
'Integration with bicycle and pedestrian initiatives'

Inquiry into the investment of Commonwealth and State funds in public passenger transport infrastructure and services

March 2009



Terms of reference

- ❑ The investment of Commonwealth and State funds in public passenger transport infrastructure and services, with reference to the August 2005 report of the House of Representatives Standing Committee on Environment and Heritage, Sustainable Cities, and the February 2007 report of the Senate Standing Committee on Rural and Regional Affairs and Transport Committee, Australia's future oil supply and alternative transport fuels, including:
 - ❑ an audit of the state of public passenger transport in Australia;
 - ❑ current and historical levels of public investment in private vehicle and public passenger transport services and infrastructure;
 - ❑ an assessment of the benefits of public passenger transport, including **integration with bicycle and pedestrian initiatives**;
 - ❑ measures by which the Commonwealth Government could facilitate improvement in public passenger transport services and infrastructure;
 - ❑ the role of Commonwealth Government legislation, taxation, subsidies, policies and other mechanisms that either discourage or encourage public passenger transport; and
 - ❑ best practice international examples of public passenger transport services and infrastructure.

Summary

- Integration of public passenger transport and bicycle transport systems brings a number of benefits
 - Including saving passengers money and reducing the cost of infrastructure
 - Other societal benefits

- These benefits can be realised by establishing
 - Swipe card bike cages
 - Access paths and lanes to stations and express bus stops

The Missing ingredient

Netherlands

- ❑ 30 – 40% of train travellers reach the railway station by bicycle
- ❑ As many as 60 – 70% of travellers reach some [Express] bus stops by bicycle
- ❑ 'The longer the trip by public transport the more important a role the bicycle plays in transport to and from public transport.'

*The Dutch Bicycle Masterplan MoT Netherlands
March 1999*

Current access to rail (Melbourne)

