

Going multi-modal in our cities

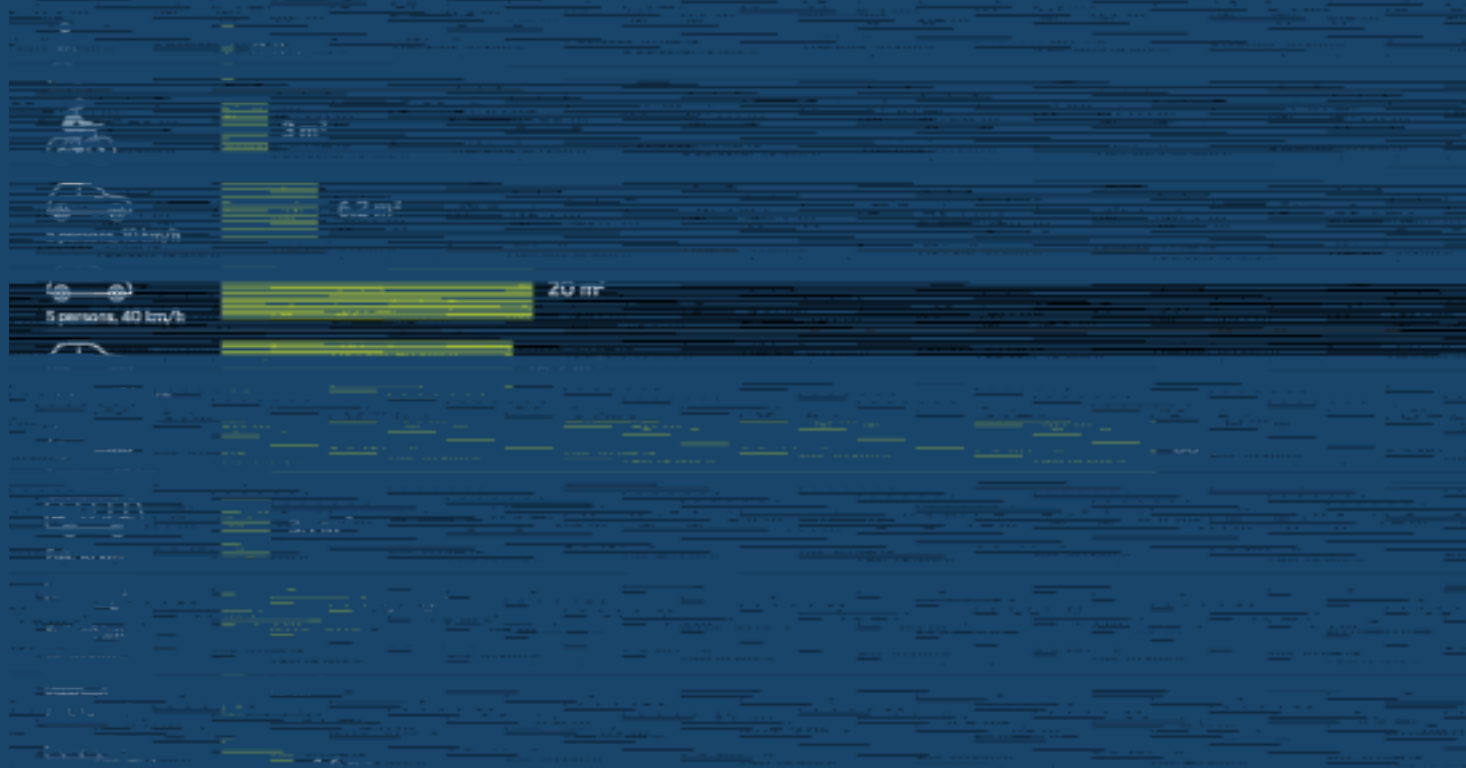
“Choice!!” say the people

Claire Pascoe
Lead Advisor - Multi-Modal
