

Session: *Cities for people? Rethinking Urban Planning*

“I’ll just take the bike”



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Auckland: A typical city story of car-centric urban planning



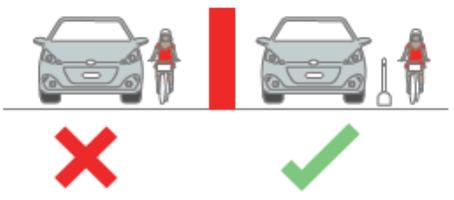
Photo Credit: Patrick Reynolds

Challenges: safety, health and the environment

CYCLING FEELS UNSAFE

60%

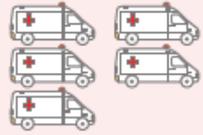
would cycle with better infrastructure.



AND THERE ARE SERIOUS IMPACTS FOR SOCIETY

Annually, transport emissions cause:

5x



as many premature adult deaths as the regional road toll, and costing society

\$466m

from mortality and morbidity.

38%

of Auckland's greenhouse gas emissions come from transport.



CONDITIONS FOR CYCLING ARE UNSAFE

Cyclists are involved in

10x

as many serious crashes as motorists (by mode share).



Cyclists are disproportionately represented in serious and fatal crashes.

NZ has the **3rd** most obese population in the world.



Auckland's cycling opportunity

73%

of Auckland streets have a slope less than

3%



54%



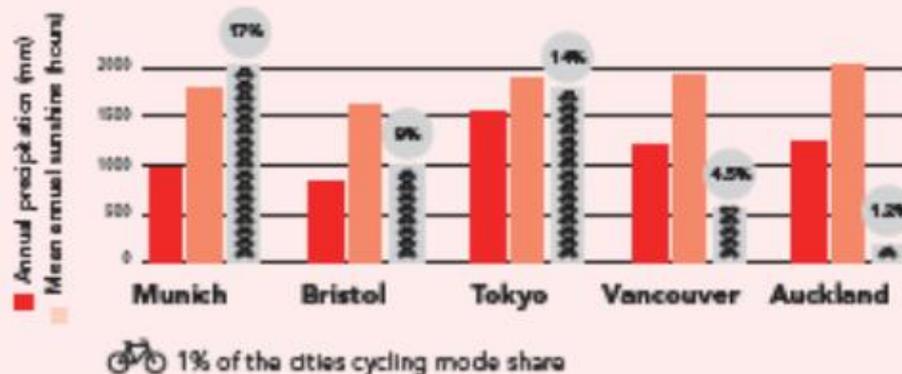
of people would consider cycling if the conditions were right.

230,000

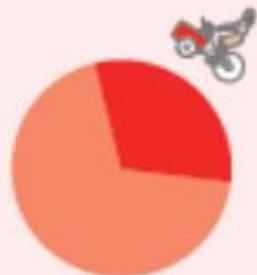
Aucklanders live within a 30 minute bike ride to the city.

RAIN ISN'T A BARRIER

RAIN AND SUNSHINE IN SELECTED CITIES



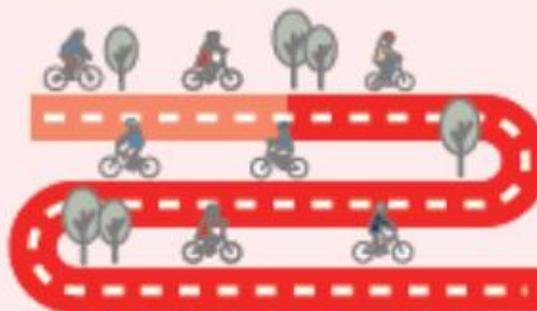
OVER 50% OF AUCKLANDERS WOULD RIDE BIKES



31%

of Aucklanders ride bikes at least monthly.

