enhances the attractiveness of both transport modes and increases the effective range of both. This can be achieved by:

- making provision for carrying cycles on public transport;
- providing secure cycle parking at key access points to public transport networks; and
- ensuring cyclist and pedestrian routes link to public transport networks.

