

A new approach for the prioritisation of Bike and Ride in Canberra

13 March 2020

Transportation 2020 Conference

Christchurch



BETTER TRANSPORT • BETTER PLACES • BETTER CHOICES

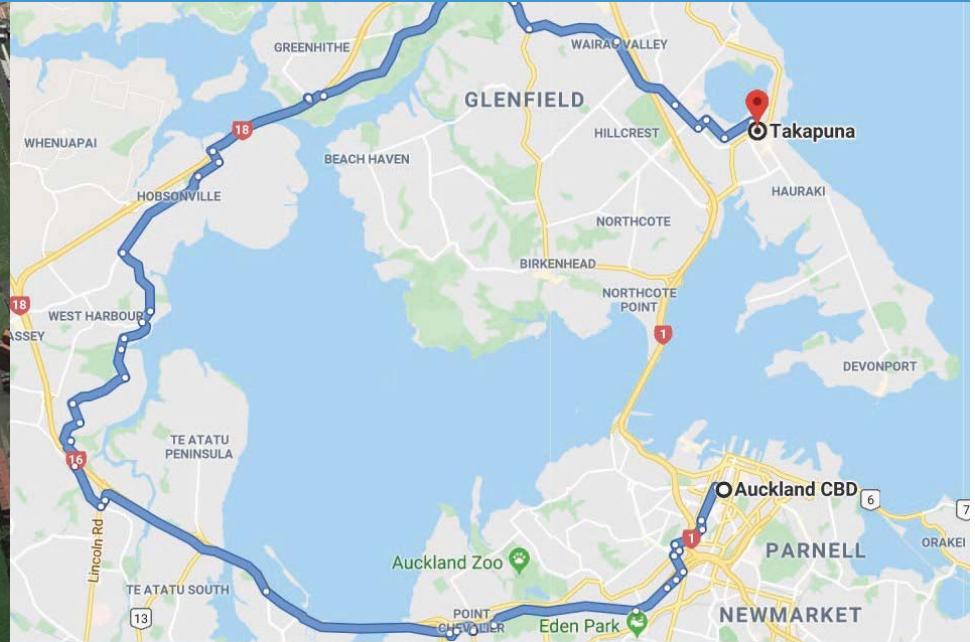
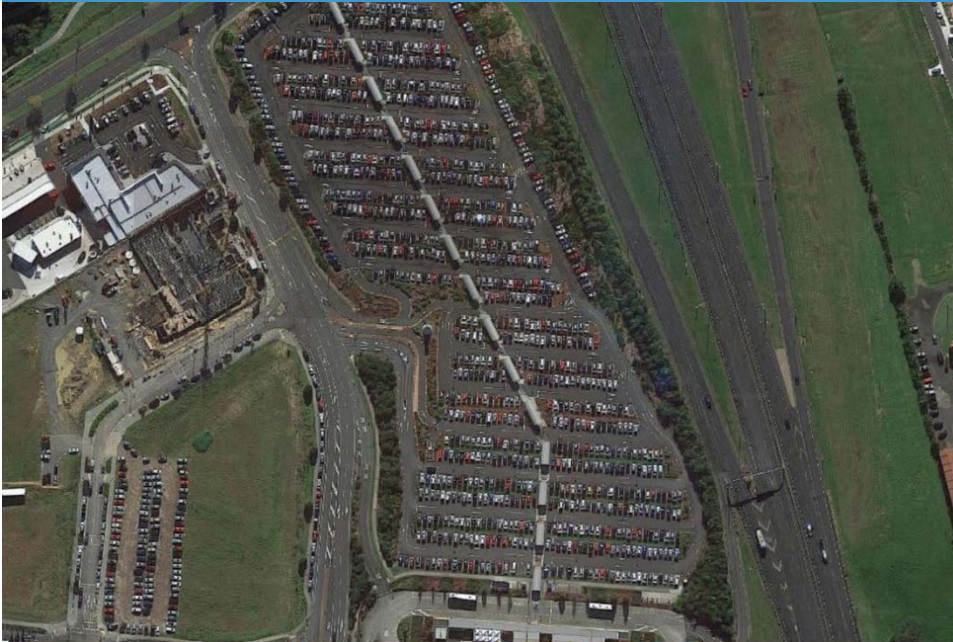
WHAT IS BIKE AND RIDE?