System Design & Delivery

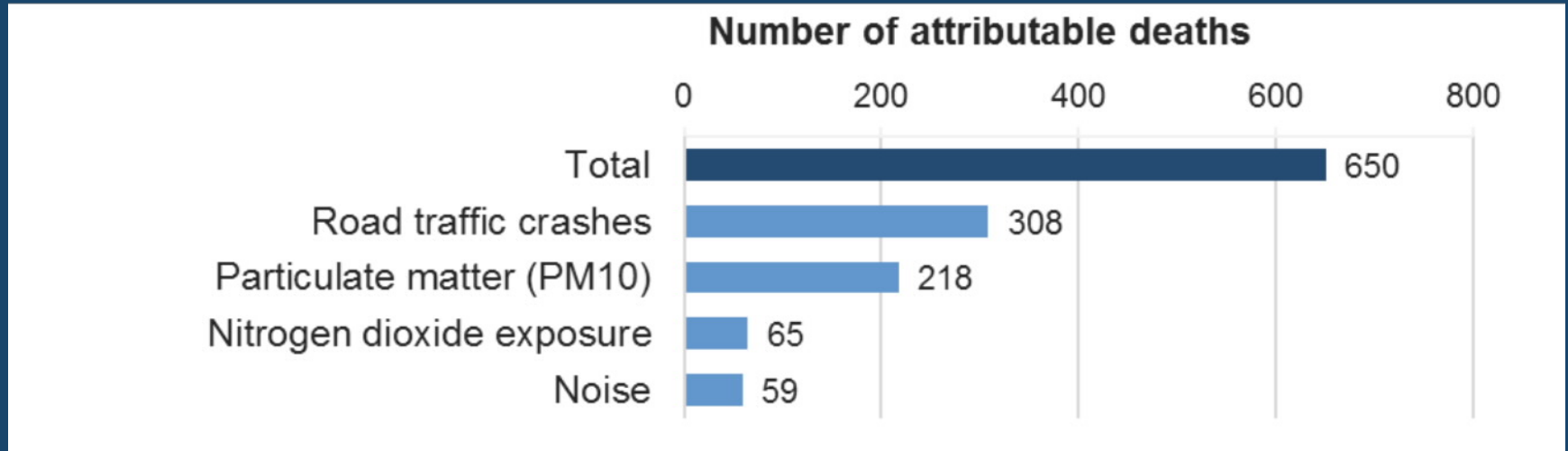
Transportation Group Conference, Queenstown, March 21-23



