



Queensland State of Cycling Report
2022

more cycling, more often



Queensland
Government

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Queensland Cycling Strategy Suite



Our 10 year vision



Our actions for the next two years



Monitoring our progress every two years

View online at: www.tmr.qld.gov.au/cyclingstrategy



The state of cycling in Queensland in 2022

Our *Queensland State of Cycling Report 2022* shows the progress made and the challenges faced as we surpass the halfway point in delivery of our 10-year *Queensland Cycling Strategy 2017–2027*.

Since the last report in 2019, we have completed or are finalising 59 of the 66 actions in the *Queensland Cycling Action Plan 2020–2022*, with the involvement of local governments, bike riders and other stakeholders.

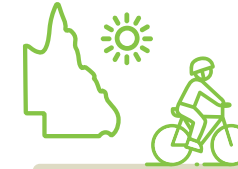
We've had big disruptions over the past few years in our communities with the global COVID-19 pandemic and natural disasters affecting the way we live, work and play.

Many Queenslanders embraced bike riding as a safe, physically-distanced form of exercise and fun with family. This means that more people were riding overall, even though riding on a regular basis for transport, such as to school and work, decreased slightly—possibly a result of COVID-19 impacts and increased working from home.

We are continuing to invest in high quality active transport facilities, with more than 90km of new infrastructure built on high priority routes through the Queensland Government's Active Transport Investment Program (ATIP). More bicycle infrastructure has also been delivered as part of road, rail and other transport projects as we continue to prioritise bike riding across our transport network through the Department of Transport and Main Roads' (TMR) Cycling Infrastructure Policy.

Bike skills, safety and education programs have continued with our support including funding provided to 51 organisations to deliver bike riding road safety workshops for children.

Since 2019...

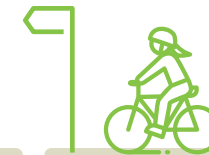


The number of Queenslanders who ride a bicycle in a typical week increased from **13.5%** to **19.2%**

\$156.3 million
committed toward bicycle infrastructure from 2019/20 to 2021/22



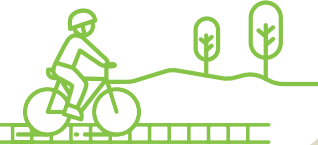
\$432,000
to **51** community organisations to deliver bicycle riding road safety workshops for children



91km
of new infrastructure built on high priority routes*

44km

of new rail trail built



12

feasibility studies to explore future rail trails in disused rail corridors



8

more local governments added to the Principal Cycle Network

* 91km delivered through the dedicated ATIP. Does not include bicycle infrastructure delivered as part of other TMR road, rail and other transport projects.

We've seen industry adapt to change and continue to innovate, using technology and online platforms to help maintain and grow participation during COVID-19.

And we are helping to build Queensland as a bike tourism destination, supporting local governments to deliver new and extended rail trails across the state.

Read more about the progress of our actions online at: www.tmr.qld.gov.au/cyclingstrategy

Queensland's priorities

The *Queensland Cycling Strategy 2017–2027* encourages Queenslanders to enjoy and take part in bike riding—for transport, fun and health.

It's an important part of the Queensland Government's priorities for transport, infrastructure, road safety, health and wellbeing, climate and tourism. And it goes hand in hand with our other strategies to encourage people to keep moving and choose more sustainable transport options. This includes the *Queensland Walking Strategy 2019–2029* and *Activate! Queensland 2019–2029*.

It is also a feature of:

- *Queensland Road Safety Strategy 2022–2031*
- *State Infrastructure Strategy 2022*
- *Queensland Climate Action*
- *Queensland's Zero Emission Vehicle Strategy 2022–2032*
- *Towards Tourism 2032*.

Queensland Government's objectives for the community:



Good jobs

Good, secure jobs in our traditional and emerging industries

- » Supporting jobs
- » Backing small business



Better services

Deliver even better services right across Queensland

- » Keeping Queenslanders safe
- » Connecting Queensland



Great lifestyle

Protect and enhance our Queensland lifestyle as we grow

- » Protecting the environment
- » Growing our regions
- » Building Queensland

Engaging with Queenslanders

To deliver the actions in the *Queensland Cycling Action Plan 2020–2022*, we engaged and worked with bike riders, local governments and industry across the state.

We asked the community and industry to help us plan and design new infrastructure. We worked with partners, including cycling groups and councils, to run initiatives and events that encourage more people to ride bikes.