- 20% driving
- 60% walking
- 20% public transport - buses
- Very few bikes

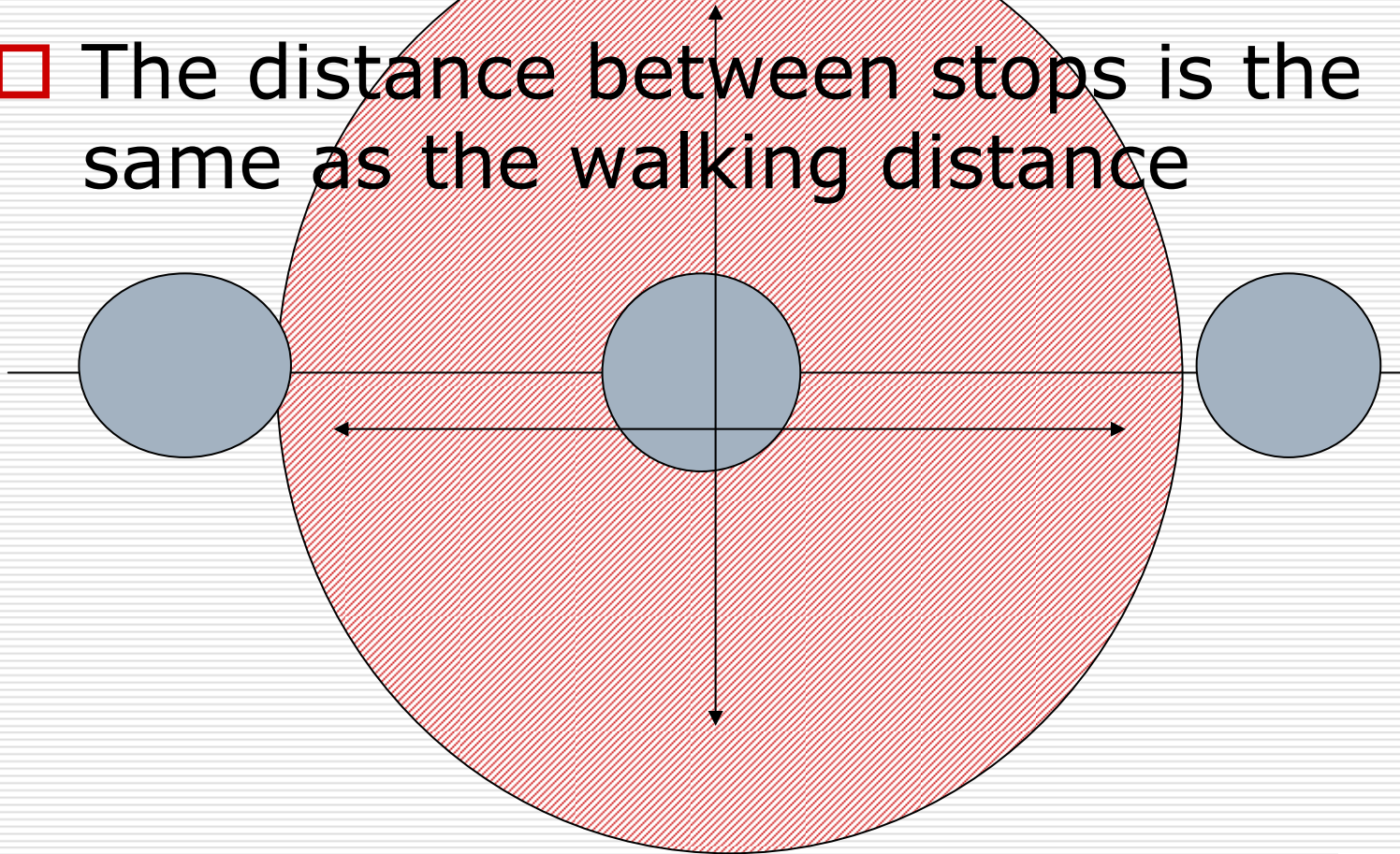
It can't all be done by walking

Walkers are prepared to walk

- From home to the station
 - 400 – 800m
- From station to work
 - 150 – 300m