CANBERRA



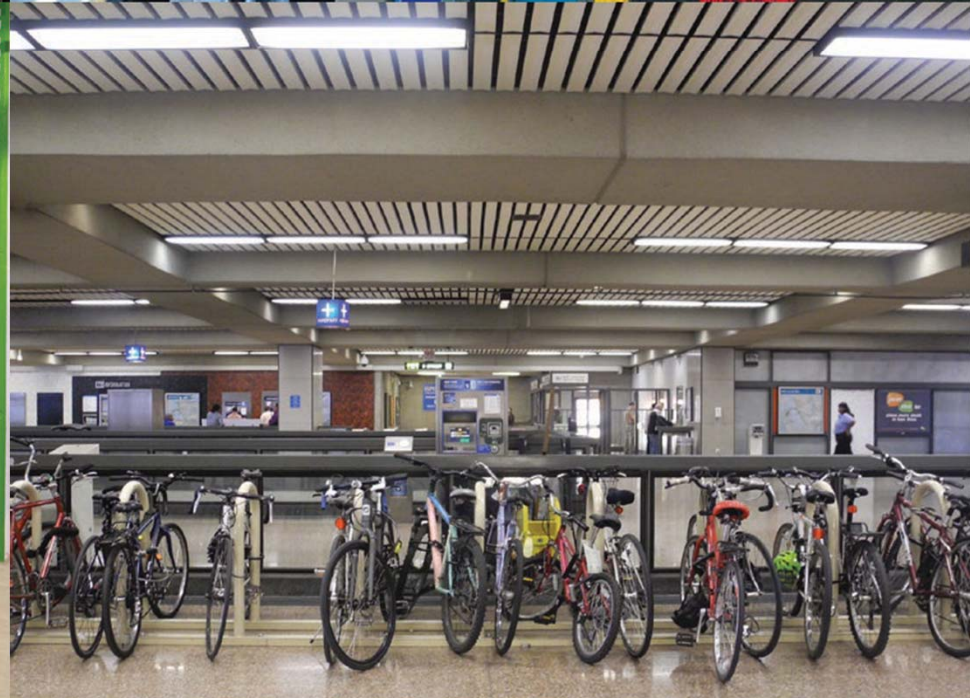
WHY DEVELOP BIKE AND RIDE?