During 2022, the bike riding community helped us shape the future of the Principal Cycle Network (PCN). The PCN helps us plan and invest in our transport network.

We also listened to bicycle user groups, advocates and industry about what's changed since the *Queensland Cycling Strategy's* release in 2017 and where we need to direct our effort and investment over the next five years. These conversations confirmed that our strategic priorities continue to provide a strong framework to achieve our vision for '*more cycling, more often*', and they have guided the actions for our next action plan.

We look forward to continuing to engage with Queenslanders as we deliver the *Queensland Cycling Action Plan 2023–2025*.

Data in this report is from various sources taken between 2019 and 2022. Figures are current at 30 June 2022 unless otherwise stated.



Objective 1: More cycling, more often in Queensland

More Queenslanders regularly riding bikes has health, economic and environmental benefits for us all.

Queenslanders who ride

The 2021 National Walking and Cycling Participation Survey data shows more Queenslanders are riding bicycles regularly. The COVID-19 pandemic may have contributed to this as people rode bikes and walked for exercise and to help with social distancing.

Almost 20% (1 in 5) of Queenslanders said they rode a bike at least once in a typical week. At 977,000 residents, this is the highest number of people who report riding regularly since the survey began in 2011.¹



Children under 10 are riding more in a typical week and there are more women riding bikes regularly.²

But children aged 10-17 are riding less in a typical week compared to 2019.³ It's possible this decline is because some students who might have typically ridden to school were learning at home for periods of 2020 and 2021 during COVID-19 lockdowns.

COVID-19 may have also impacted the number of people riding bikes for transport each week, which fell by more than 10 percentage points between 2019 and 2021.⁴ More people were also working from home during this time, resulting in less need for everyday transport-related bike trips.

Overall, the data shows more of a focus on riding for fun, spending time with family and for health.⁵

Metrics	2017 ⁶	2019 ⁷	2022 ⁸	Trend
Percentage of Queenslanders who ride a bicycle in a typical week	16.6%	13.5%	19.2%	↗
Percentage of Queensland children under 10 years who ride a bicycle in a typical week	51.5%	26.9%	45.7%	↗
Percentage of Queensland children aged 10-17 years who ride a bicycle in a typical week	38.9%	38.3%	33.7%	↘
Proportion of bicycle riders who are female	38.0%	38.7%	43.0%	↗
Proportion of bicycle riders who ride for transport	39.1%	40.2%	29.0%	↘



 The proportion of bike riders who are **female** increased by **5 percentage points** between 2017 and 2021.


 That's **105,000** more **women** riding bikes regularly in Queensland.

More trips by bike

Bike trips are accounting for a growing proportion of all trips made in South East Queensland (SEQ).⁹

One of the biggest increases in bike trips has been in the Sunshine Coast region, where there has also been major investment to connect bikeways and build separated bike tracks. Improving and investing in continuous and dedicated active transport infrastructure helps make it easier for people to choose bike riding over other forms of transport.

We use bicycle counters in key corridors to monitor how many people are riding on particular routes. Figure 1 shows there has been more riding on some routes, particularly routes used for recreational bike riding, like the Gateway Motorway Shared Path (Brisbane) and the Ted Smout Memorial Bridge (Redcliffe).

Change in average daily count of bike riders along key corridors

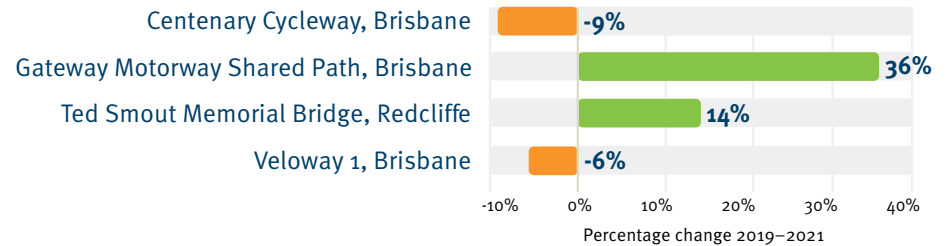


Figure 1: Percentage change in average daily count of bike riders along key corridors from 2019 to 2021