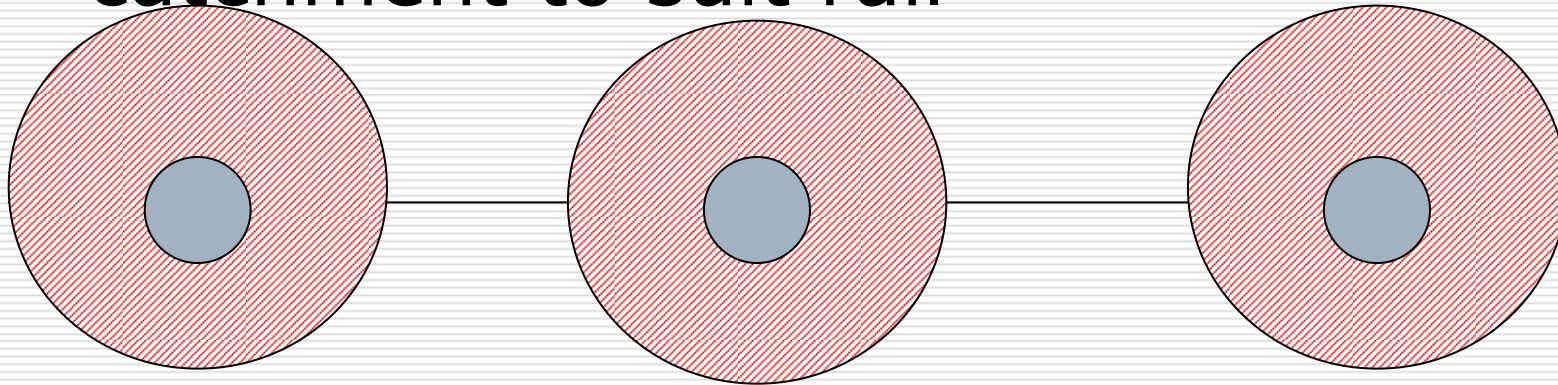
Bus Nodes – 400m apart

- The distance between stops is the same as the walking distance



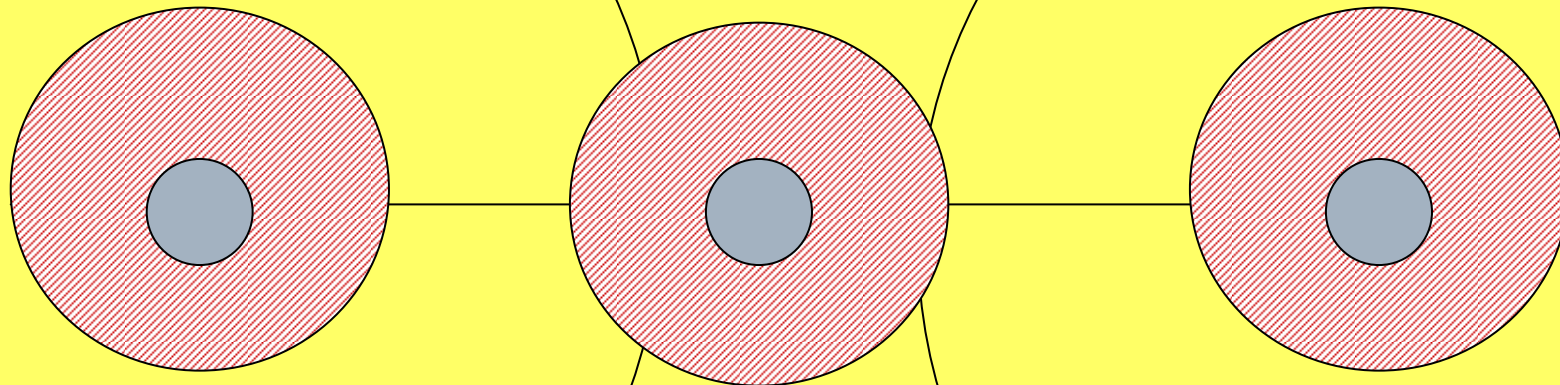
Rail Nodes – 2km apart

- ❑ Walking alone can't provide a catchment to suit rail