CASE STUDY: NETHERLANDS



CASE STUDY: SAN FRANCISCO



CASE STUDY: MELBOURNE

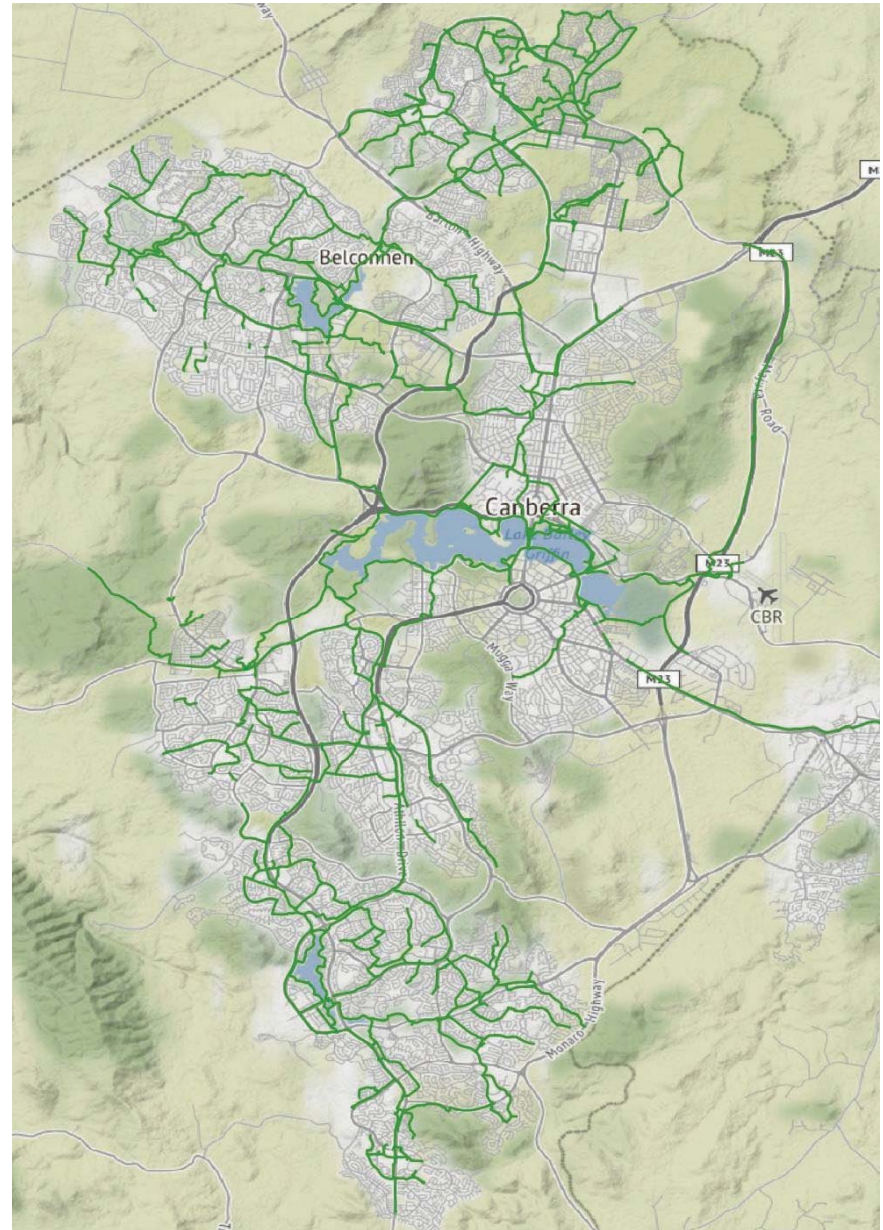


DESIGN ELEMENTS

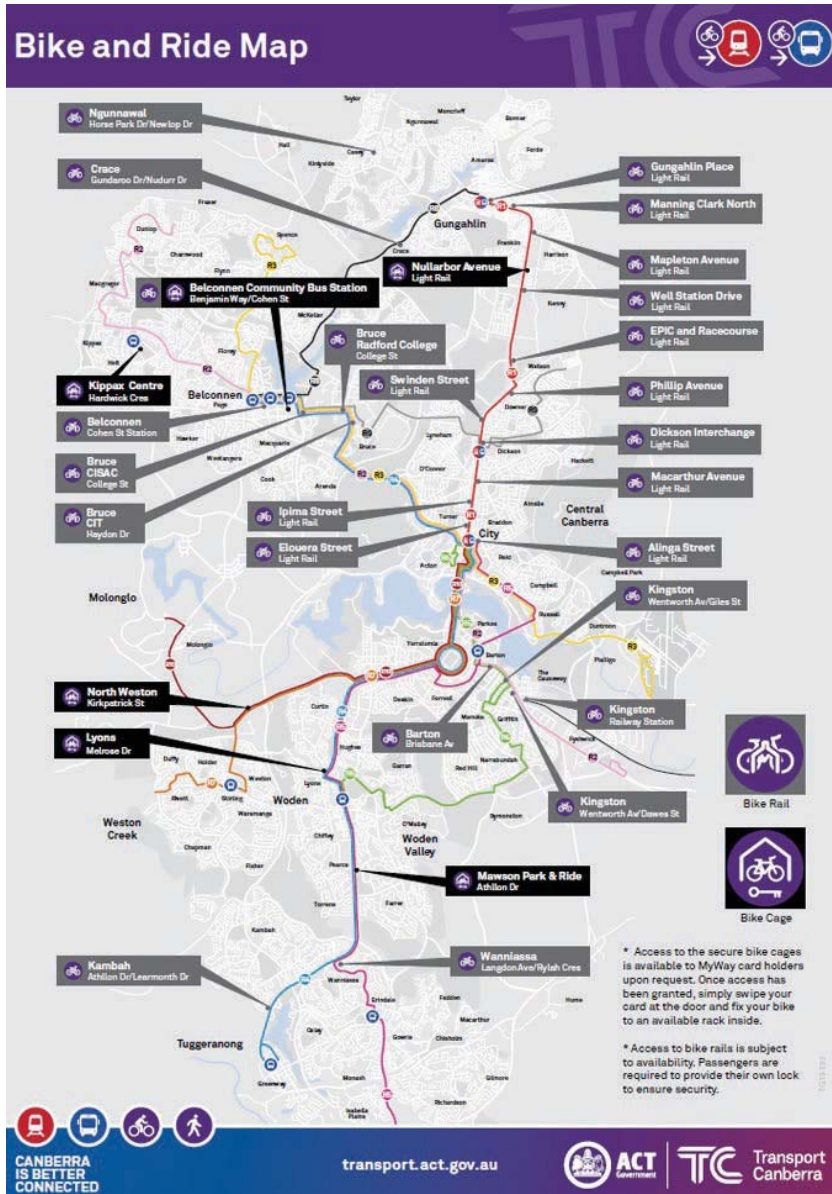


LOCAL CONTEXT

RAPID Routes Network Map