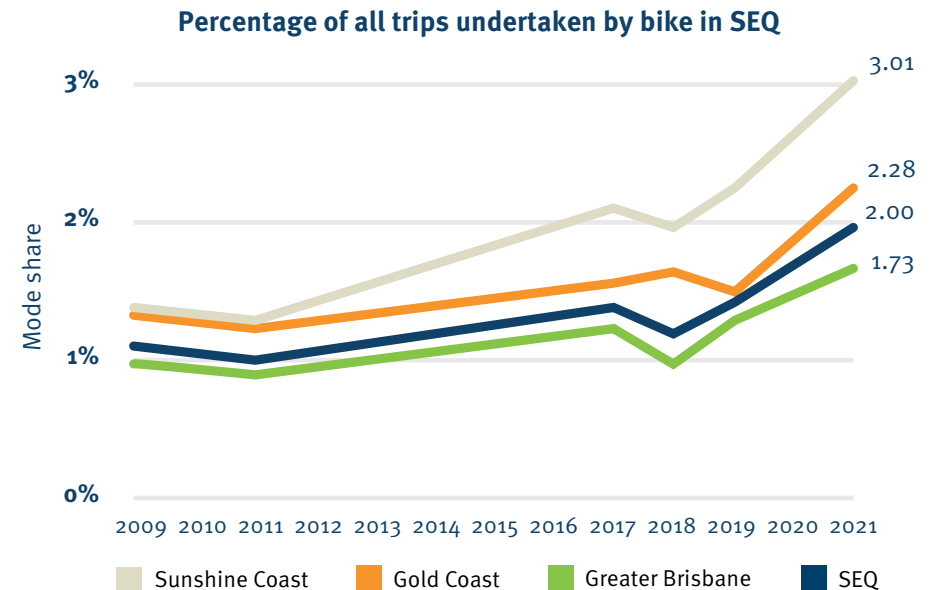


Figure 2: Percentage of all trips undertaken by bicycle— in three regions of SEQ and SEQ overall from 2009 to 2021¹⁰

Case study: Building bike riding confidence among women and children

We know programs and events that build bike skills help people to feel more comfortable and confident on their bikes and encourage them to ride more often. Bike confidence is particularly important to encourage more women and children to ride.

From July 2021 to June 2022, the Department of Tourism, Innovation and Sport provided funding to AusCycling under the Active Industry Fund to deliver physical activity and skills development initiatives for women and children.

This included She Rides, an introductory riding program to build women's fitness, skills and confidence to help make riding part of everyday life. The program promotes riding as a fun, social activity for women and is led by AusCycling's qualified female coaches. More than 60 women participated in She Rides in Brisbane and AusCycling is set to expand the program to regional locations in the future.

AusCycling also partnered with some Queensland schools and local community groups to improve children's access to bikes for riding to school. A bike library was set up at Noosaville Public School using around 100 donated bikes. The Noosa Men's Shed helped with bike maintenance and also taught students the skills to look after their bikes. The students use the bikes regularly, so riding is becoming the norm at school and at home.



Objective 2: Cycle networks that are complete, connected and integrated with other transport modes

More connected bikeways, including on-road bike tracks physically separated from cars, help people to feel comfortable riding for transport and for fun.

Bike paths that make riding safer and easier for all

Since 2019, we've built another 91km of bike riding infrastructure along principal cycle routes through the ATIP. We contributed \$47 million towards local government-led projects to design and build new and upgraded bikeways, including off-road shared and separated paths. This helps make sure local governments can prioritise the areas of greatest need and encourage more people to ride in their communities.

This included \$28 million on projects to improve bike riding connections in regional Queensland. For example, the Mackay–Slade Point Road and Ron Searle Drive shared paths in Mackay have made it safer and easier for people to ride between North Mackay and the harbour. In Cairns, the Barr Creek Bridge opened in November 2021 and provides a safer, more direct route for students living at Holloways Beach to actively travel to school on the other side of the creek.

Queensland's active transport network also continues to grow through implementation of TMR's Cycling Infrastructure Policy on road, rail and other transport projects.

Metrics	2017	2019	2022	Trend
Number of kilometres of principal cycle network built as part of the Active Transport Investment Program*	445km	538km	637km	↗
Percentage of bicycle riders that ride to public transport	1.7% ¹¹	1.4% ¹²	1.5% ¹³	→
Percentage of public transport stations with secured bicycle facilities ^{14**}	51%	53%	54%	↗
Percentage of public transport stations with unsecured bicycle facilities ^{15 **}	52%	56%	64%	↗

*Cycling Infrastructure Program has been renamed to the Active Transport Investment Program. **Includes TransLink Bus Stations, Busway Stations, Brisbane Ferry Terminals, CityCat Terminals, Gold Coast Light Rail and Citytrain. A station may accommodate secure and unsecured bicycle parking. Figures should be considered separately.