Space used per person according to mode of transport

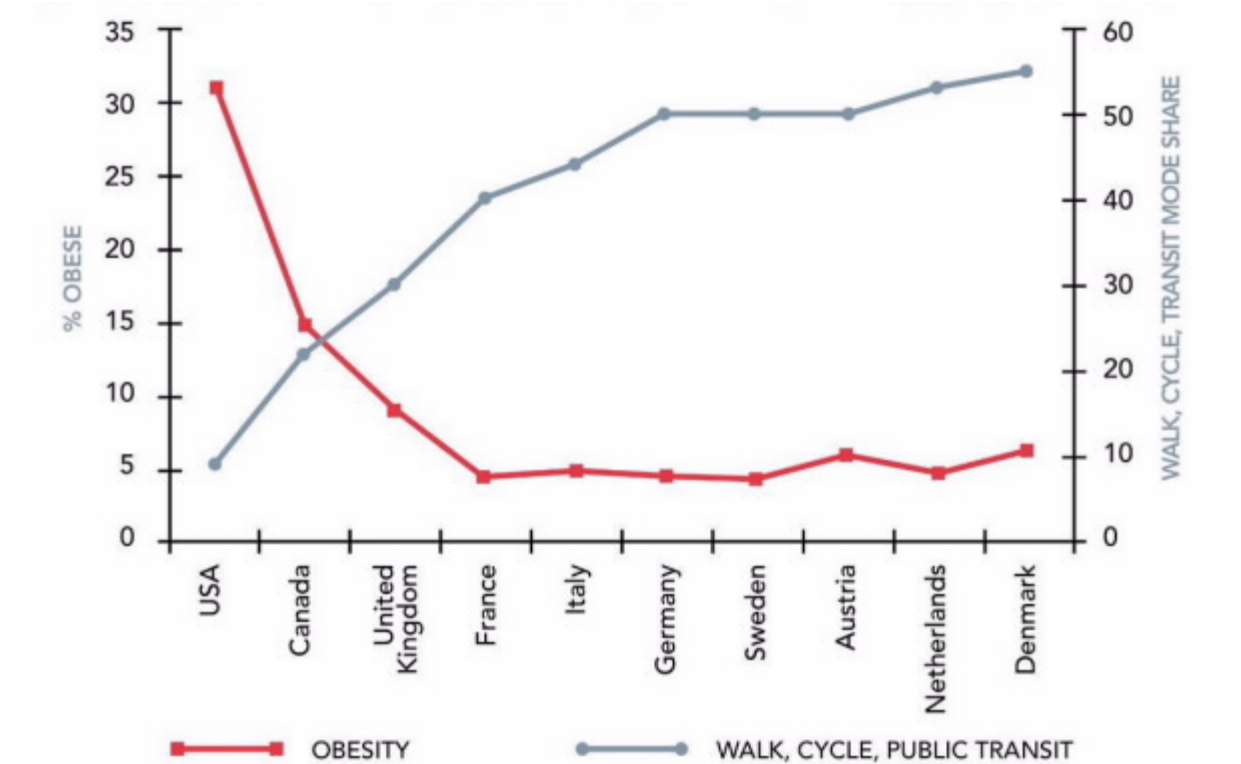


Health burden of road transport in New Zealand



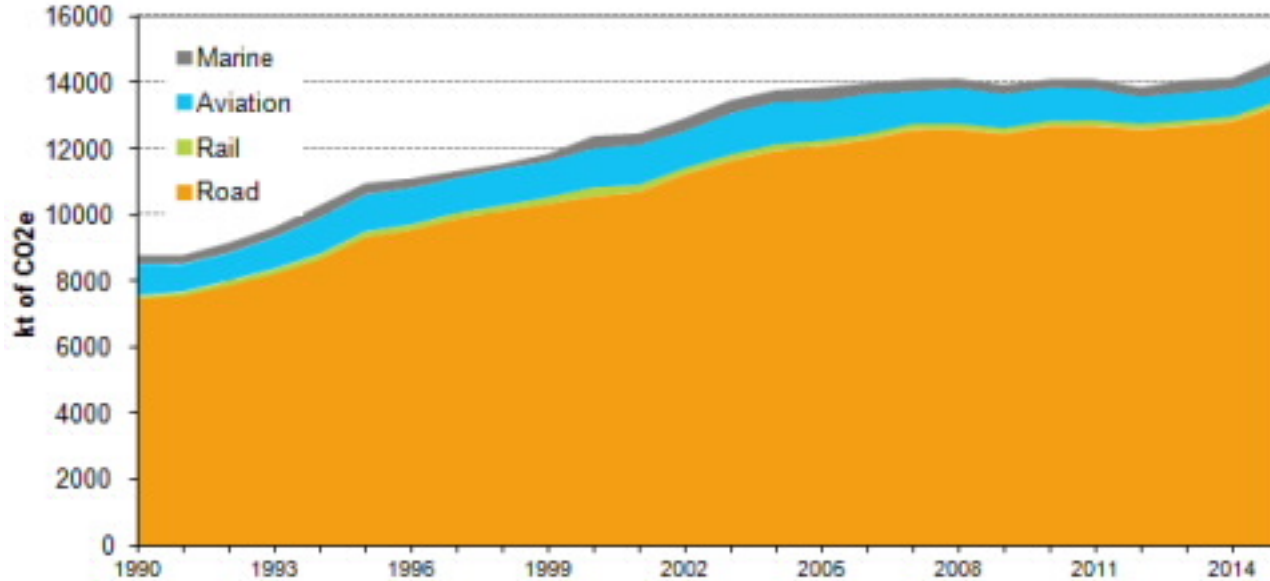
Briggs, D., Mason, K., Borman, B. (2016). Rapid Assessment of Environmental Health Impacts for Policy Support: The Example of Road Transport in New Zealand. *International Journal of Environmental Research and Public Health*, 2016; 13(1): 61