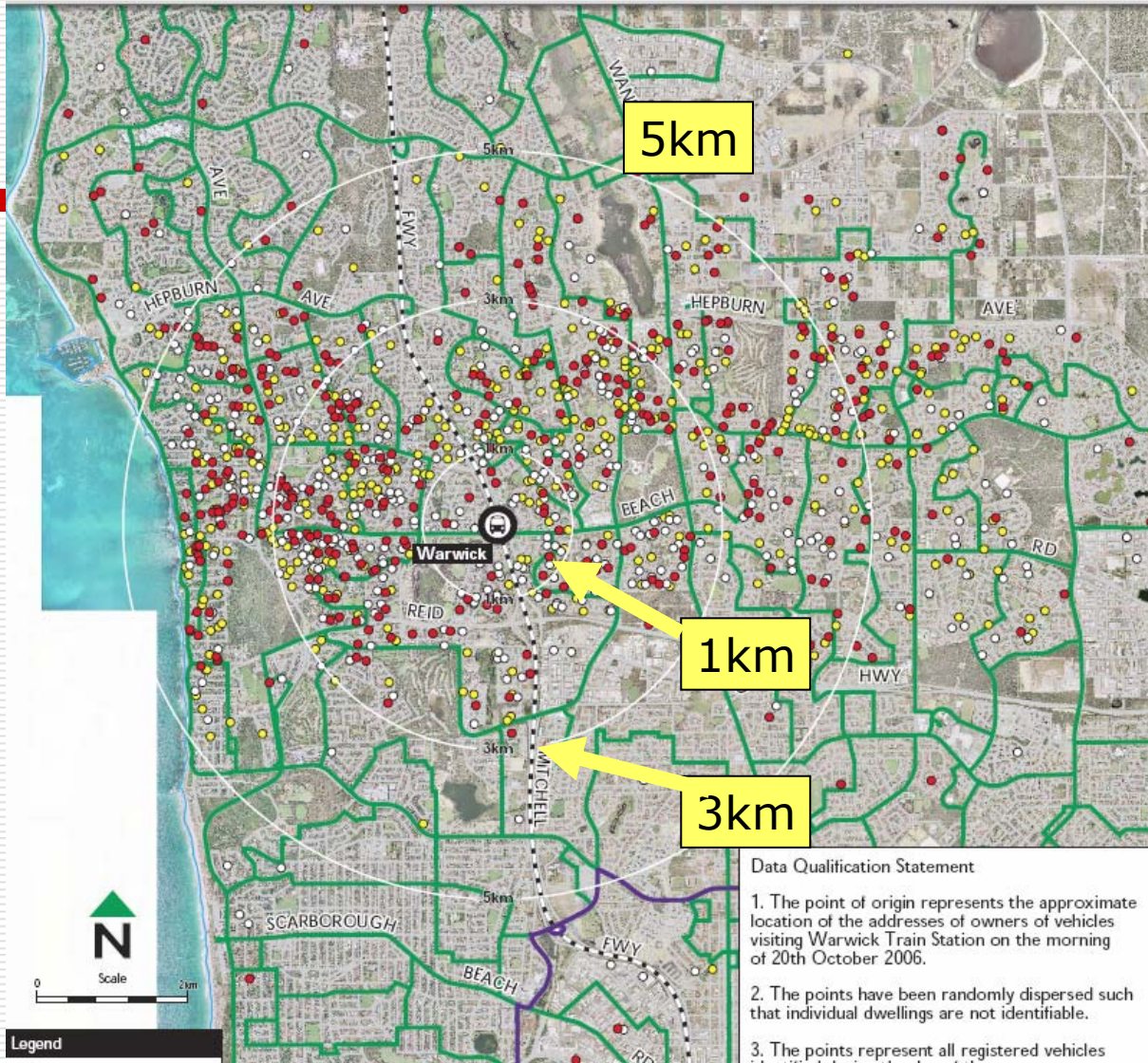
Rail Nodes – 2km apart

□ Bike riding catchment to heavy rail



Currently people drive <5km

- ❑ Short distances to the station
- ❑ Study that matched number plates in the carpark to residential address
- ❑ Warwick Station
 - Western Australia

