

# Intercept Survey of Path Users on the Centenary Cycleway (Darra)

Prepared for Queensland Department of Transport and Main Roads



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## Document history and status

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# 1 Introduction

## 1.1 Background

CDM Research was commissioned by the Queensland Department of Transport and Main Roads (TMR) to undertake counts and intercept surveys of users of the Centenary Cycleway shared path at Darra near the crossing of Warrender Street and the railway line (Figure 1.1).



■ Figure 1.1: Centenary Cycleway at Warrender Street (aerial image: Nearmap, 2 Jul 2016)

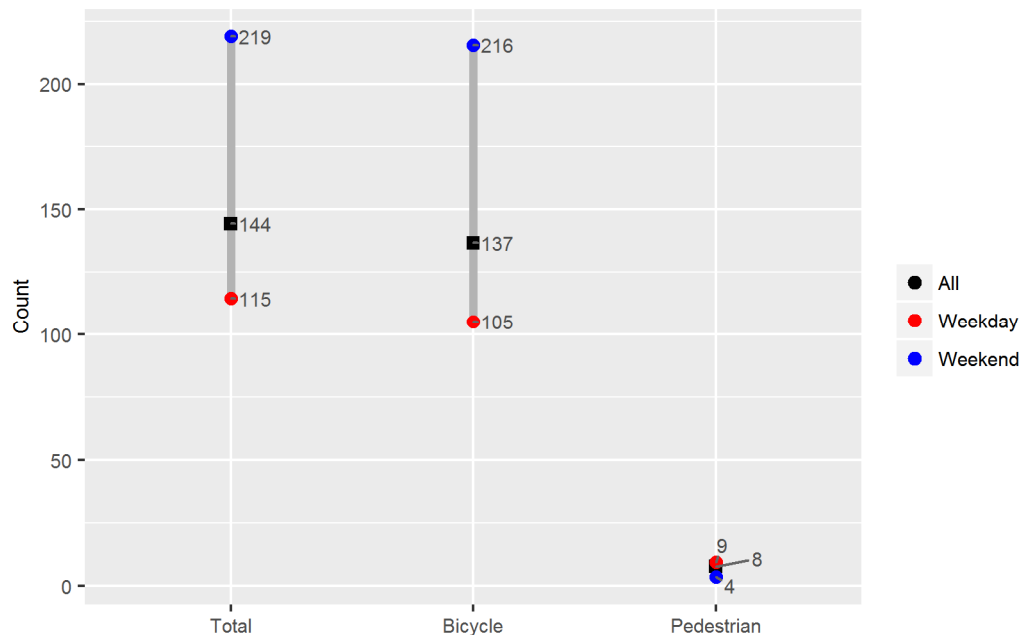
## 1.2 Methodology

Video-based manual counts were undertaken between 6 am to 7 pm from Thursday 14 April to Wednesday 20 April 2016. Slight rainfall was experienced for short periods during the first three count days (Thursday – Saturday, 1 mm or less on each day). Maximum temperatures were around 27°C on all days.

Two interviewers were positioned on the path across five days (three weekdays, two weekend days) from Wednesday 25 May to Sunday 29 May 2016. No rainfall was experienced during the interview periods. All path users were in scope for interview during the interview periods (6 am to 9 am weekdays, 2 pm to 5 pm weekends). Anecdotally, it was reported to be difficult for interviewers to encourage bicycle riders to stop, at least during commuting periods.

## 2 Counts

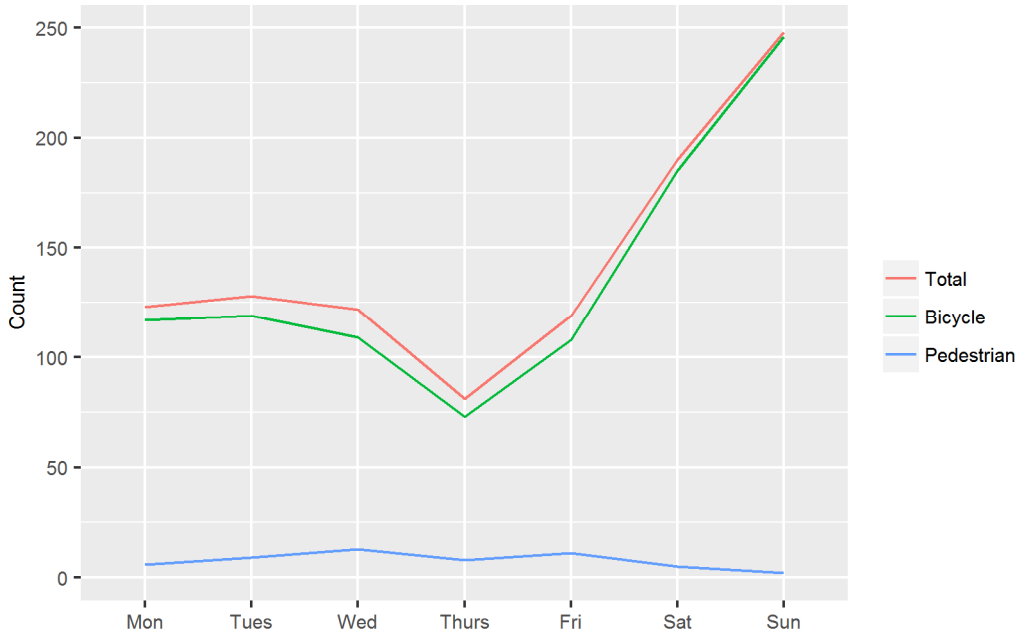
The average daily count at the bridge over the seven-day count period was 144 users per day<sup>1</sup>, of which almost all were bicycle riders (Figure 2.1). Average cyclist demand was considerably higher on weekends than weekdays.