AUCKLANDERS DO LIKE CYCLING AND HAVE RIDDEN MUCH MORE IN THE PAST

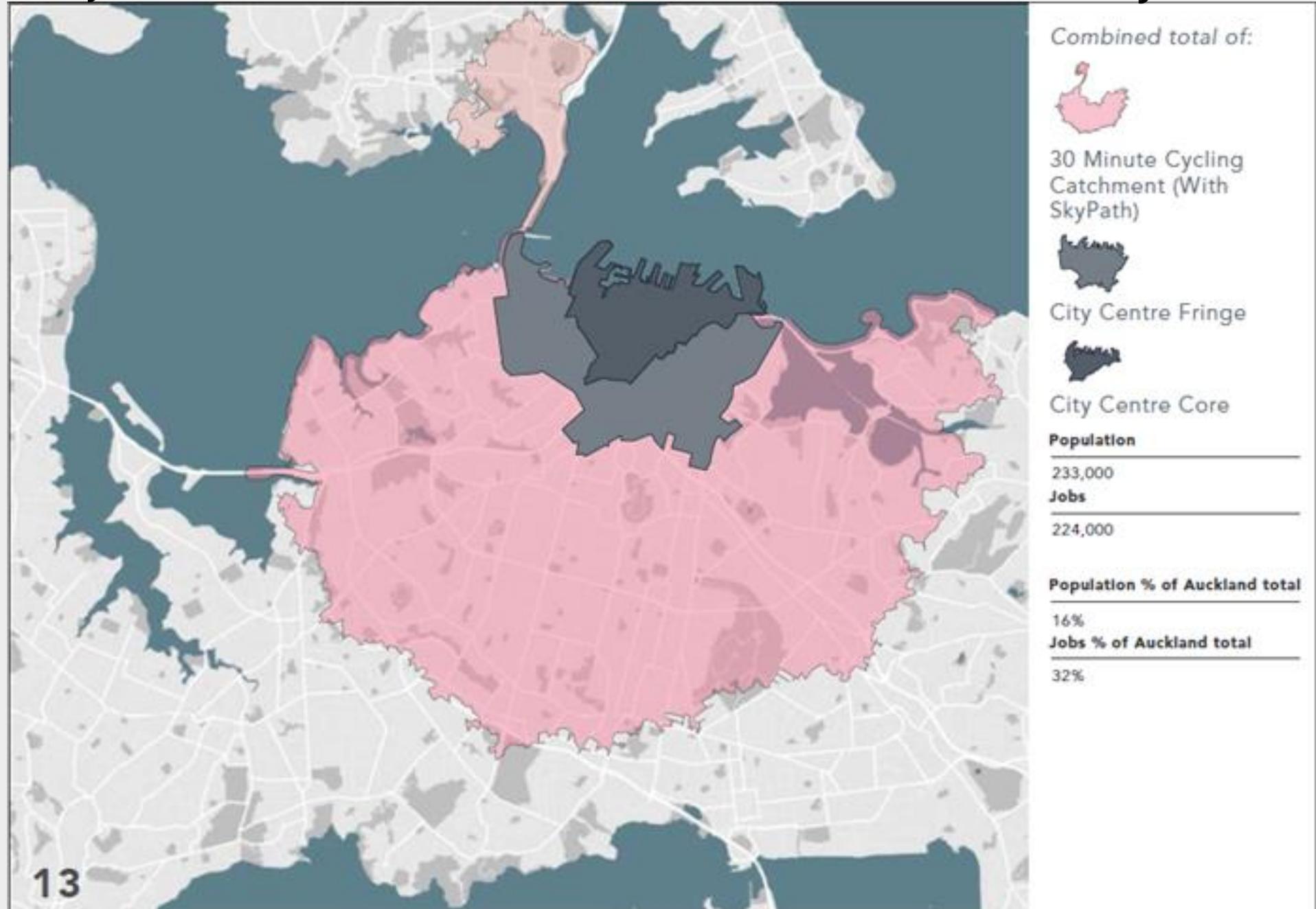


20%

of Auckland intermediate school children cycled to school in the late 1970s.

Today that number is: **3.9%**

233,000 Aucklanders live within 30 min bike ride of City Centre



Auckland's path to "I'll just take the bike" got serious when Urban Cycleway Fund announced in August 2014



Funding

\$100 million from central Government across NZ. Required 33% local share

Auckland Programme \$200 million

Time to completion

Three years (2015-2018)

Delivers 52 kilometres of largely separated cycleway

New Government has signalled continuation of programme at significantly increased funding levels.

Improving access to everyday trips: Retrofitting streets



Traffic calming on suburban streets: slower streets and a safer environment



Iconic projects on existing infrastructure



Photo Credit: Patrick Reynolds

Cycleways delivered as a requirement of roading projects



Some fun along the way



It's not just about infrastructure: complementary initiatives supporting the success of new cycleways



Public cycle parking

Potential to install approx. 5,000 additional short-stay parking spaces. Further investigation of long-stay parking at public transport stations.