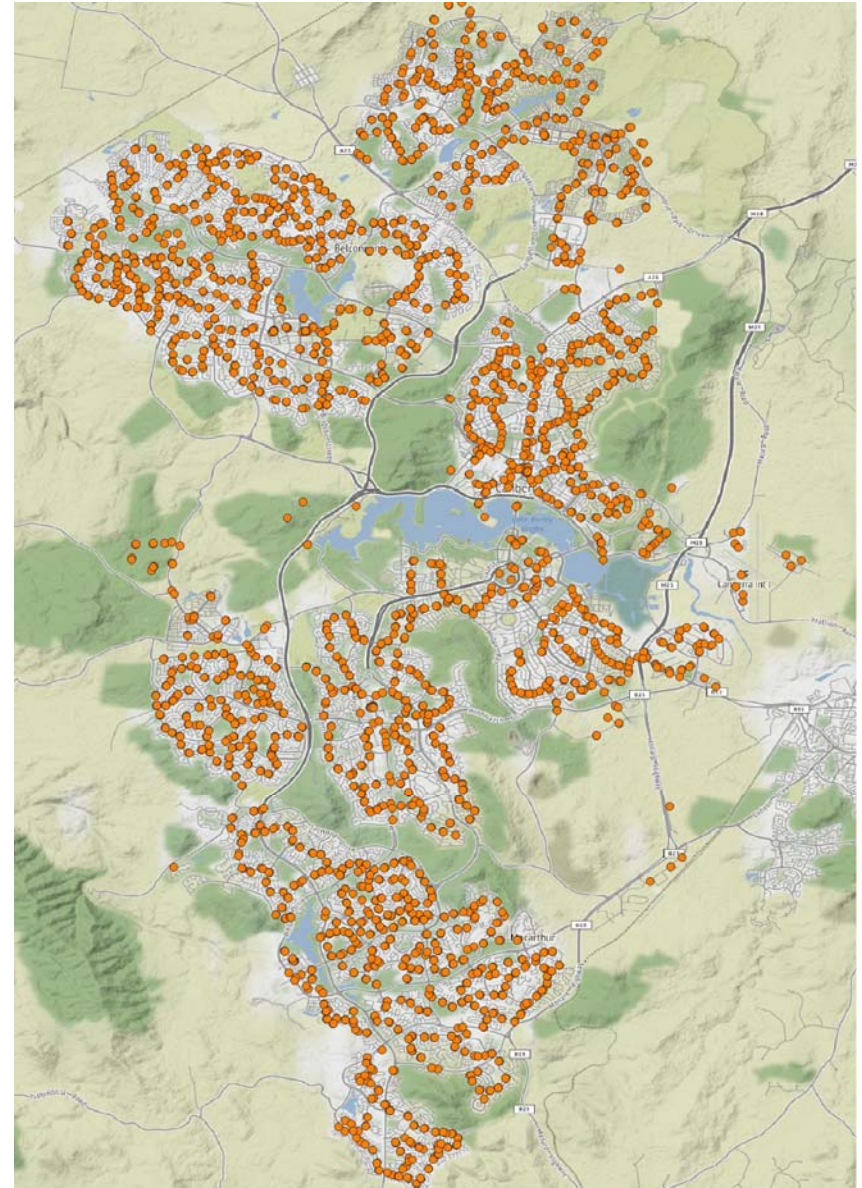


LOCAL CONTEXT



LONGLIST OF BIKE AND RIDE SITES

All **3156** bus stops

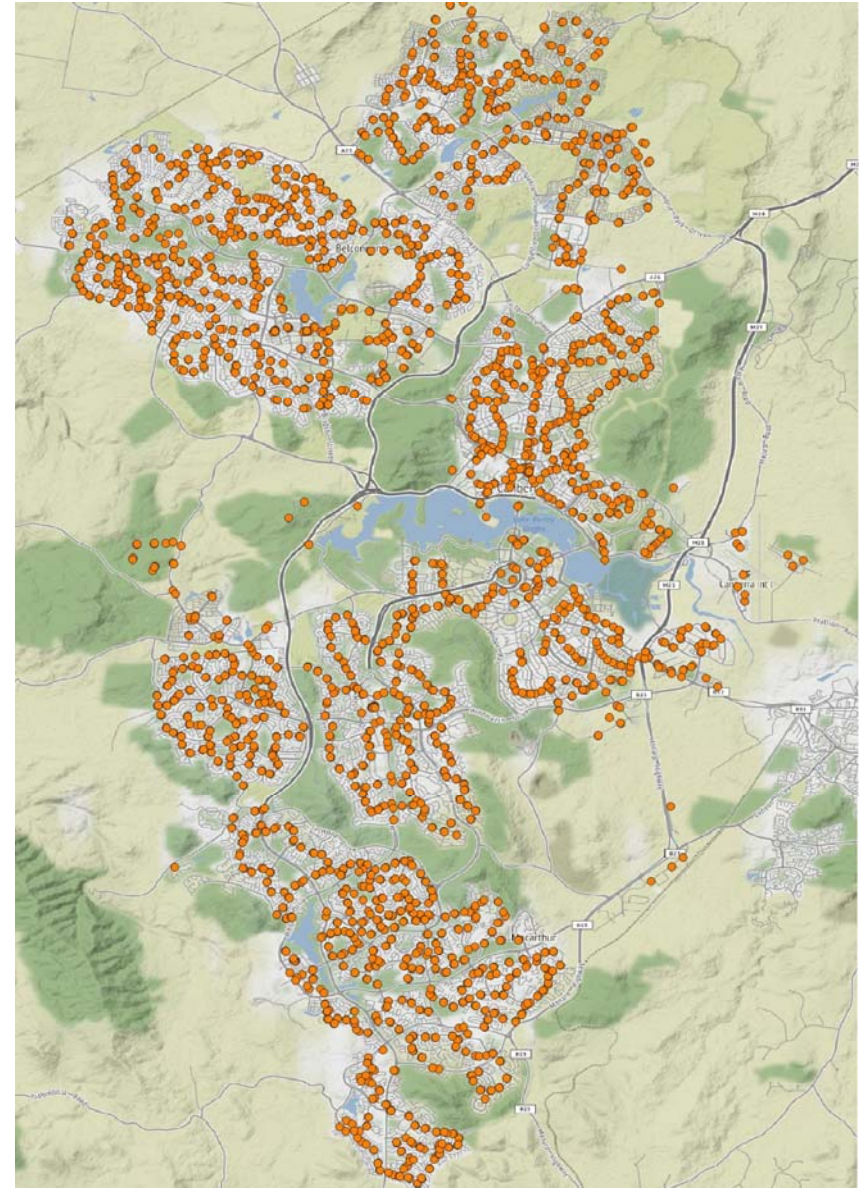


LOGLIST CRITERIA

Two criteria

Bike and Ride sites should be:

1. Served by Rapid bus routes.

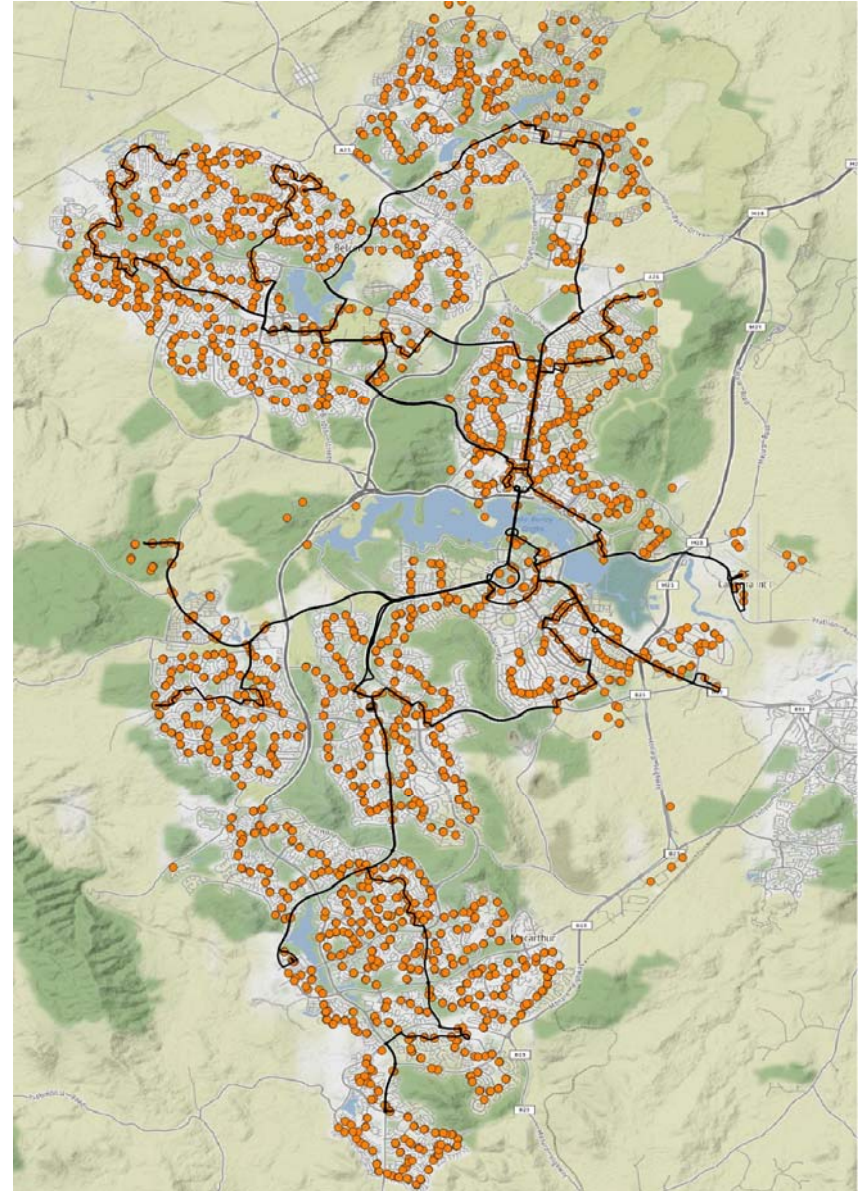


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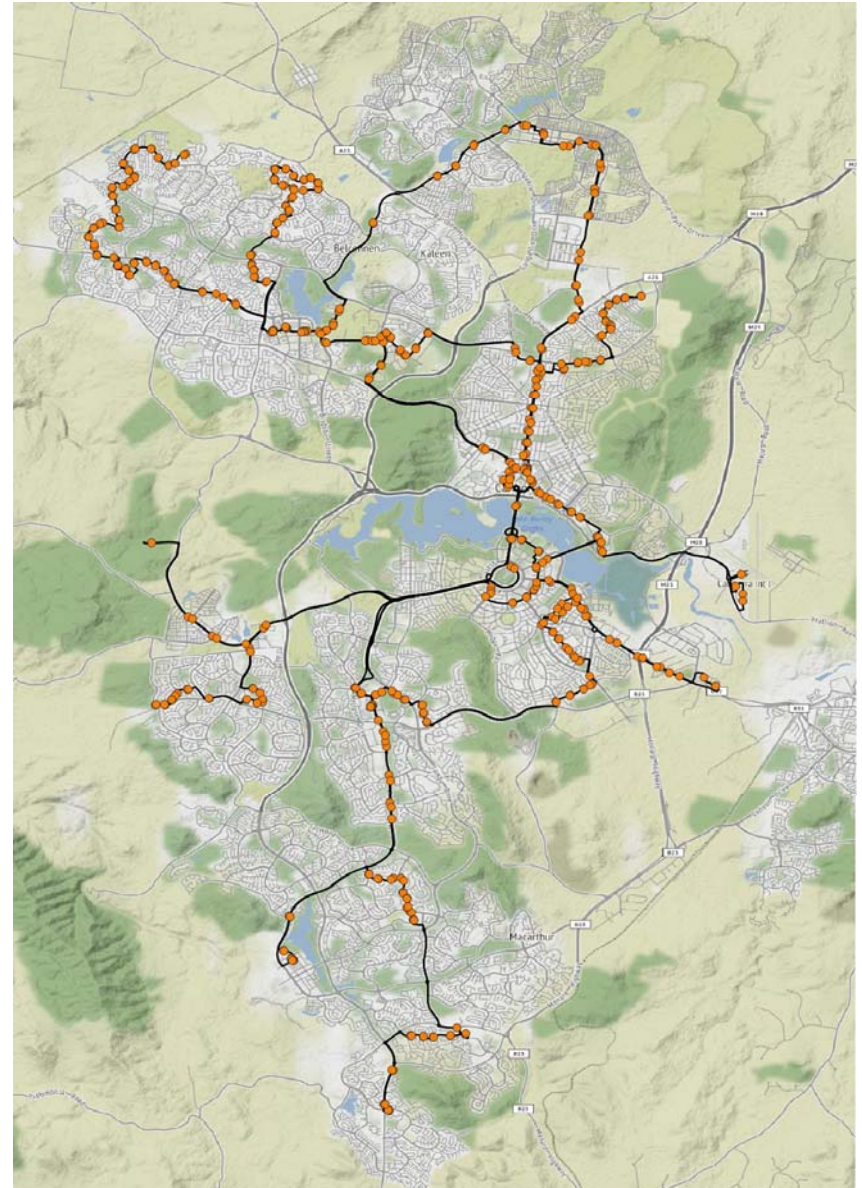