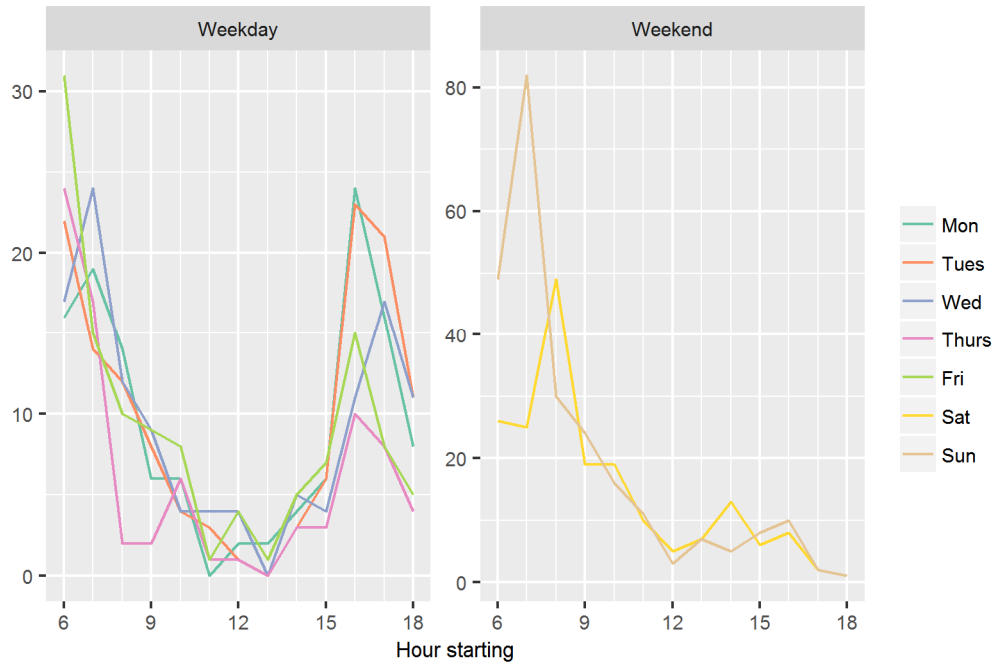
■ Figure 2.1: Average count by mode and day of week

The counts by day of week are shown in Figure 2.2. The bicycle rider count was lowest on the Thursday (73 riders) and highest on the Sunday (246 riders). The time of day profile suggests demand is strongest early on weekday mornings and in the afternoons (Figure 2.3). On weekends demand is greatest during the early morning.

<sup>1</sup> Note the counts were from 6 am to 7 pm, or 13 hours such that they do not correspond to a 24-hour day. Full 24-hour counts may be of the order of 10% higher.