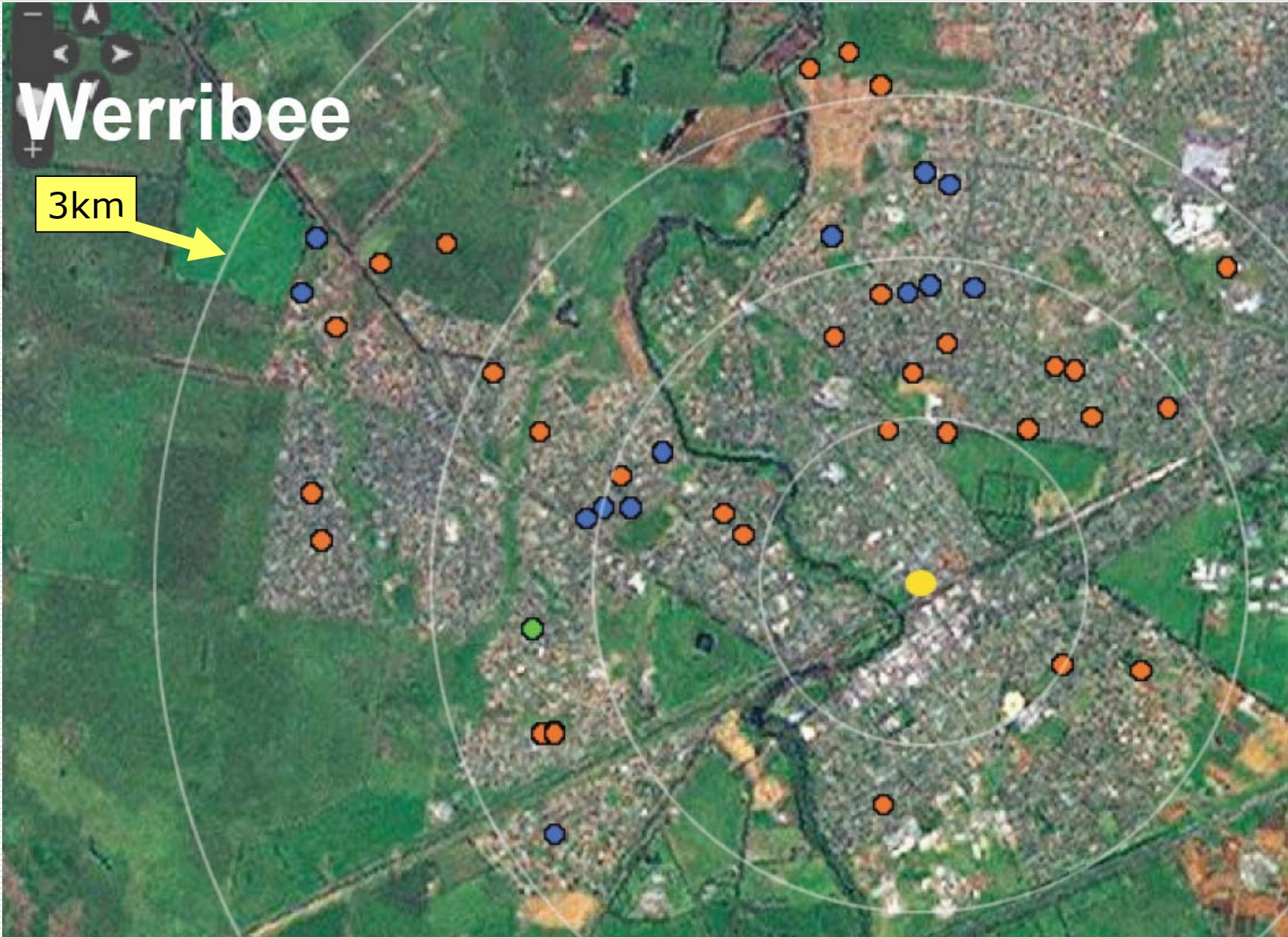


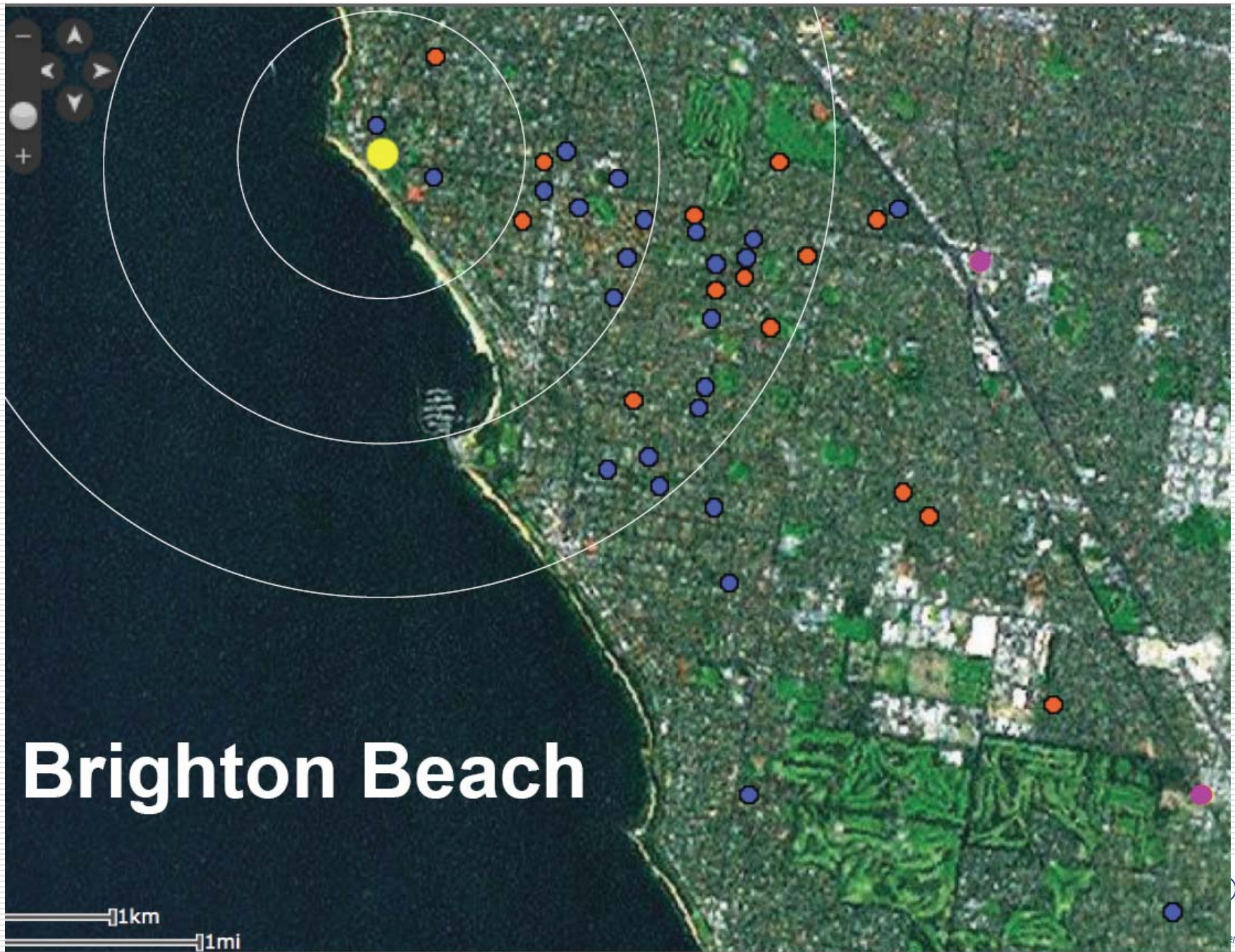
But they will ride this distance

- Bike riders using new Parkiteer cages in Melbourne
 - Red dots are ex-drivers
 - Blue dots riders now using the cage