The relationship between obesity and mode choice



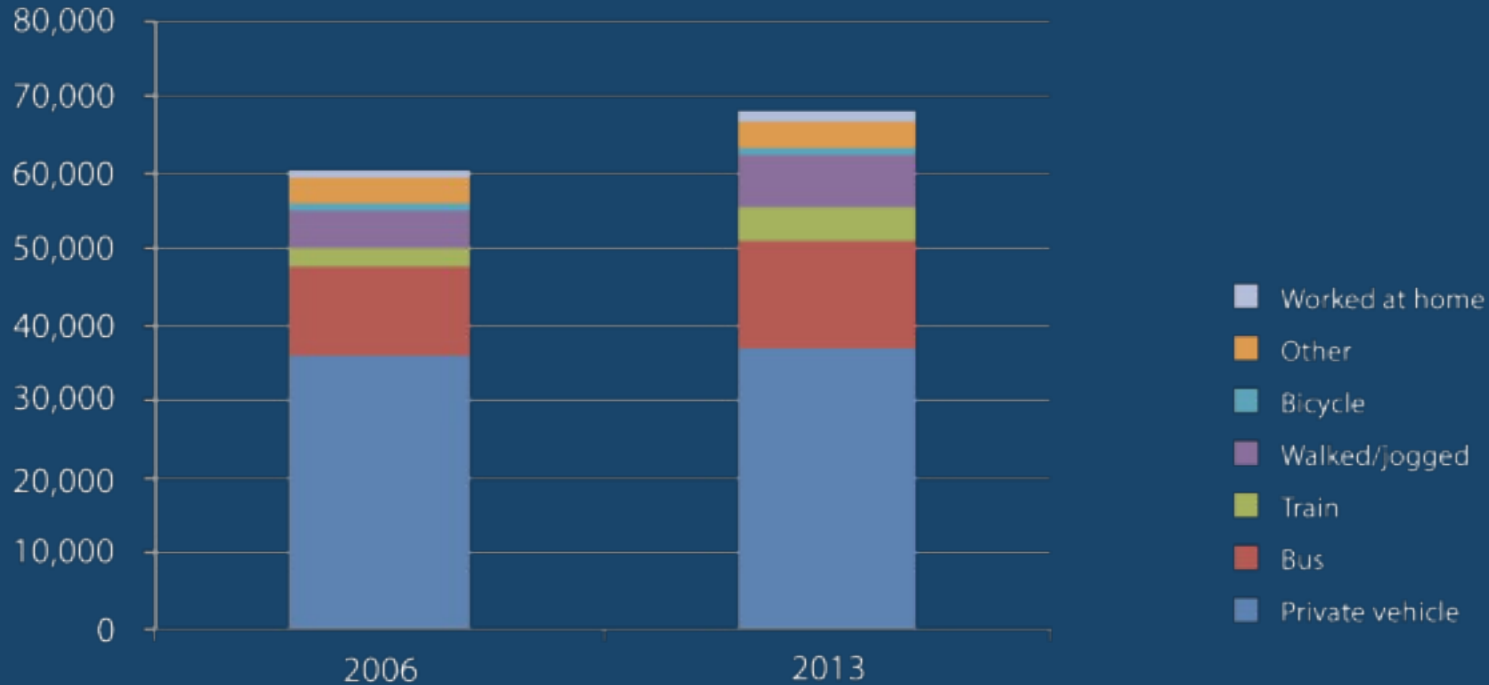
Source: Active Transportation in Canada: a resource and planning guide, 2011. Data from Bassett et al, 2008