■ Figure 2.2: Day of week by mode

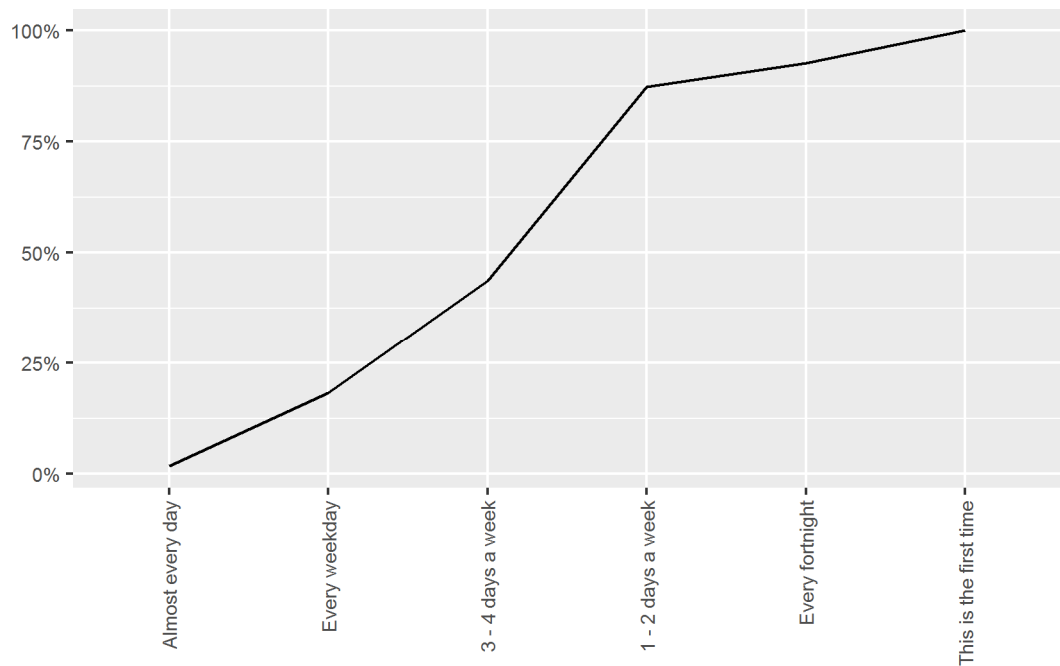


■ Figure 2.3: Time of day by day of week (hourly bins) for all modes

### 3 Intercept surveys

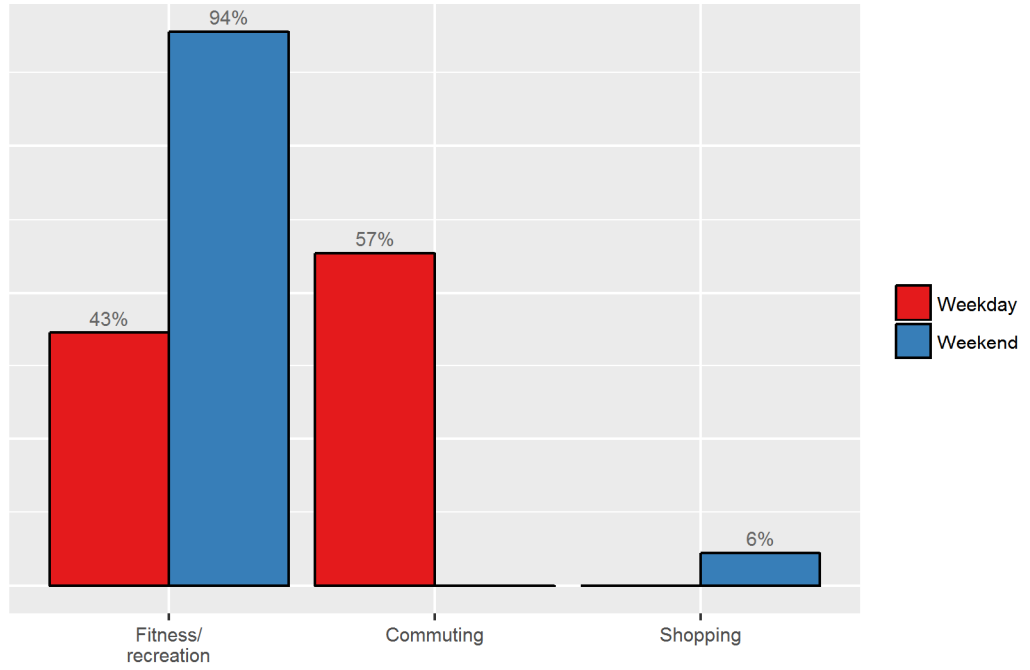
Over the five-day period a total of 55 intercept interviews with bicycle riders were completed and a single pedestrian interview. This single pedestrian interview is excluded from the analysis that follows.

Familiarity with the route is high; 87% of bicycle riders use the path at least once a week (Figure 3.1).



■ Figure 3.1: Frequency of use

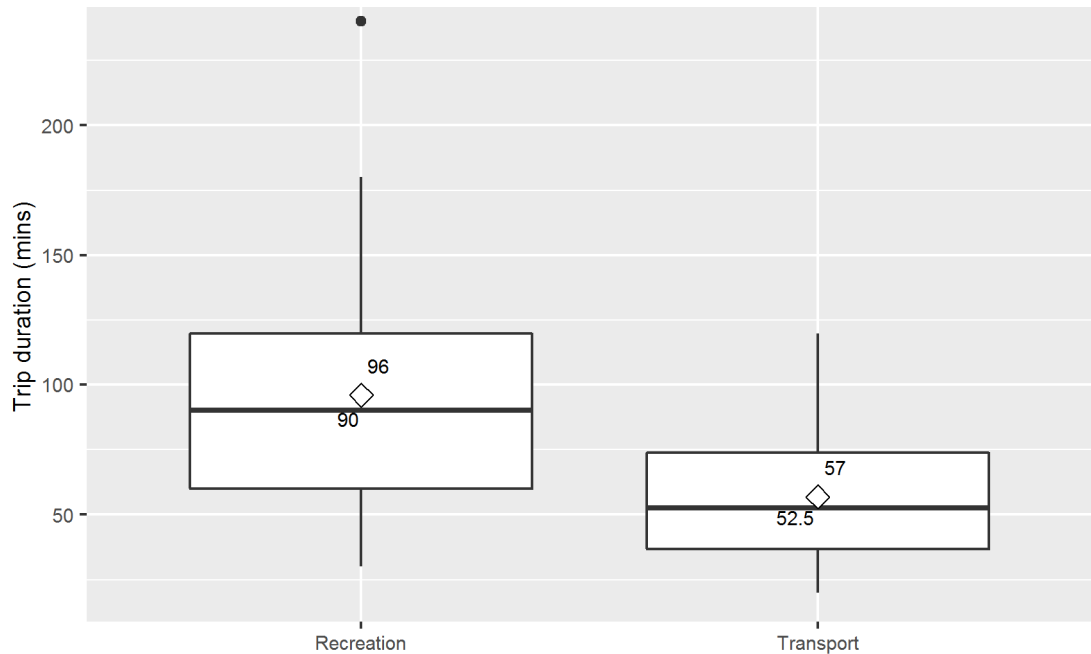
Just over half of bicycle riders on weekdays were commuting with the remainder riding for fitness (Figure 3.2). On weekends almost all riders were riding for fitness.