Case study: A safer, more direct and efficient way to ride in Smithfield, Cairns

Providing high quality infrastructure for bike riders was a priority during planning, design and construction of the Queensland Government's \$164 million Smithfield Bypass Project in Cairns.

It's a great example of TMR's Cycling Infrastructure Policy being put into practice.

The project included a new 3m-wide, off-road shared pathway extending 4km north-south on the western side of the bypass from the Captain Cook Highway/Cairns Western Arterial Road intersection to the McGregor Road roundabout.

Prior to construction, bike riders were riding on the shoulder of the existing Captain Cook Highway through Smithfield used by around 45,000 cars per day travelling at 80km/hour.

The new pathway provides a safer, more direct and efficient route between several schools, James Cook University, a major shopping centre, tourism precinct and residential areas.

The more convenient off-road access encourages more people to travel actively to work, or ride for recreation or fitness within Smithfield and the wider region.

Find out more about this and other state transport projects at: www.tmr.qld.gov.au/Travel-and-transport/Cycling/Infrastructure-projects



Principal Cycle Network now covering more local areas

Our PCN is expanding across the state. We worked with councils in north west Queensland to expand the network to include eight extra local government areas.

We've identified and mapped principal and future principal cycle routes and tourism routes in the local government areas of:

- Burke
- Carpentaria
- Cloncurry
- Doomadgee
- Flinders
- McKinlay
- Mornington
- Richmond.

This means 61 local government areas—covering 99.5% of the population—now have a PCN Plan to help prioritise planning and investment for bike riding in the transport network.

The percentage of Queenslanders living within 1km of ATIP funded infrastructure was 30% in 2022 and has been increasing at a rate of 1-2 percentage points per year since 2005.

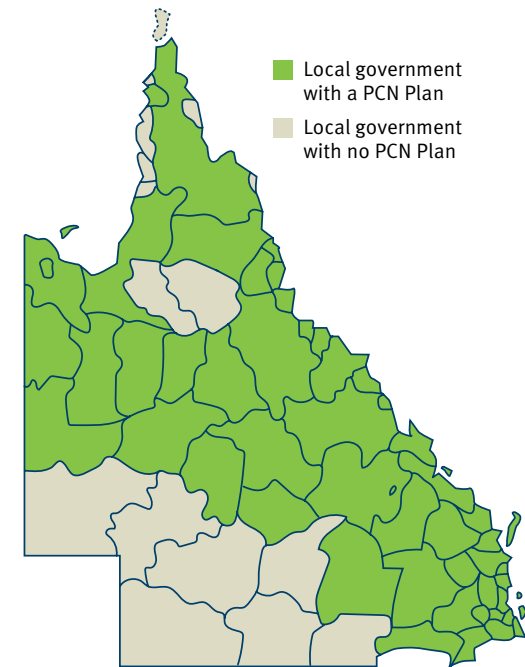
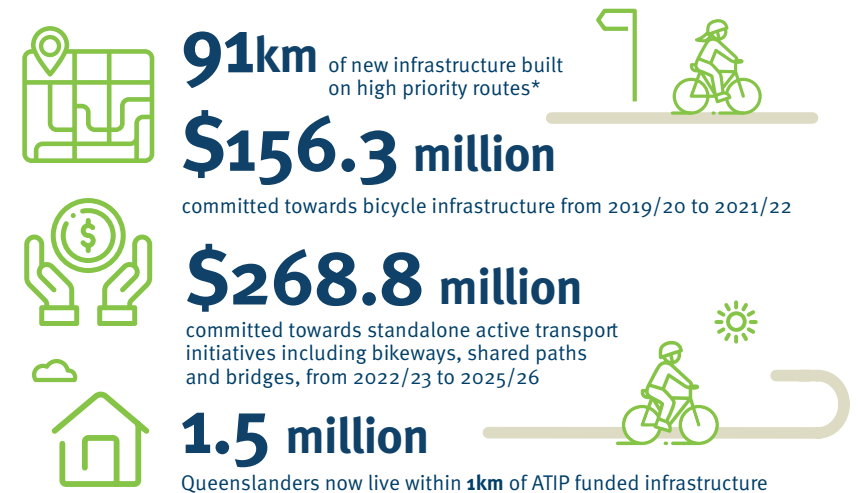


Figure 3: Map of Queensland local governments with and without PCN Plans

Infrastructure achievements



* 91km delivered through the dedicated ATIP. Does not include bicycle infrastructure delivered as part of other TMR road, rail and other transport projects.