CO2-e from domestic transport



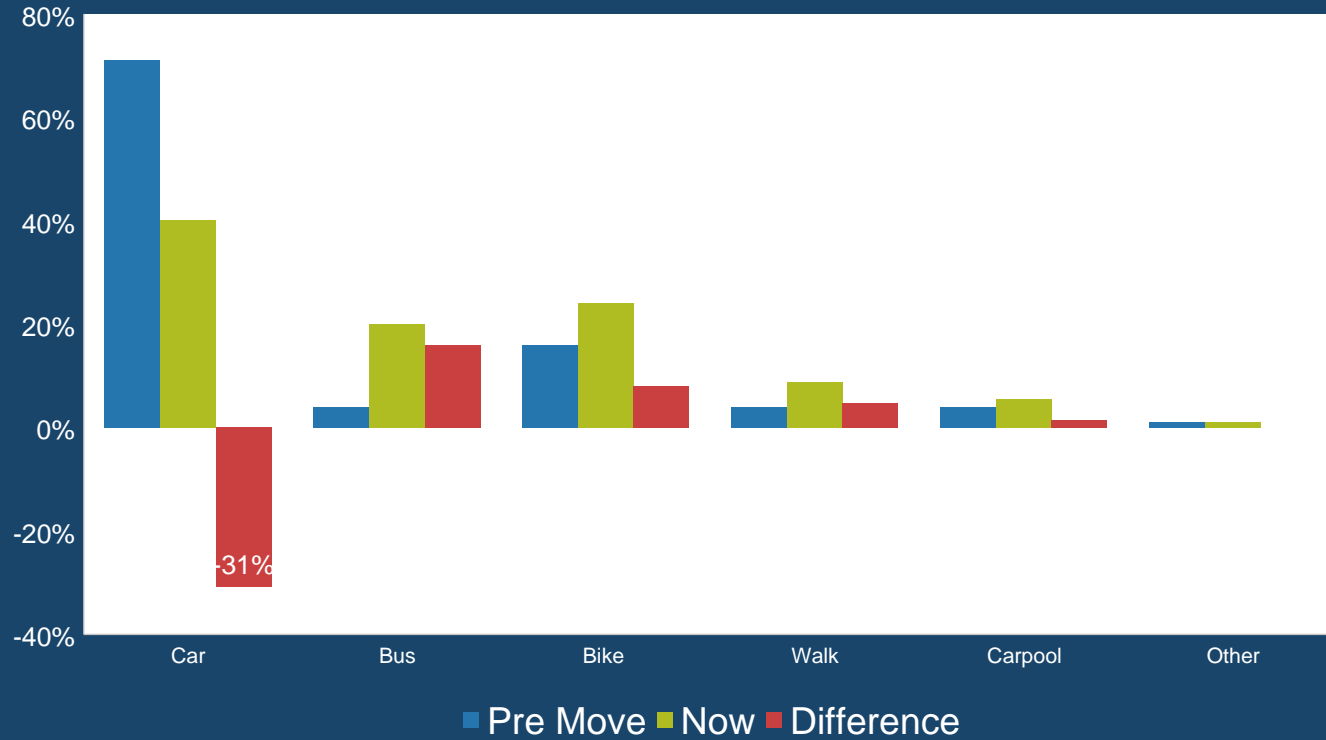


Commuting by mode to Auckland CBD 2006 and 2013

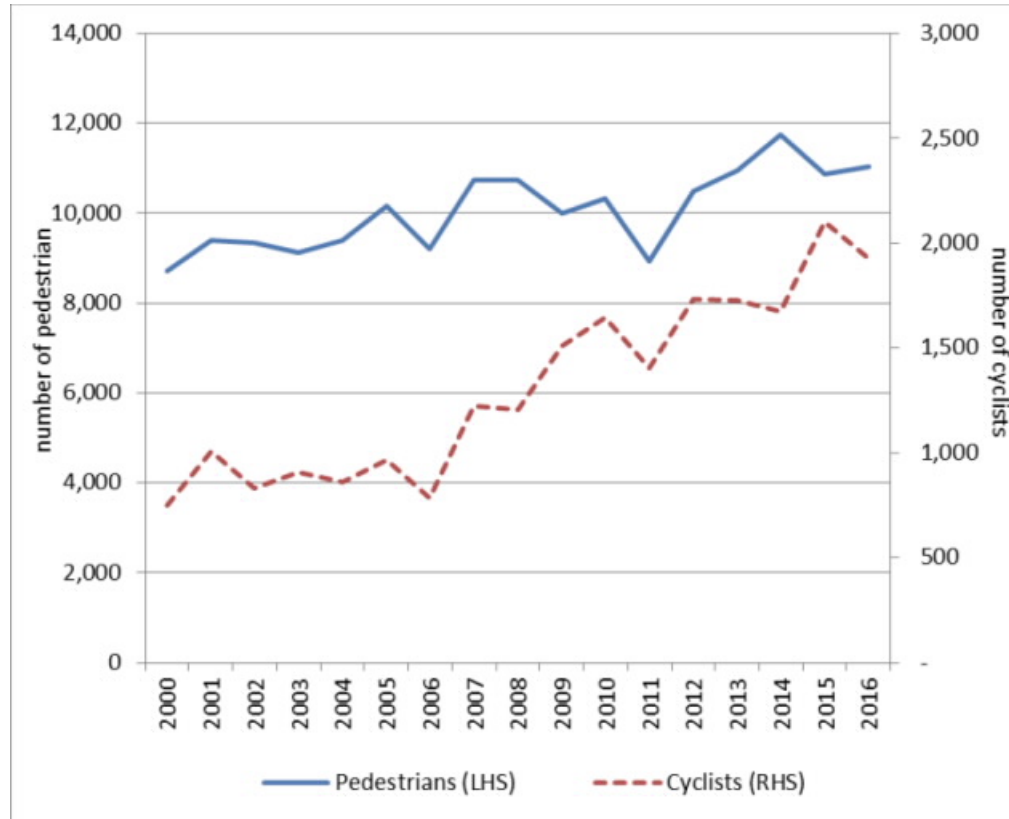


Data Source: Journey to work patterns in the Auckland region, July 2014, Richard Paling Consulting

Christchurch TDM travel survey results (1127 people)



Wellington active mode share 2000-2016