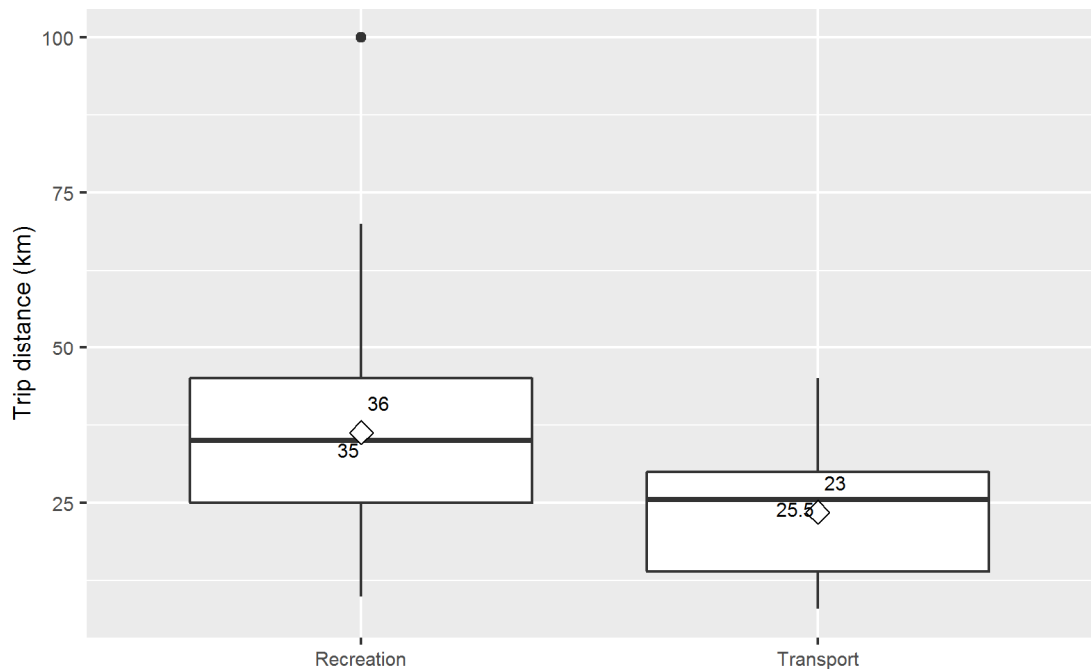
■ Figure 3.2: Trip purpose by day of week



The average bicycle trip for recreation had a duration of 96 minutes (Figure 3.3) over a distance of 36 kilometres (Figure 3.4). Transport cycling trips were shorter, with an average duration of 57 minutes over 23 kilometres.