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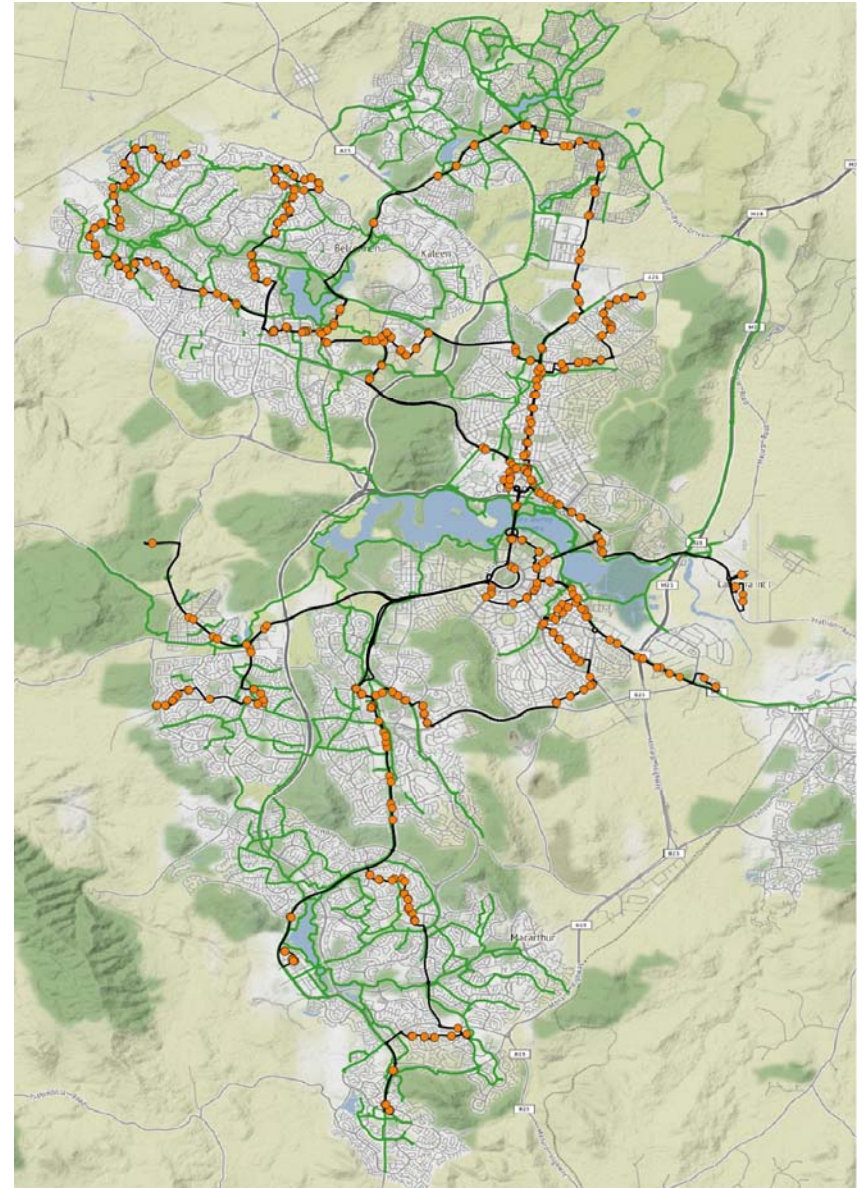
LOGLIST CRITERIA

Two criteria

Bike and Ride sites should be:

1.Served by Rapid bus routes.