Combining bike riding and public transport use

We've made progress to make it easier for people to ride a bike and catch public transport in the same journey.

There was an increase (8 percentage points) in the number of public transport stations with unsecured bike storage facilities between 2019 and 2022, and a smaller increase (1 percentage point) in stations with secured bike storage.

We've also made it easier for people to take their bikes with them when travelling on trains in SEQ. After a successful six-month trial in 2021, bikes are now permitted during both peak and non-peak travel periods.

From July 2019 - June 2022:

We delivered approximately

212



bicycle parking spaces
across 8 park 'n' ride and
bus station projects in SEQ

21



new secure bike parking
enclosures were installed
across the Queensland
Rail network*

* Existing secure bicycle parking was
already present at some stations



Parking bikes at school

We created new guidelines for building better bicycle, scooter and skateboard parking at schools.

We developed the guidelines with input from school principals, staff and parents about what is needed to help children easily park their bikes when they arrive at school. We also drew on expert advice from people involved in planning and designing bike parking facilities at schools, and reviewed national and international examples.

Case study: Carseldine Village separated cycle track

A separated cycle track is an important feature at Carseldine Village, a 5-star rated Green Star Community that's been created as one of Economic Development Queensland's (EDQ) new mixed-use developments.

Located north of Brisbane City and within the Fitzgibbon Priority Development Area (PDA), Carseldine Village includes 182 freehold, net zero energy emission, affordable terrace homes. Constructed in 2021, the 270m cycle track has made riding a safer, more comfortable and efficient way for people of all ages and abilities to travel within the precinct and to surrounding destinations.

It provides bike riders and personal mobility device users with a safe, dedicated and continuous riding experience that is completely separated from vehicle lanes. It also has a dedicated pedestrian path to minimise interactions with other road users. Vehicle access to the terrace homes is via laneways at the rear rather than driveways crossing the cycle track, eliminating these vehicle and bike rider conflict points. The track is complemented with raised and line-marked road crossing points that provide priority and increase visibility of bike riders and pedestrians at intersections.

The cycle track links to shared paths and to a nearby school, office precinct, public transport, as well as to the development's sport and recreational area, childcare centre, residential aged care and future convenience retail and commercial precinct.

Carseldine Village is an example of the Queensland Government's commitment to sustainable development, innovative infrastructure design and road safety.

Informed by TMR's *Selection and design of cycle tracks guideline*, EDQ has embedded requirements to deliver separated cycle tracks and shared paths into its engineering guidelines and standards, infrastructure planning and funding for the development of all PDAs.

Other recent success stories of separated cycle track infrastructure include the Northshore Hamilton and Caloundra South PDAs. EDQ is committed to continuing to lead and facilitate expanding Queensland's active transport network.

To find out more, visit: www.statedevelopment.qld.gov.au/economic-development-qld



Objective 3: Positive perceptions of cycling throughout Queensland

What Queenslanders think about bike riding impacts whether they ride, where they ride and how often they ride. It also affects the way motorists behave towards bike riders on the road.

Sharing the road

According to the Driver Attitude and Behaviour Survey (2021), there have been very small changes in how motorists behave when they interact with bike riders on the road. The survey shows a slight increase (3 percentage points) in drivers who say they get impatient around bike riders.¹⁶ However, their behaviour when overtaking bike riders improved very slightly (1 percentage point since 2019).¹⁷ There is still room for improvement and this indicates the importance of continuing our road safety education campaigns like 'Stay Wider of the Rider'.

Metrics	2017	2019	2022	Trend
Percentage of riders who are comfortable riding in their area	66% ¹⁸	64% ¹⁹	No data available*	—
Percentage of riders who feel conditions are improving in their area	34% ²⁰	29% ²¹	No data available*	—
Percentage of drivers that state they get impatient around bike riders	No data available	42% ²²	45% ²³	↗
Percentage of drivers that state they are always careful when overtaking bike riders to give them extra room	No data available	82% ²⁴	83% ²⁵	↗

* Data on the percentage of riders who are comfortable riding in their area, and who feel conditions are improving in their area, was not available in 2022, but is expected to be available again in late 2023.



Case study: Virtual reality experience builds empathy between road users

During 2022, bike riders, planners and heavy vehicle operators from regional areas took part in virtual reality simulations to experience the perspectives of different road users when they interact on our roads.