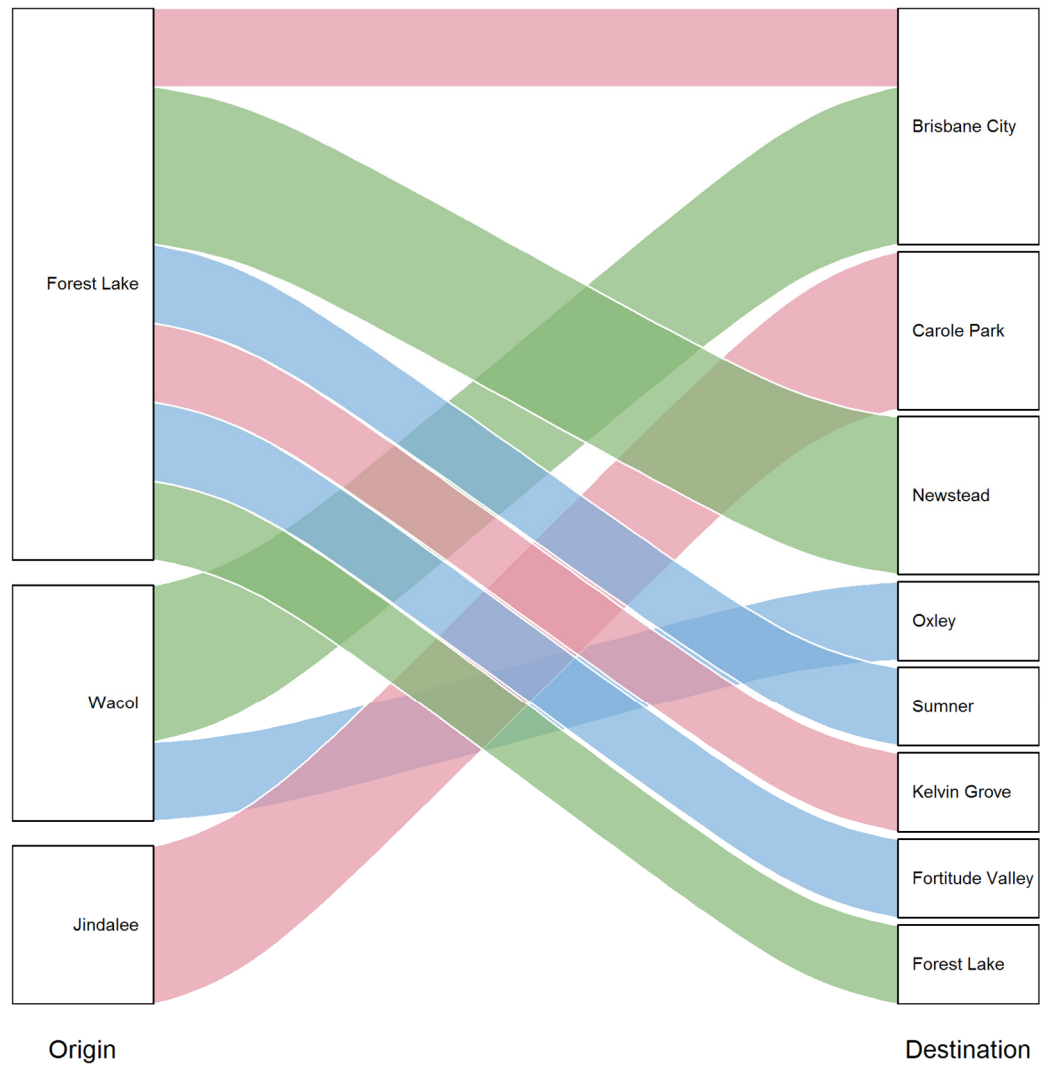
■ Figure 3.3: Trip duration by mode and purpose (diamonds are means)



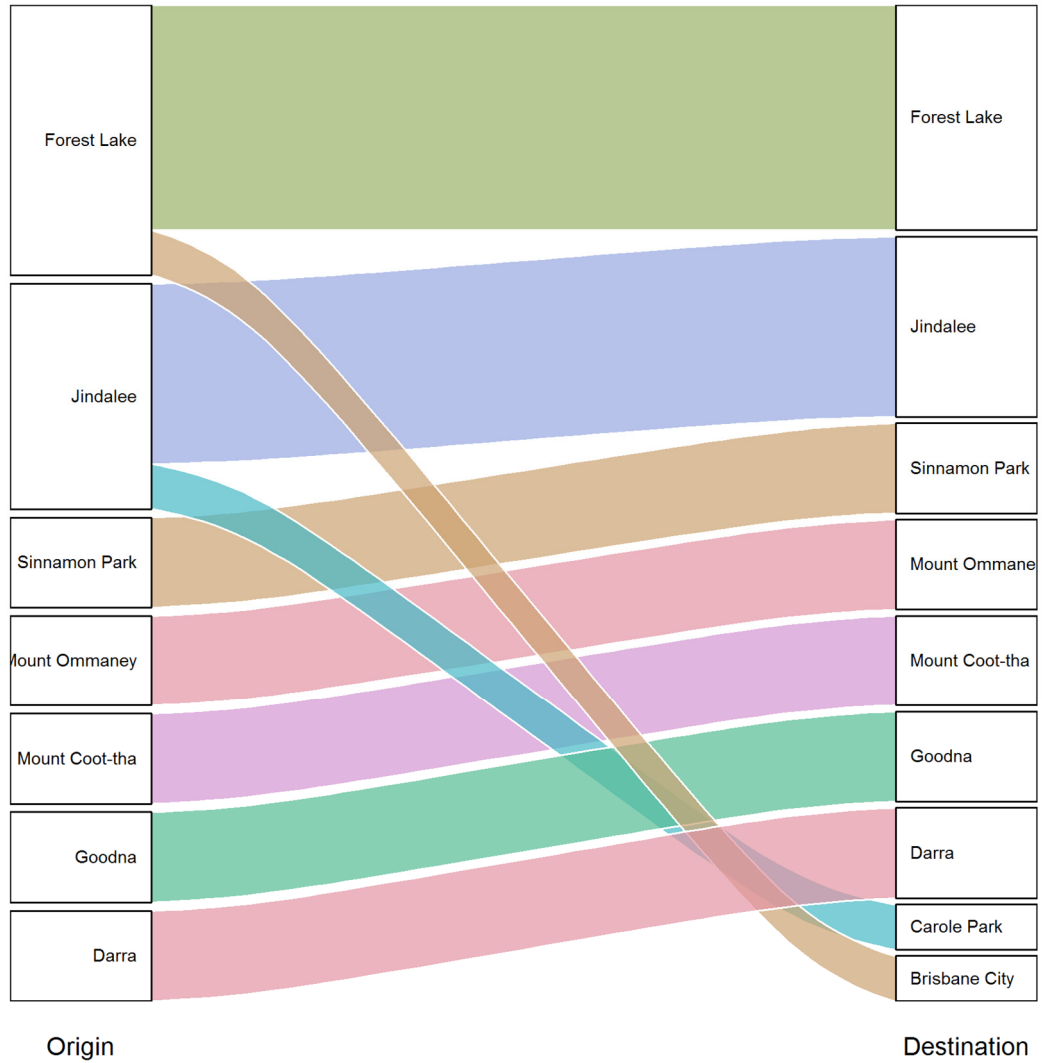
■ Figure 3.4: Trip distance by mode and purpose (diamonds are means)