Source: Wellington City CBD Cordon Data Overview (2000-2016), Greater Wellington Regional Council

Mode share and multi modal targets in NZ

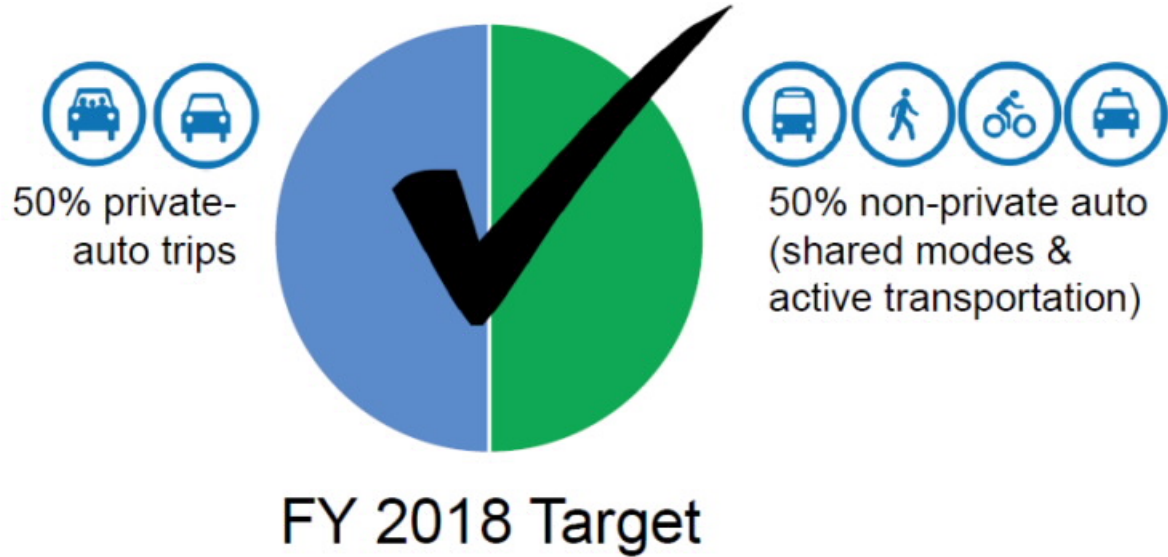
	Private Vehicle	Public Transport	Cycling	Walking	MM Targets
Tauranga City	90%	2%	3%	4%	20%
Auckland	84%	8%	1%	5%	45%*
Hamilton City	86%	3%	4%	7%	29%**
Wellington City	53%	21%	4%	21%	59%***
Christchurch City	84%	4%	7%	5%	32%
Dunedin City	82%	3%	3%	12%	40%

