



Brisbane Central Business District Bicycle User Group

CBD BUG

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Office of the Lord Mayor
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My dear Lord Mayor

Thank you for your reply of 27 November 2015 concerning Brisbane bikeway counts and BCC active transport targets. However, the reply requires further clarification and did not answer some questions asked and requests made.

As we stated, according to the October bike counts the BCC Active Transport Strategy target of 2.5% of trips by cycling in 2016 will not be met.

We noted your answer concerning how the 1.6% value was estimated for 2011, that the South East Queensland travel survey has not been completed since 2009 and an incomplete survey was last undertaken in 2011-12.

Another stated BCC objective was "Active transport to achieve more than 16% share of all journeys in Brisbane by 2018" but no information was provided on how this would be measured, although progress was claimed to be "on track". The Active Transport Strategy cycling goal of 2.5% by 2016 was not met and the walking goal was 13.3% by 2016. Thus it seems highly unlikely that progress to 2018 is even being measured or that goals are being met.

The next BCC Active Transport Strategy cycling targets are for 3.6% of trips to be made by cycling by 2021 and 5% by cycling by 2026.

The letter writer appears confused in the reply stating that the 2031 targets are a "15% mode share for bicycles and 5% for walking".

The targets are for 5% cycling and 15% walking by 2026, not by 2031, and not the other way around.

The actual "Connecting SEQ 2031" target is for 11% cycling modal share in the Brisbane City Council area by 2031, not 5%. The 5% is BCC's own target for 2026.

The "Connecting SEQ 2031" document states:

*Brisbane has significant potential to increase the share of trips by public and active transport. **The strong focus on denser development through urban infill will support a shift to more sustainable transport modes.** Achieving the transport targets of Connecting SEQ 2031 would result in:*

- *increasing the share of trips by public transport from 10.3% to 20%, taking daily trips from 360 000 in 2006 to 860 000 in 2031*
- *increasing the share of trips by walking from 10.6% to 13%*
- ***increasing the share of trips by cycling from 1% to 11%.***

Our assessment is that the denser development is happening but the cycling infrastructure development required to meet the targets is not. “Encouragement” in the form of the Cycling Brisbane program is occurring, while recent achievements to actually “enable” the population to cycle are limited to off-road bikeways which may be useful for recreational rides, but not for transport.

For instance, 75% of the “bikeway length” built between October 2011 and June 2015 was comprised of yellow bike stencils and bike lanes that cars can park in. In order to achieve the targets, protected space for cycling will need to be provided on a much larger scale than seen previously so that currently excluded demographics such as school children and women can participate in much greater numbers.

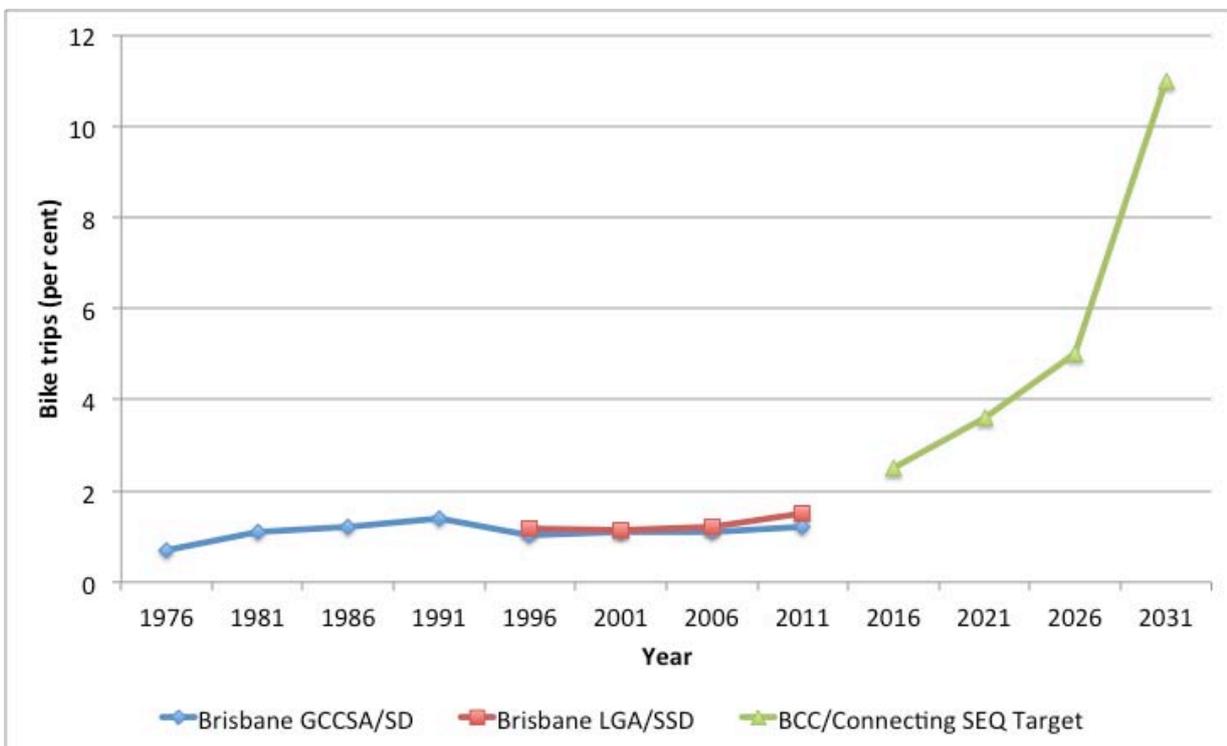
The 2013-14 BCC annual report stated:

*Cycling traffic has grown at 7.7% per annum since 2004 at nine sites that have been monitored through the annual counting program (four days each October) over this period. This results in a doubling of bicycle traffic about every nine years. **This rate of growth needs to continue to meet Council’s target for cycling (5% of all commuter trips by 2026 to be by bicycle).***

This last statement is incorrect, as it does not take population growth into account. This is a serious error, as it appears that Council officers believed that this growth rate was sufficient to meet targets when it was not.

To meet the 5% target an annual average growth rate of 9.2% from 2011 to 2026 would be required.

In reality, assuming that the 7.7% pa growth rate of 2004 to 2013 applied from 2011 to 2016 (optimistic), the 2021 target now requires a growth rate of 12.2% pa for five years, the 2026 target requires a growth rate of 10.0% pa for 10 years, and the 2031 target requires a growth rate of 12.7% pa for 15 years. These are enormous growth rates that have never been achieved in Brisbane’s past. The following graph based on Census data from 1976 to 2011 and future BCC and State government targets illustrates the challenge.



Is BCC still committed to meeting targets?

Please answer the following questions.

- Are you still committed to achieving the targets of 3.6%, 5%, and 11% by 2021, 2026, and 2031?
- How will progress be measured?
- As current rates of cycling growth are insufficient to achieve these targets, what new and different actions will you take to reach them?
- What will you do if progress towards the target is not on track?

Unfortunately the answer in the past to the last question has always been “lower the target”.

Cycling counts

The figures from the 2013-14 annual report indicate a 7.7% growth rate from 2004 to 2013 at nine sites and the 2014-15 annual report indicates a 6.7% growth rate from 2004 to 2014 at 10 sites. This appears to imply a drop of 1.9% between October 2013 and October 2014, although the sites may be slightly different.

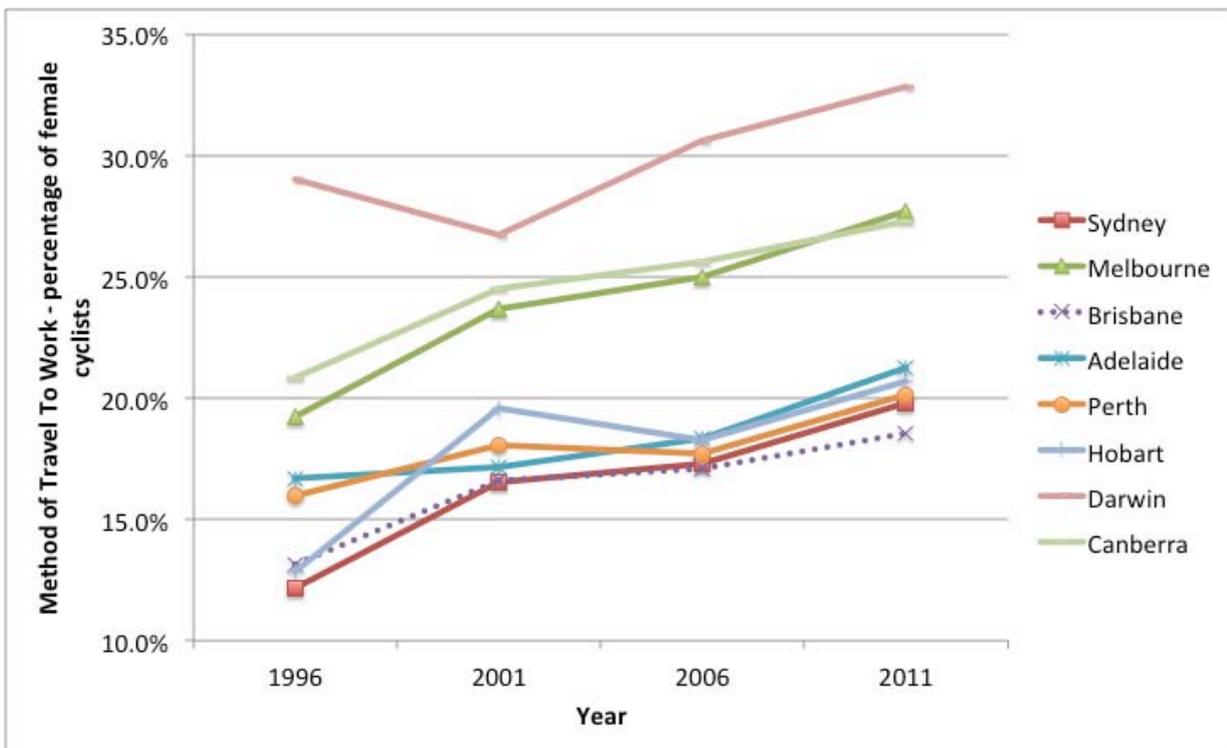
This is of great concern and is further information belying the BCC 2014-15 Annual Report claim that cycling and active transport objectives are “on track”. The 2011 decrease can be attributed to damage to the Bicentennial and other bikeways caused by the 2011 flood, but as the October 2014 was relatively dry there is no similar explanation for the drop.