The trip origin and destination movements are illustrated in Figure 3.5 for transport cycling trips and Figure 3.6 for recreation cycling trips. The predominant trip flows are as follows:

- Most transport cycling trips originated from Forest Lake (32%), Wacol (14%) or Jindalee (9%). All other origins had only one observation and are not shown in Figure 3.5 for clarity.
- Forest Lake to Newstead (9%), Jindalee to Carole Park (9%) and Wacol to Brisbane City (Figure 3.5). Note that the small sample size means there are only two observations for each of these origin-destination pairs, and one for every other pair.
- Most recreation cycling trips started in Forest Lake (18%) or Jindalee (15%) (Figure 3.6). Unsurprisingly, most recreation trips started and finished in the same suburb.

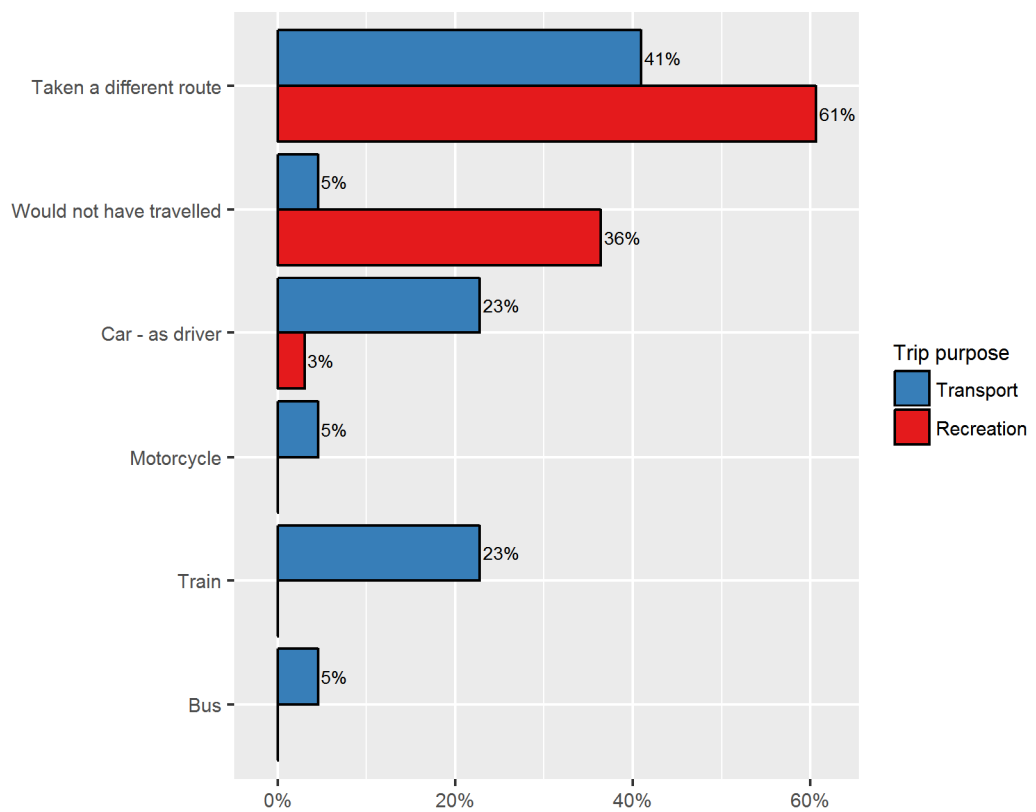


■ Figure 3.5: Origins and destinations of cycling trips for transport (n=22, origin-destination pairs with one observation not shown)