2.Within 500 metres of a safe cycling route.



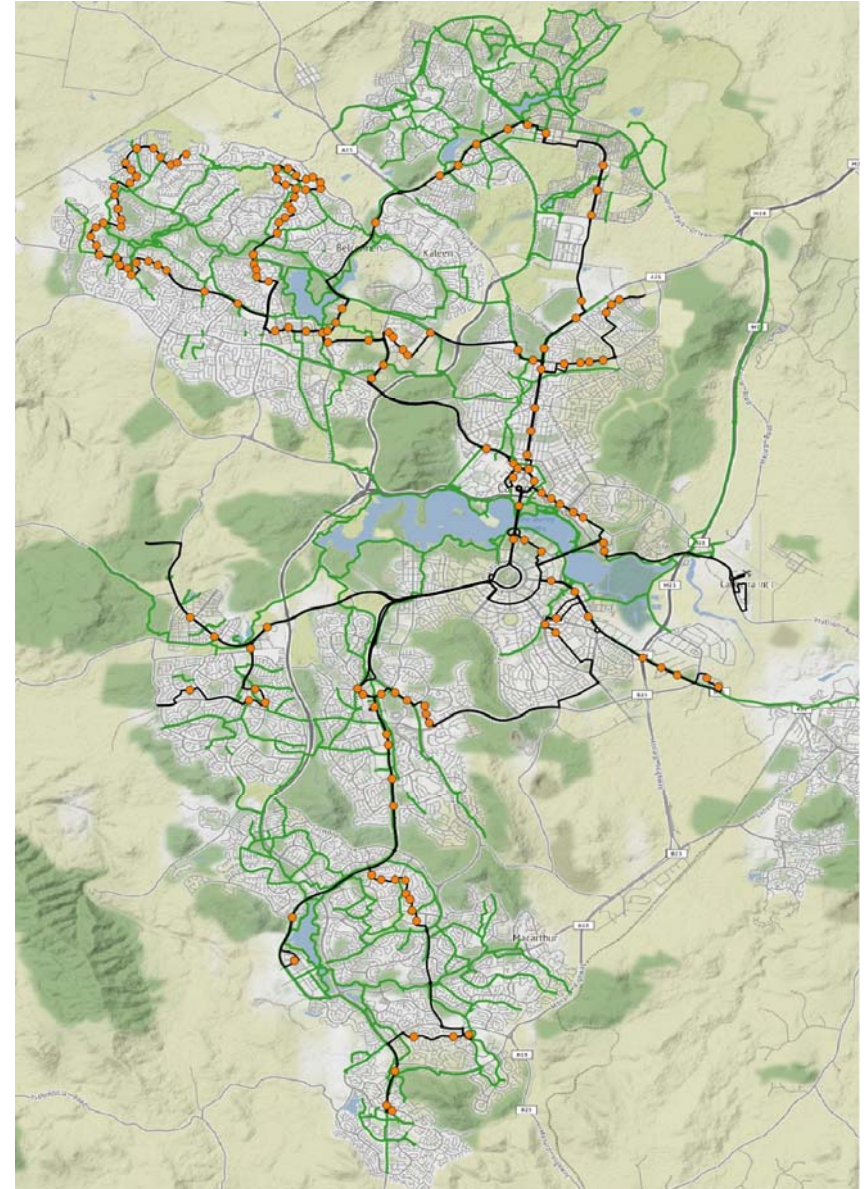
LOGLIST CRITERIA

Two criteria

Bike and Ride sites should be:

- 1.Served by Rapid bus routes.
- 2.Within 500 metres of a safe cycling route.

Adjacent sites merged.



SHORTLIST CRITERIA

Principle

1

Locate bike and ride along existing or planned **frequent public transport** services or important public transport hub.

2

Prioritise Bike and Ride sites located in **higher density** areas.

3

Locate Bike and Ride sites in areas with good access to **local, safe cycling** routes.

4

Locate Bike and Ride sites in areas where there is **higher usage of cycling**.