Public bike share

Feasibility study of a cycle share scheme for Auckland's city centre is underway.



Bikes on buses

Investigate feasibility and benefits. Initial trial on two suburban bus routes.



Speed management

Incorporate cycle route priorities on the urban network into AT's Speed Management Implementation Plan.



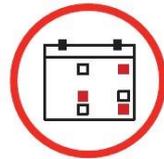
NZ Police enforcement

Work with Police on speed enforcement at high-risk locations, areas of increased cycling including schools, town centres and commuting routes.



Cycle lane enforcement

AT to deliver ongoing enforcement of vehicle use of on-street dedicated cycle lanes. Opportunities for integration with parking enforcement.



Marketing and events

Continue promotion, community engagement and events that support cycling.



Travel behaviour change

Continue schools and business travel behaviour change programmes.



Cycle training

Expand the cycle training programme to target key communities.



Cycle way-finding, signage and maps

Easy to understand signage and maps.

600 dockless “ONZO” bikes arrived on Auckland’s streets at end of 2017



Learning from others:

- faster, lighter
cheaper
- tactical
urbanism
- trial projects
- getting it right
first time



Re-prioritizing road space becoming a reality



Resistance to change

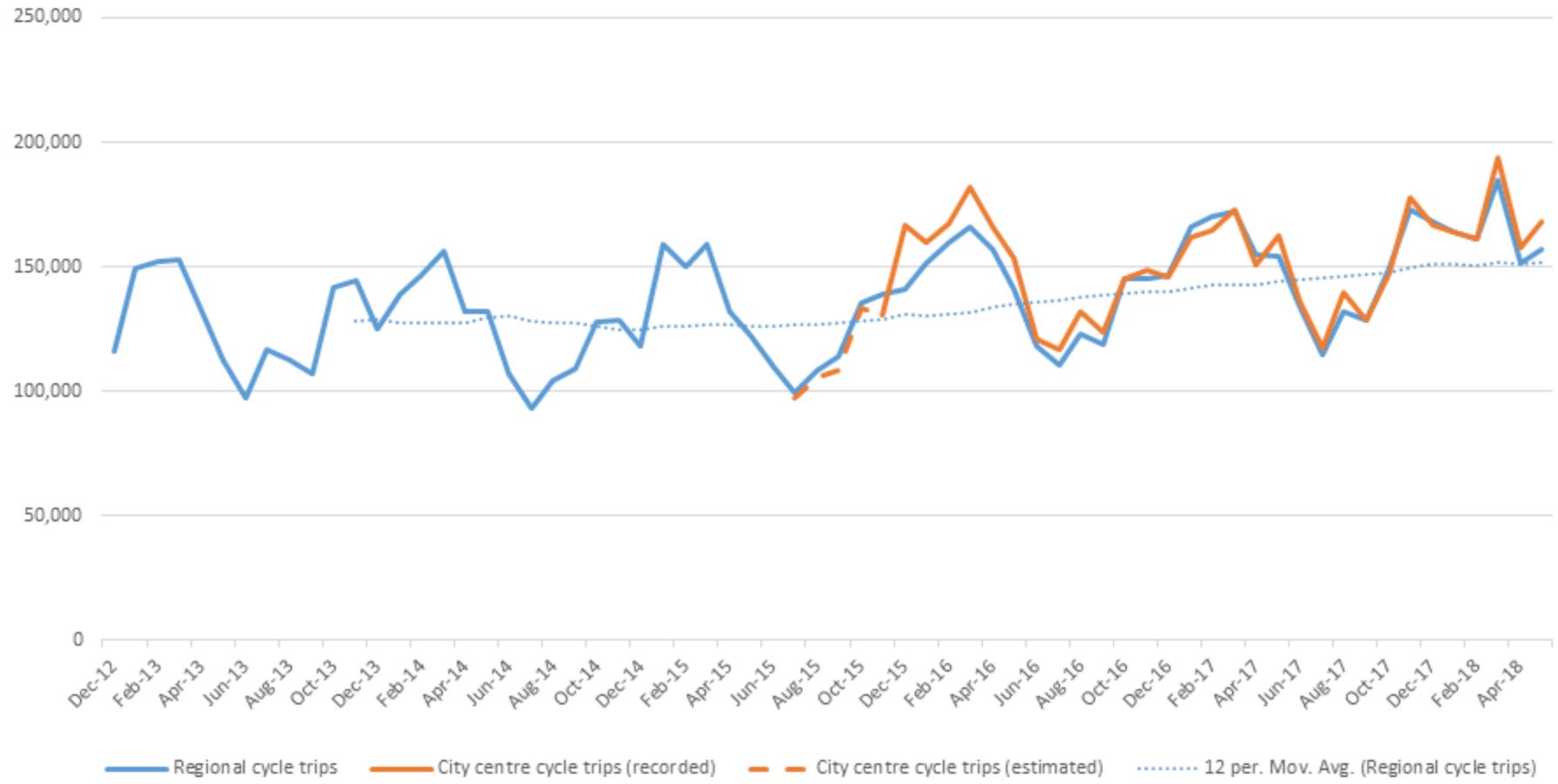
Protestors impede removal of pohutukawa for Auckland cycleway