Werribee

3km

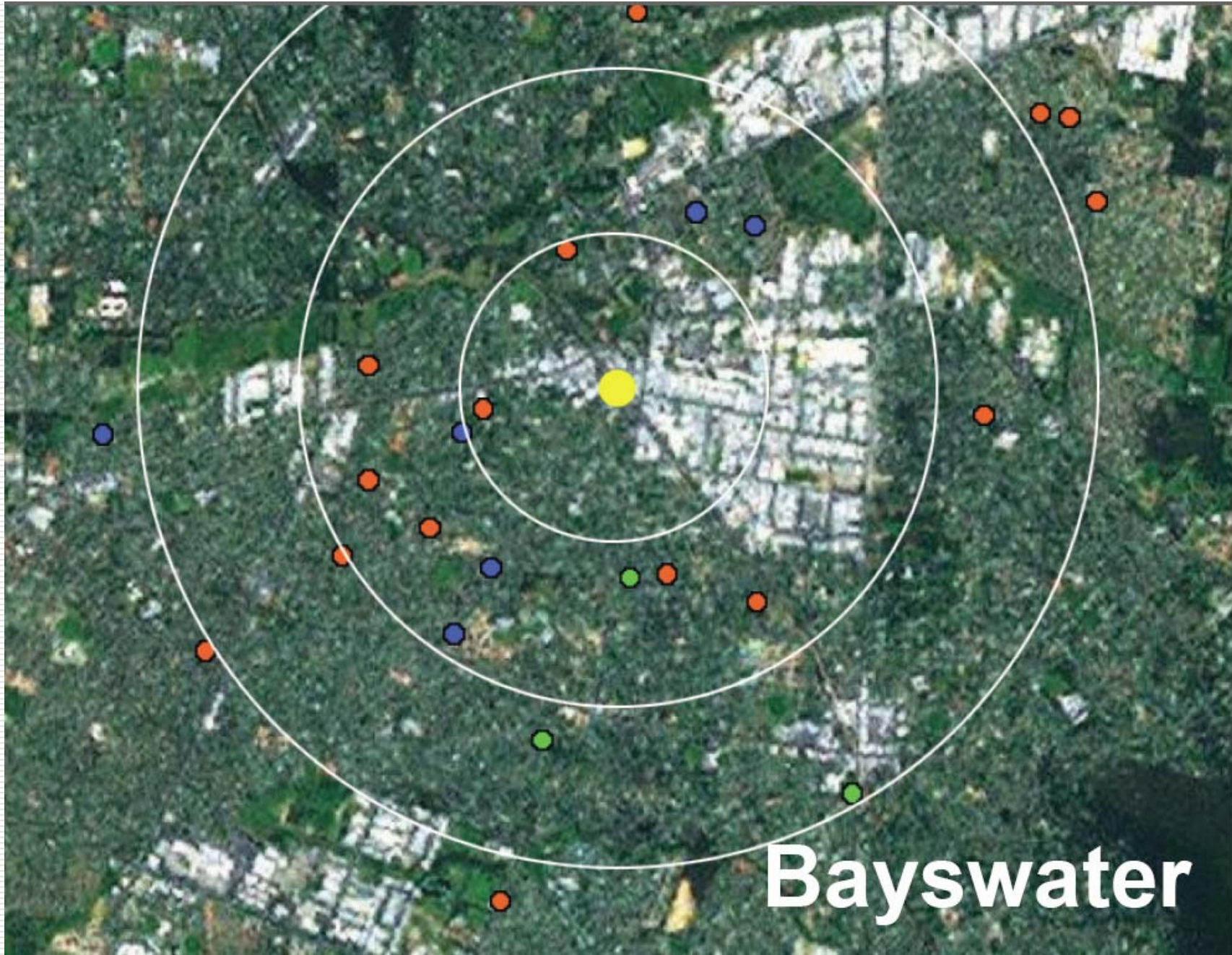




Brighton Beach

1km

1mi



Bayswater



more people cycling more often

Advantages of modal shift to bikes

- Individual
 - Save money, get some exercise
- Save investment in
 - Carparks
 - Buses and bus operations
- Environment
- Public Health

Car parking

- ❑ Expensive in space and money
- ❑ Car space is \$5 000 - \$15 000 to build (base, asphalt and drainage, kerb and channel)
- ❑ Can be \$40 000 to buy the space

- ❑ At least \$130 000 and up to \$1.2m for 26 spaces

Bike parking

- Cheap in space and money
- \$60 000 for 26 bikes
 - Cage
 - Solar
 - Security
 - Slab
 - Management
- No more than \$100 000 for 26 spaces

Two things will lift bike to public transport

- ❑ 1 Appropriate Parking
- ❑ 2 Better routes to the station

1 Swipe card cages



Metro Surrey Hills

Regional Castlemaine



more people cycling more often

What is it?

- Secure Bike Cages at 23 train stations
- Free (\$50 deposit)
- 26 bikes
- Swipe Card access
- Monitoring and support
- Registered cage members
- 3G remote access
- Solar power



This is not the way to do it



Cages outperform lockers

- ❑ Lockers only support one rider per space
- ❑ Lockers take more space and cost more per rider
- ❑ Lockers can't have swipe card system
 - So they can't be monitored for use

These cages are replacing lockers

- Lockers 80% unoccupied (Melbourne)
 - Similar rate in Western Australia
 - Western Australia removed unoccupied lockers
 - Queensland has high 'occupancy'
 - But this is not use
 - Long waiting lists
 - Poorly kept

Lockers at stations in SE Queensland

- ❑ System doesn't reflect demand
 - Many empty lockers at new stations
 - Long queues in the old part of Brisbane

- ❑ System is not tilted in favour of use
 - Deposit system allows people to hold onto a locker they are not using
 - \$25 deposit is too low to encourage redemption when usage drops off
 - Deposit rolls on year after year
 - Too hard to get back in
 - Lockers are not matched to demand