SHORTLIST CRITERIA

1

Principle

Frequent Public Transport

Measure

- Headway of public transport service

2

Higher density areas

- Population within 2km of the stop

3

Local, safe cycling routes

- Distance to safe cycling route
- Length of safe cycling route within 3km radius

4

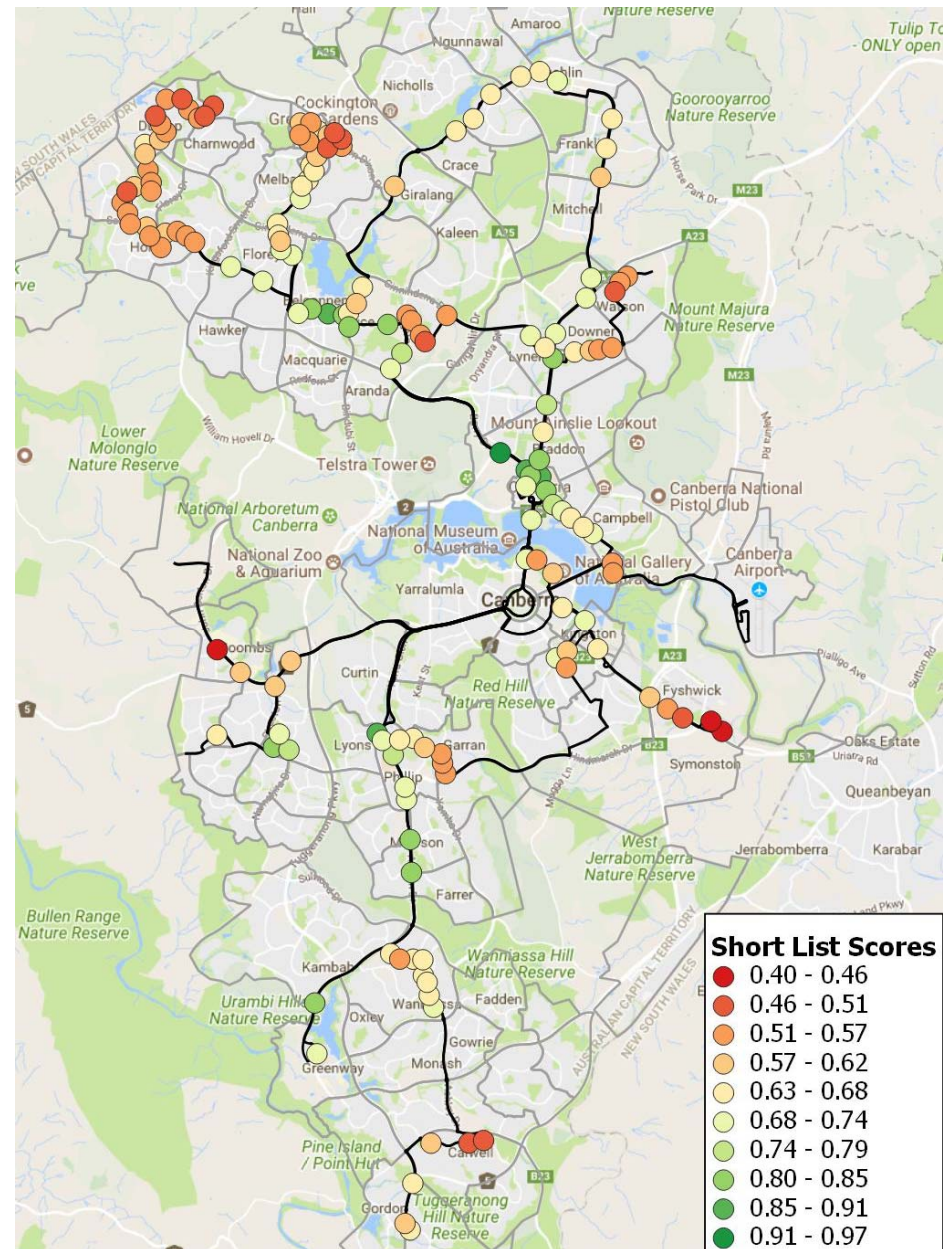
Higher usage of cycling

- Census mode share in SA within 2km
- Annual bike rack usage at the stop

SCORES

Results were scored list of 159 bus stops

Further prioritisation undertaken to produce short list of 20 for priority investment



WHERE ARE WE TODAY?

- Analysis undertaken before Light Rail was operational
- Basic Bike and Ride (planned before this project) implemented as part of Light Rail
- High scoring LRT stations generally doing well



LESSONS LEARNED

- Bike and Ride has potential to become an important element of station access
- Careful consideration of Bike and Ride location essential to increase likelihood of take-up
- Important to define both core public transport network and bike facility
- Method transferable to New Zealand cities, particularly where investment being made into improved public transport networks



TO FIND OUT MORE

PRIORITISATION OF BIKE AND RIDE SITES (This paper has been peer reviewed)

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ABSTRACT

Investment in Bike and Ride facilities are growing in popularity as governments seek to widen catchments for public transport and leverage the growing popularity of cycling. Too often, however, these can be provided in an ad-hoc manner resulting in disappointing levels of uptake. This presentation outlines a new approach for selecting ideal locations for proposed Bike and Ride facilities, developed by MRCagney for use in Canberra in 2018.