* Trips in the morning peak from 23% baseline

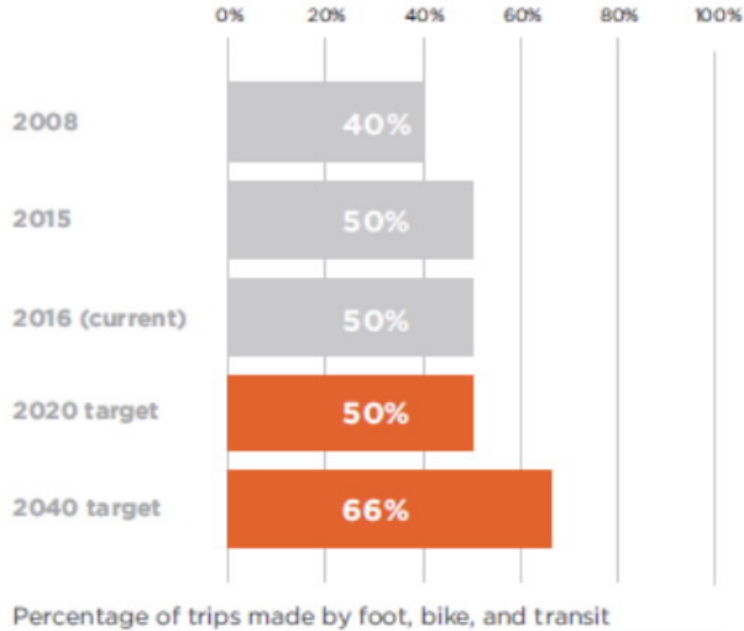
**Proposed

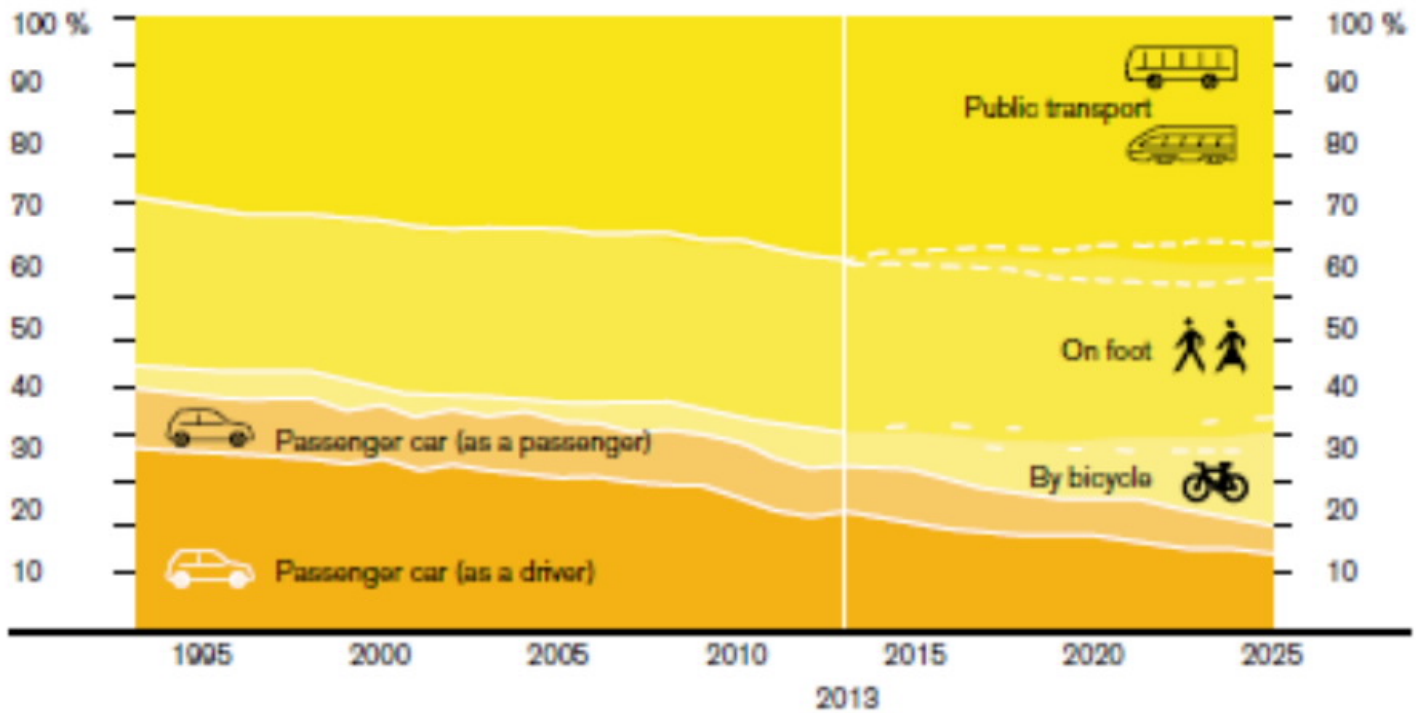
***cordon count not JTW

San Francisco is at the target mode share level



Transportation 2040 Targets and Progress





Data Source: Modal split changes target, Urban Mobility Plan Vienna



Hardware

Software