Supported by TMR and designed by Bicycle Queensland (BQ) in partnership with the Centre for Accident Research and Road Safety - Queensland (CARRS-Q), the initiative was designed to build empathy between road users. It included a series of 3D animations of scenarios focusing on interactions between bicycle riders and heavy vehicle drivers.

BQ delivered the simulations in Cairns, Townsville, Rockhampton and Innisfail.

Almost 75% of participants said the experience helped them understand the scenarios from different perspectives, and more than 95% would recommend it to others in their industry.



Building confidence in people to ride more often

We've invested in initiatives to help build confidence in bike riders. We know the more confident a bike rider is, the more often they'll ride for transport, fun and health.

Queenslanders often report they're concerned about safety, particularly around busy traffic areas. Some people choose not to ride altogether if there is no off-road path or physically separated bike lane available.

The National Walking and Cycling Participation Survey 2021 shows that of those Queenslanders who rode a bike in the past 12 months, only 4% consider themselves confident enough to take the shortest route to their destination even if there is busy traffic.²⁶

Around 16% of people are cautious bike riders—they ride occasionally but take longer routes to avoid busy areas. 42% of Queenslanders are interested in riding but either don't ride now or only ride off-road. The other 38% can't ride or aren't interested in riding.

Through more partnerships, programs and events focusing on bike basics, bike maintenance and safe riding skills, we can help create a positive shift in the confidence of bike riders to ride more often, especially among women and young families.

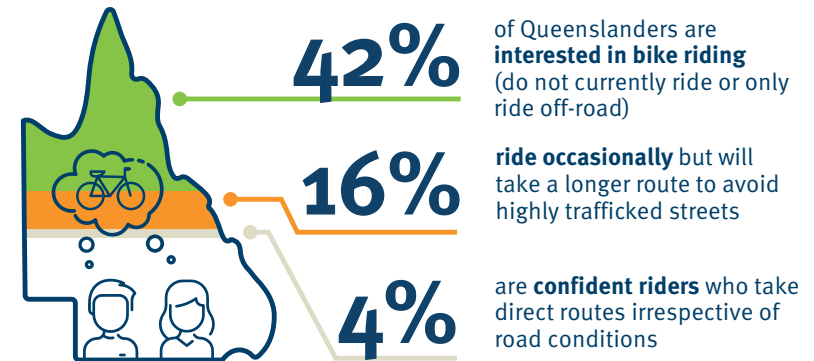


Figure 4: Breakdown of Queenslanders' varying levels of willingness to consider bike riding²⁷

Skills and education build confidence in young bike riders

Between 2020 and 2022, TMR awarded more than \$432,000 in Community Road Safety Education Grants to 51 community organisations to deliver workshops to children.

The workshops taught children essential bike riding skills, the importance of wearing safety equipment when riding and how to safely navigate where they ride. These skills gave the children confidence to ride their bicycle safely and encourages them to ride to school or for fun within their local community.

Case study: RideScore Active Schools Program, Sunshine Coast

TMR invested \$50,000 to help establish Sunshine Coast Regional Council's RideScore Active Schools Program, as well as almost \$1 million to improve surrounding pathways and invest in school bike cage infrastructure so it is easier and safer for students to ride to school.

Using gamification and incentives, and by improving safety, the RideScore program encourages students to ride their bikes or scooters to school. Once parents download the RideScore App, students receive a bluetooth beacon to attach to their bike or scooter. When they arrive or leave school, the beacon is detected, the trip is recorded on their profile and their parent receives a push notification, providing peace-of-mind of their arrival or departure. When students reach certain milestones, they receive rewards like bicycle equipment and movie tickets, plus a position on the leaderboard.

In addition to installing the bluetooth hardware and infrastructure improvements, the nine participating primary schools were supported to provide bike riding safety sessions and encouraged with inter-school competitions and other incentives like bonus points days and prizes.

In 2022, a total of 1556 students were registered on the program, with 112,075 trips logged to and from school.

RideScore has had clear benefits for students like Carter [pictured]. Carter's mum says:

When Carter first started riding to school he could never make it to the top of a steep hill around our suburb. Every week he got fitter and further up the hill. Now he bikes straight up no problems. His fitness has improved and his confidence has grown.

To find out more about RideScore, go to: www.ridescore.org.au



Objective 4: Cycling helping the Queensland economy to prosper

Rail trails and events are a great way to increase the number of people riding for tourism and recreation. Bike tourism is also contributing more and more to our economy each year.