Andrew Macbeth of BCC delivered a presentation to VeloCity in May 2014 entitled “Monitoring bikeway use in Brisbane - Good facilities attract more users”.

A slide “comparison of count types” stated that for the October manual count: “results can take a few weeks”.

Contrary to BCC claims, the proportion of female cyclists measured in Brisbane has always been low compared to other capital cities – 6th of eight capital cities in 1996 ahead of Sydney and Hobart, 7th of eight capital cities in 2001 ahead of Sydney, and 8th of eight capital cities in the 2006 and 2011 Censuses. In the 2011 census the difference between Brisbane and Sydney is statistically significant ($p < 0.01$). Counts performed over many years by the BUG indicate this proportion is still in the 16-20% range in Brisbane. At the same time, this ratio is trending up in every other city – see the following graph. ¹

¹ See Mees, Sorupia and Stone (2007) http://www.abp.unimelb.edu.au/files/miabp/2GAMUT2007_DEC_02.pdf and Mees and Groenhart (2012) <http://mams.rmit.edu.au/ov14prh13lps1.pdf> for the 2006 and 2011 figures and methodology.



Considerable public investment has been made in the bikeways and the Council needs to be transparent about the outcomes of this spending on actual cycling participation.

Council states on its website: "Brisbane City Council releases Open Data to the public free of charge. Council encourages the development of apps, websites, and tools that both benefit Brisbane residents and help Council work towards its vision of Brisbane as an **accessible, connected city**."²

We request that past bikeway count figures are made available and that the data be updated as soon as each count is finalized, rather than reporting in September of each year.

CityCycle

As a chance to deliver some good news - you noted 307,000 CityCycle trips have occurred in 2014-15.

What is the total number of CityCycle trips for each quarter from 1 April 2015 to 31 March 2016?

Regards

Dr Richard Bean
Co-convenor
Brisbane CBD BUG
5 April 2016

² <http://www.brisbane.qld.gov.au/about-council/governance-strategy/economic-development/doing-business-brisbane/business-opportunities/open-data>

Appendix

Population – historic and projections

30 June 2004 QGSO - 949,935
 30 June 2011 QGSO - 1,089,879 - 1.6% - 17,438
 30 June 2013 QGSO - 1,129,846 (revised)
 30 June 2014 QGSO - 1,146,787 (preliminary)
 30 June 2016 QGSO - 1,176,418 – 2.5% cycling target - 29,410; with 7.7% growth rate from 11-16:
 25,268
 30 June 2021 QGSO Medium projection - 1,246,841 - 3.6% cycling target = 44,886
 30 June 2026 QGSO Medium projection - 1,310,033 - 5% cycling target = 65,502
 30 June 2031 QGSO Medium projection - 1,378,728 - 11% cycling target = 151,660

Census data

Percentage figures for bike only, excluding: worked at home, did not go to work, not stated

1996 - 1.19% - 3689 / 310213 - Brisbane SSD (1144 sq km)
 2001 - 1.14% - 2001 Brisbane LGA – 4795 / 419678
 2006 - 1.22% - 2006 - 5987 / 490221
 2011 - 1.52% - 2011 - 8273 / 543417

Brisbane GCCSA / SD

1976 - 0.70% - 2595 / 373358
 1981 - 1.09% - 4086 / 374632
 1986 - 1.20% - 5063 / 423047
 1991 - 1.40% - 6742 / 480880
 1996 - 1.04% - 5719 / 550334
 2001 - 1.11% - 6788 / 613374
 2006 - 1.10% - 7951 / 720572
 2011 - 1.22% - 10425 / 854445

Method of travel to work – proportion of female cyclists

Method of Travel to Work: Proportion of female cyclists	1996	2001	2006	2011
Sydney	12.2%	16.5%	17.3%	19.8%
Melbourne	19.2%	23.7%	25.0%	27.7%
Brisbane	13.1%	16.6%	17.1%	18.6%
Adelaide	16.7%	17.2%	18.3%	21.2%
Perth	16.0%	18.1%	17.7%	20.1%
Hobart	12.8%	19.6%	18.3%	20.7%
Darwin	29.0%	26.7%	30.6%	32.8%
Canberra	20.8%	24.5%	25.6%	27.3%