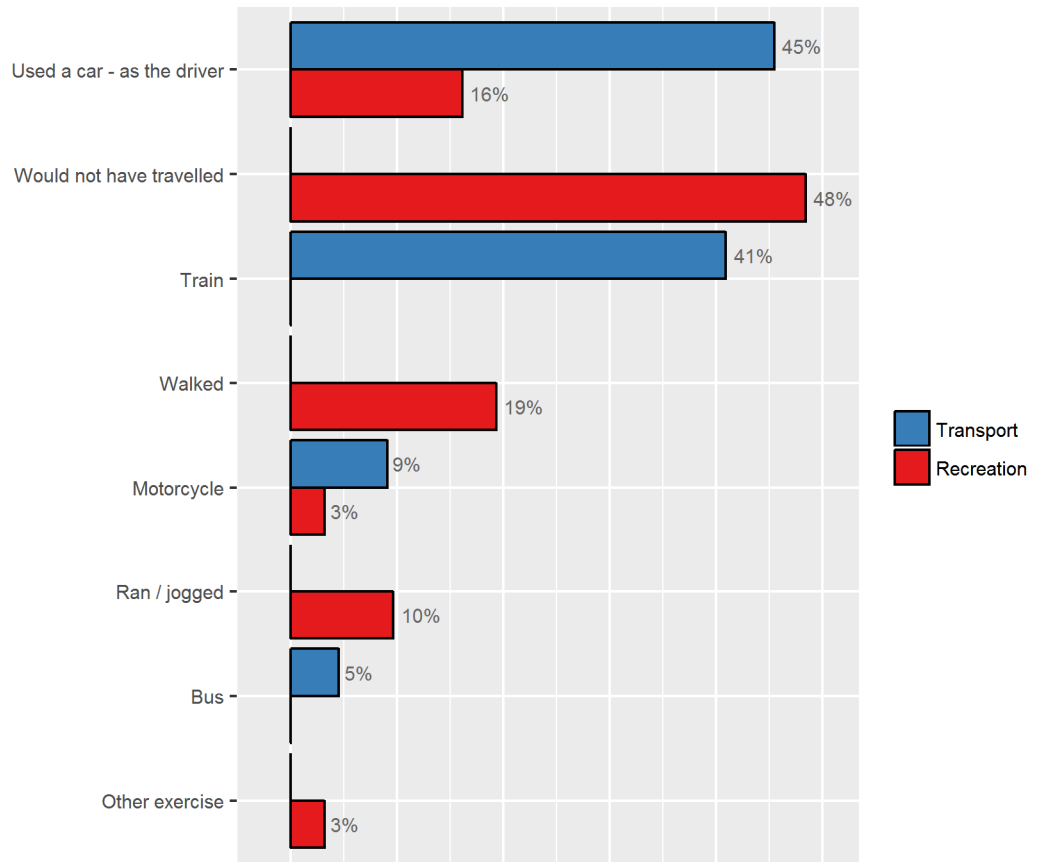


■ Figure 3.6: Origins and destinations of cycling trips for recreation (n=33, origin-destination pairs with one observation not shown)

Respondents were asked what they would have done for their trip if the path were not present. While the most common response was that they would take a different route the responses varied markedly by trip purpose (Figure 3.7). For those travelling for transport 23% would have driven a car or taken a train if the path were not present. Among those riding for recreation 36% would not have ridden at all and (unsurprisingly) very few would have used a car or public transport. A similar result is evident when bicycle riders were asked what they'd have done if they couldn't use their bicycle for their trip (Figure 3.8). Around half of transport riders would have used a car while most of the remainder would have used public transport. By contrast, half of recreation riders would not have travelled at all and 29% would either have walked or jogged instead.

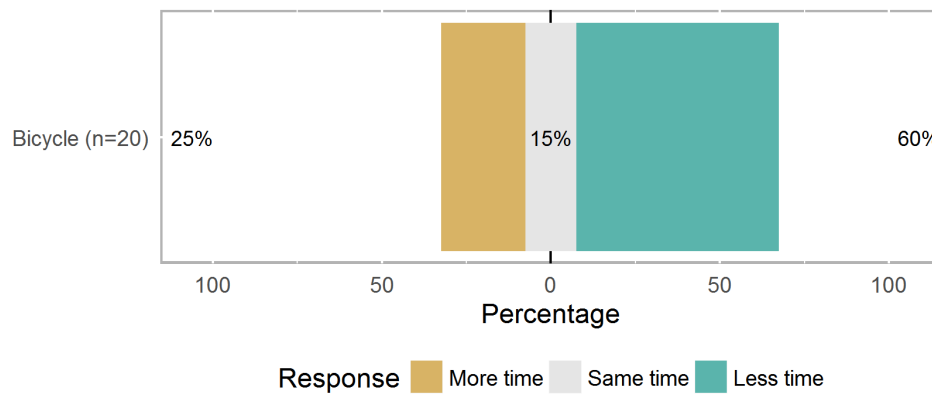


■ Figure 3.7: What would you have done if the path was not here?

