Session: Cities for people? Rethinking Urban Planning

“I’ll just take the bike”

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New Zealand
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.

**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.

**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.

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:

- Munich: 17% annual precipitation, 17% mean annual sunshine hours
- Bristol: 15% annual precipitation, 14% mean annual sunshine hours
- Tokyo: 14% annual precipitation, 14% mean annual sunshine hours
- Vancouver: 12% annual precipitation, 12% mean annual sunshine hours
- Auckland: 10% annual precipitation, 10% mean annual sunshine hours

1% of the cities cycling mode share.

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

Combined total of:
- 30 Minute Cycling Catchment (With SkyPath)
- City Centre Fringe
- City Centre Core

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<th>Population</th>
<th>Jobs</th>
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<td>233,000</td>
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Population % of Auckland total: 16%
Jobs % of Auckland total: 32%
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
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 ATs 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 “NZO” 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

- Regional cycle trips
- City centre cycle trips (recorded)
- City centre cycle trips (estimated)
- 12 per. Mov. Avg. (Regional cycle trips)
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.

73% DRIVE 55% WALK 35% BUS 24% TRAIN

AUCKLAND

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

AUSTRALAS

AUCKLANDERS ATTITUDES TO CYCLING ARE CHANGING

45% of Aucklanders are positive about the state of cycling
32% of Aucklanders feel confident about cycling

△ UP FROM 39% IN 2016
△ UP FROM 28% IN 2016

A 5% increase in cycling and walking for trips of 2km or less in Auckland would bring health benefits of $225 million per year.

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

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.

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.
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
New urban spaces prioritized for people
Cities for people: repurposing a car park
Future: a people-centred low-carbon sustainable mobility system?
Thank you

Photo Credit: Kate Battersby