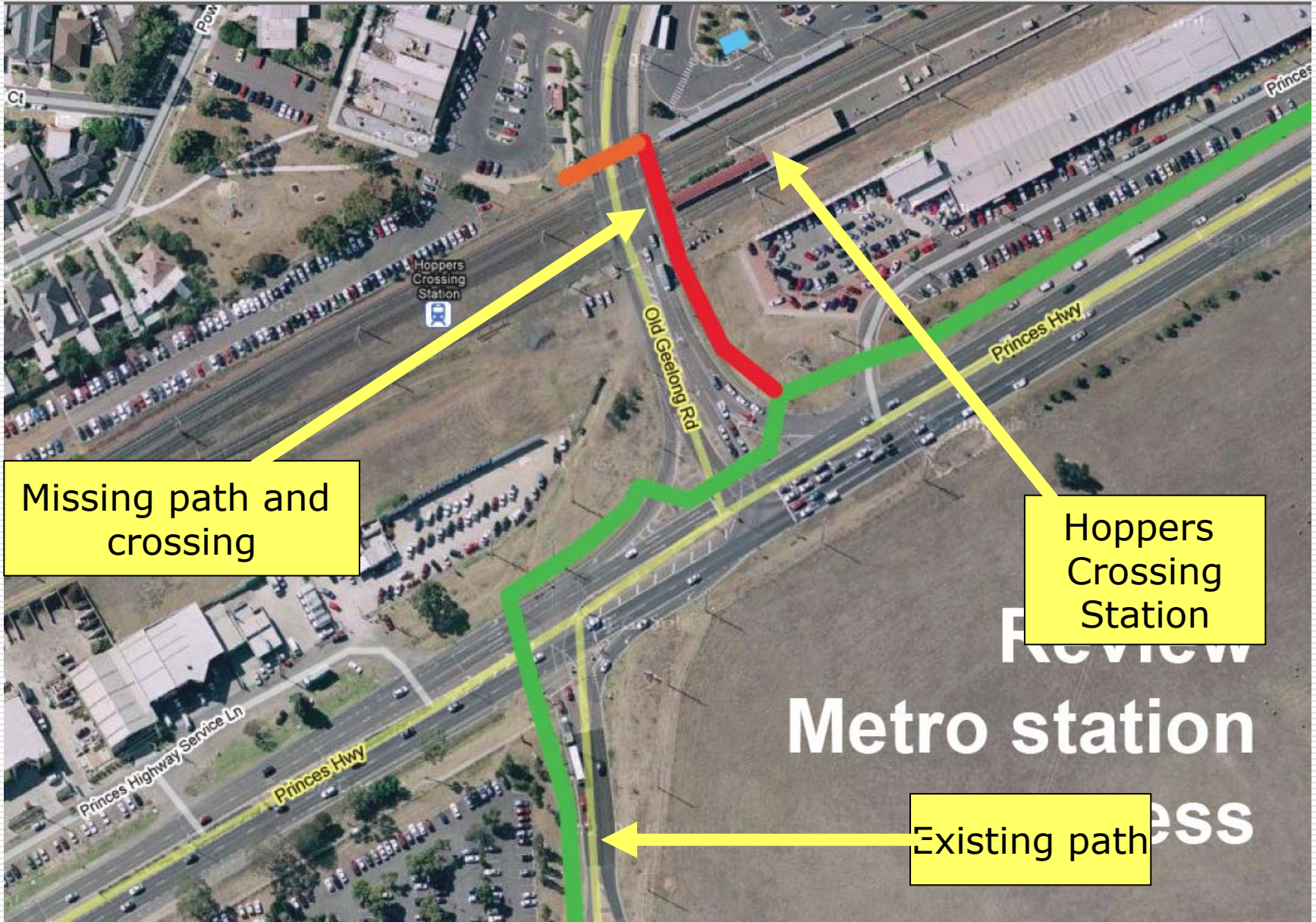
- ❑ Station masters manage the system poorly with little enthusiasm
 - Paper lists,
 - No follow up of those on waiting lists
 - Lockers are not checked for use
 - Vacant lockers are not publicised

2 Access to stations



Coomera Station

No path or lane To station



Missing path and crossing

Hoppers Crossing Station

Existing path

Review
Metro station
ess