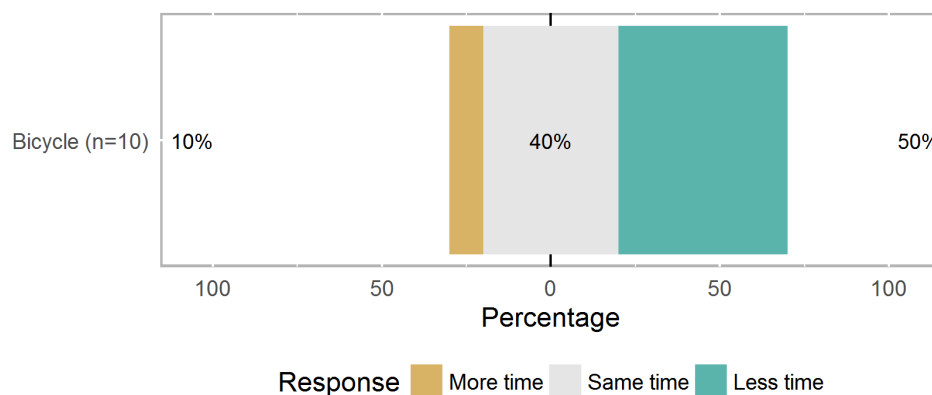


■ Figure 3.8: What would you have done if hadn't ridden your bike for this trip?

Respondents who were travelling for transport purposes (e.g. commuting, education, shopping) were asked whether they could have used a motor vehicle for their trip. Most bicycle riders (91%) indicated they had a car available and furthermore that in 60% of cases it would have been quicker to use the car (Figure 3.9). Similarly, when asked about the availability of a public transport alternative 45% said they had a convenient option, with 41% said no such option existed. Among those who did have a public transport alternative 50% indicated it would have taken less time than riding while 40% thought it would take around the same time (Figure 3.10).



■ **Figure 3.9: Change in travel time for those who could have used a car (transport trip purpose only)**



■ **Figure 3.10: Change in travel time for those who could have used public transport (transport trip purpose only)**

Other comments offered by respondents were:

- Very high level of user support for the path,
- challenges of crossing Dandenong Road at Mt Ommaney and Fig Tree Pocket on-ramp, and
- general maintenance, particularly glass and vegetation on path.

## Appendix A: Intercept survey script

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We're completing a quick survey on the path. Could you help us?

1. INTERVIEWER enter mode of travel
  - a. Bicycle rider
  - b. Pedestrian
  
2. In what suburb did you start your trip, and where will you finish your trip?
  - a. Start: \_\_\_\_\_
  - b. Finish: \_\_\_\_\_
  
3. How long will the trip take?
  - a. Hours: \_\_\_\_\_
  - b. Minutes \_\_\_\_\_
  
4. How far is the trip?
 

\_\_\_\_\_ km
  
5. What is the purpose of your trip?
  - a. Commuting to or from work
  - b. Fitness, recreation or sport
  - c. Shopping
  - d. School, university or other education activity
  - e. Other: \_\_\_\_\_
  
6. How often have you walked/ridden here in the past month?
  - a. Almost every day
  - b. Every weekday
  - c. 3 – 4 days a week
  - d. 1 – 2 days a week
  - e. Every fortnight
  - f. Only once
  - g. This is the first time
  
7. How would you have made this trip if this path wasn't here?
  - a. Taken a different route (incl. used the road)
  - b. Would not have travelled
  - c. Car – as driver
  - d. Car – as passenger
  - e. Motorcycle



- f. Train
  - g. Bus
  - h. Ferry
  - i. Taxi
  - j. Don't know
  - k. Other: \_\_\_\_\_
8. IF BICYCLE RIDER: What would you have done if you couldn't ride your bike for this trip?
- a. Would not have travelled
  - b. Used a car – as the driver
  - c. Used a car – as the passenger
  - d. Motorcycle
  - e. Train
  - f. Bus
  - g. Ferry
  - h. Taxi
  - i. Walked
  - j. Ran / jogged
  - k. Don't know
  - l. Other: \_\_\_\_\_
9. IF TRANSPORT PURPOSE: Which of the following best describe how easily you could have used a car for this trip?
- a. I had a car available and could easily have got access to it
  - b. I could have got a car from another person where I started my trip (e.g. another household member)
  - c. I did not have ready access to a car to make this trip
  - d. I do not have a drivers licence
  - e. Other: \_\_\_\_\_
10. IF COULD HAVE USED CAR: Would it have taken more or less time to reach your destination by car?
- a. More time
  - b. Same time
  - c. Less time
11. IF TRANSPORT PURPOSE: Which of the following best describes how easily you could have made this trip by public transport?
- a. I had a convenient public transport alternative
  - b. I had a public transport alternative but it would have taken longer
  - c. I did not have a viable public transport alternative

d. Other: \_\_\_\_\_

12. IF COULD HAVE USED PUBLIC TRANSPORT: Would it have taken more or less time to reach your destination by public transport?

- a. More time
- b. Same time
- c. Less time

13. INTERVIEWER enter any other comments: \_\_\_\_\_