Bike riding events

Bike riding events have been challenging in the past few years due to COVID-19 impacts. But our continued support of peak bike riding organisations saw good participation at events that could be hosted.

This included events in major centres such as BQ's Brisbane to Gold Coast Cycle Challenge, Big Beach Ride and National Ride to Work Day events in late 2019, and AusCycling events at the annual Brisbane Cycling Festival.

It also included events in regional locations delivered at a reduced scale due to COVID-19 impacts. The 2021 Brisbane Valley Rail Trail Festival of Cycling attracted almost 350 riders to the region, bringing economic returns to businesses and communities along the trail.

To help maintain and grow bike riding participation during the COVID-19 pandemic, BQ created a new online bike challenge, Pedal Queensland. More than 700 participants logged more than 313,000km of bike riding to compete for prizes.

Metrics	2017	2019	2022	Trend
Number of kilometres of constructed rail trails	226km	303km	347km	↗
Number of participants at major events*	11,220	9,763	9,812	→

**This figure is based on the top nine events by participation numbers held in Queensland by AusCycling (as part of the Brisbane Cycling Festival) and by BQ between January 2019 and June 2022*



Case study: Brisbane Cycling Festival 2022

The Brisbane Cycling Festival (BCF) is a multi-discipline event showcasing Brisbane as a key global cycling destination.

Held across March and April 2022, the 2022 BCF attracted more than 27,000 participants and spectators.

The festivals featured professional, amateur and mass participation events, to cater for all cycling abilities. The event attracted locals as well as visitors from around Australia and internationally. Participants enjoyed a variety of workshops including how to mountain bike and how to transition children from training wheels.

The 2022 event made a significant contribution to Queensland's economy, generating more than \$14.9 million and 80,000 visitor nights.

For more information, go to:
www.brisbanecyclingfestival.com



Rail trails bringing enjoyment and economic benefit

Rail trails are bringing economic benefits to local communities. We've supported local governments to plan, design and deliver rail trails on disused rail corridors to reap the benefits of the growing bike tourism market.

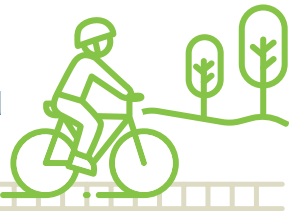
Our investments have included:

- funding councils to complete feasibility studies for 12 rail trails through TMR's Rail Trail Local Government Grants program
- \$9.5 million commitment for Bundaberg Regional Council to build stages 1 and 2 of the Bundaberg to Gin Gin rail trail
- \$3.5 million commitment for Logan City Council to build the Bethania to Logan Village rail trail.

Since 2019, 44km of rail trail has been added across Queensland through state and local government investment and community-led efforts, increasing the total rail trail built in the last five years to 121km.

121km

of rail trail constructed
in the last 5 years



and an increase of **44km** since 2019.



Trails bring tourists

Demand for nature and adventure-based tourism experiences is on the rise. Each year, hundreds of thousands of people mountain bike or trail ride while on trips. By creating more trail riding experiences, we have a significant opportunity to bring more visitors to Queensland and grow our bike tourism industry.

The Brisbane Valley Rail Trail, Queensland's premier rail trail experience, has seen up to 32% increases in trail users each year.²⁸ Fernvale recorded more than 50,000 trail users in 2021, with 88.7% of users indicating they would return within 12 months. This has led to an increase in private accommodation offerings along the trail and five new local tour operators.²⁹

Trails also attract more visitors to regional areas and are a great way to boost local economies. We've invested \$39.1 million in the 91km Wangetti Trail in Palm Cove—Queensland's very first purposely designed eco-tourism shared use trail in a national park. The first stage, the Mowbray River Pedestrian Bridge and viewing platform was delivered in 2021, and works are continuing on the 33km Wangetti South section of the trail. We're also supporting the Cardwell Tropical Mountain Bike Trails Network in Far North Queensland and the Pioneer Valley Mountain Bike Trail in central Queensland.



Economic benefits of the Brisbane Valley Rail Trail



Overnight visitors spend an average of

\$180/day



Day trippers spend an average of

\$118/day

on:



accommodation



food and drink



gear hire



tours



transfers



fuel



other retail

Figure 5: Economic benefits of the Brisbane Valley Rail Trail.³⁰

Objective 5: A strong evidence base that guides decision-making about cycling

The data we collect and the way we monitor how many people are riding bikes is getting better each year. This helps us make informed decisions about where infrastructure is needed and how to encourage more bike riding.