10/01/2018



Results so far

Auckland cycle trips - regional and city centre





Auckland Cycling Account 2017

ON THE GO

WHO'S RIDING?



35%

of all Aucklanders are now cycling in 2017

45,600

new riders in 2017

43%

of riders are female, compared to 37% in 2015

41%

of cycle journeys in Auckland are point-to-point trips



WORK



STUDY



SHOPPING

WHY AUCKLANDERS CYCLE

78% of Auckland bike riders choose to cycle because it provides exercise and helps to keep them fit



70% of Auckland bike riders choose to cycle because it is enjoyable and fun



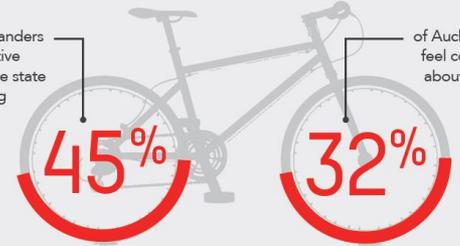
AUCKLAND BIKE RIDERS ARE MULTI-MODAL...

...meaning they use more than one mode of transport regularly.



AUCKLANDERS ATTITUDES TO CYCLING ARE CHANGING

of Aucklanders are positive about the state of cycling



of Aucklanders feel confident about cycling

▲ UP FROM 39% IN 2016

▲ UP FROM 28% IN 2016



Did you know that mid-winter 2017 saw more cycling trips on the Northwestern Path than mid-summer 2015? That shows the growth in cycling numbers in just two years!

A 5% increase in cycling and walking for trips of 2km or less in Auckland would bring health benefits of

\$225m
million per year.

AUCKLAND

The average Auckland bike rider travels

391 km

per year which is roughly equivalent to cycling from Auckland to Tauranga and back again!

TAURANGA



The network effect “I’ll just take the bike”

LIGHTPATH AND NELSON ST CYCLEWAY

NORTHWESTERN PATH

People on bikes made up



14.3%

of all inbound morning peak traffic via Upper Queen St

TO CITY CENTRE ----->

THE NETWORK EFFECT

2017's new openings continue to establish Auckland's network of interconnected paths and cycleways.

Dedicated cycle paths create a quicker, easier and safer ride in and out of the city centre.

As the network continues to grow cycling becomes a more convenient option for those commuting into the city centre – we call this the network effect.

UPPER QUEEN ST

78

2013

392

2017



▲ 403%
CHANGE SINCE 2013

4x

Due to the network effect there are four times as many cyclists entering the city centre via Upper Queen St in morning peak time than in 2013

GRAFTON GULLY PATH

Next steps: Re-thinking urban planning

- Refreshed Auckland Plan 2050 (spatial plan) focused on:
 - street design that creates vibrant and inviting places
 - Aim: Aucklanders will be able to get to where they want to go more easily, safely and sustainably
 - Making walking & cycling and public transport preferred choices for more Aucklanders
- Vision Zero a reality
- Increased funding
- Strong alignment with Central Government

Other drivers of a change in focus



Resident Population vs. Morning Peak Private Vehicle Commuters

Auckland City Centre 2001 to 2016



New urban spaces prioritized for people



Cities for people: repurposing a car park



Photo credit Cam Perkins

Future: a people-centred low-carbon sustainable mobility system?



Thank you



Photo Credit: Kate Battersby