Evidence for bike riding participation

The National Walking and Cycling Participation Survey is conducted every two years and provides good information about bike riding trends statewide. We also use bicycle counts to gather data at the local level to help us understand how many people are riding and where they're riding.

We've done research to understand changes in bike riding habits and behaviours. Since 2019 we invested in research, including partnering with the academic sector, to collect more evidence about who is riding, how they use their bikes, what they're most concerned about when riding, and what might help them to ride more often.

Metrics	2017	2019	2022	Trend
Number of permanent bicycle counters on the Principal Cycle Network*	18	23	33	↗
Number of bicycle counters released as open data sets*	14	17	23	↗

**This measure is for TMR bike counters.*



Bicycle counters identifying growth on the network

Since 2019, we've increased the number of permanent bicycle counters on the PCN and the number of counters that provide publicly available data.

Ten new permanent bicycle counters on the PCN help to identify growth in bike riding on the network, including on:

- North Brisbane Bikeway
- Veloway 1 (Tarragindi and Eight Mile Plains)
- Centenary Cycleway (Forest Lake)
- New England Highway (Highfields).

We also did manual counts of people riding bikes and walking on the Principal Cycle Network, including in the Cairns, Bundaberg, Mackay, Townsville, Livingstone, Moreton Bay and Redlands areas.

This data is showing the positive impact of active transport infrastructure projects on bike riding participation.

Average number of bicycle riders per day on the Veloway 1 at Tarragindi before and after Stage E opening, displayed by month

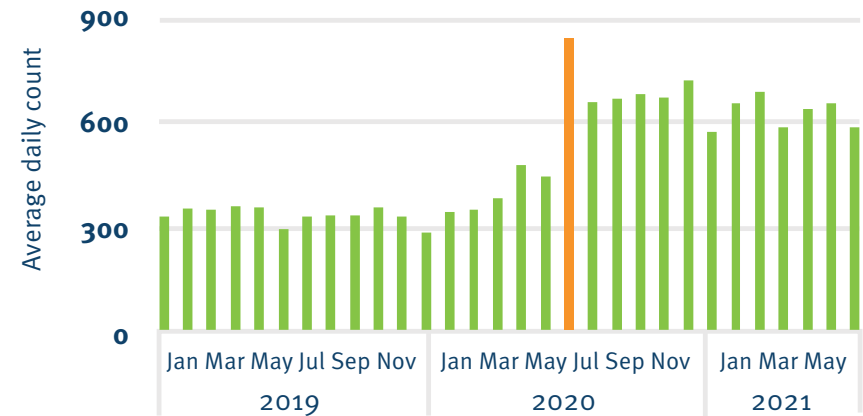


Figure 6: Average number of bicycle riders per day on the Veloway 1 at Tarragindi before and after Stage E opening in June 2020, by month.

Riding up on Veloway 1

Automatic bicycle counters help us monitor how many people are riding on our infrastructure. For example, counters on the Veloway 1 showed a noticeable increase in daily bike riding counts after Veloway 1 Stage E opened to the public in June 2020. This construction turned a major gap in the veloway—that required crossing multiple busy intersections—into an off-road cycleway, making it more accessible to more users.

Case study: Understanding more about the experiences and characteristics of e-bike owners

More people are using electric bikes (e-bikes) and it's important to understand e-bike riders and their experiences.


TMR engaged the Queensland University of Technology to survey e-bike owners and riders aged 18 years and over.

The research found:

- the majority of e-bike riders use their e-bikes on trips when they would have otherwise used a motorised vehicle, including public transport:
 - » *over half (58%) of the people who rode an e-bike to work said they would have used a car or van if they didn't have the e-bike*
- more Queenslanders ride e-bikes for transport than recreation
- owning an e-bike changes riding behaviour. People said they travel to places they thought it wasn't possible to travel to by standard bike
- e-bike riders worried about riding in traffic and preferred to use off-road bicycle infrastructure where possible.³¹

By understanding more about e-bike riders, we can continue to identify ways to encourage people to take up bike riding. It also helps us to know where we need to improve infrastructure to make riding a safe, accessible and convenient option for this growing sector of the bike riding community.

For more information on this study, go to: www.tmr.qld.gov.au/cyclingstrategy

58%  of survey respondents who rode an **e-bike** to work said they would have travelled by car if the e-bike had not been available.



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