Orgware

Three pillars for sustainable urban mobility

Integrated
urban land
use &
transport
planning

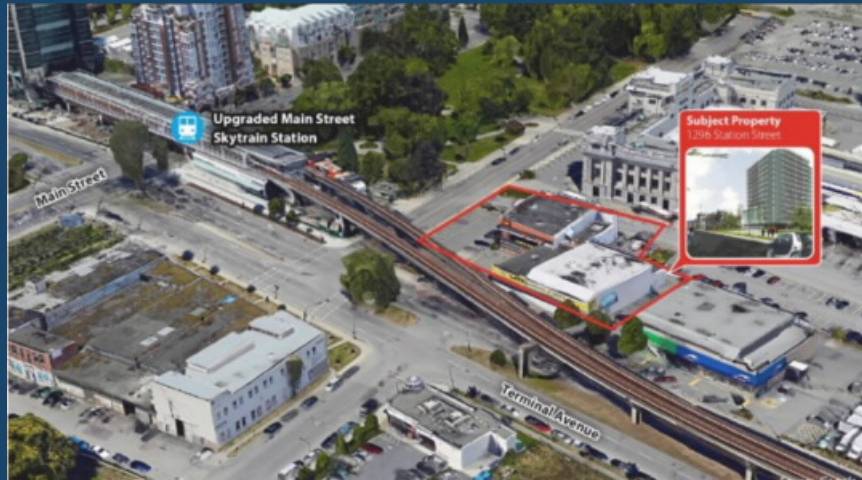
Development
of
sustainable
travel options

Control of car
traffic &
parking
management

Density
creates
choice



Transit
Oriented
Development
creates
choice



Cities are managing movement and place



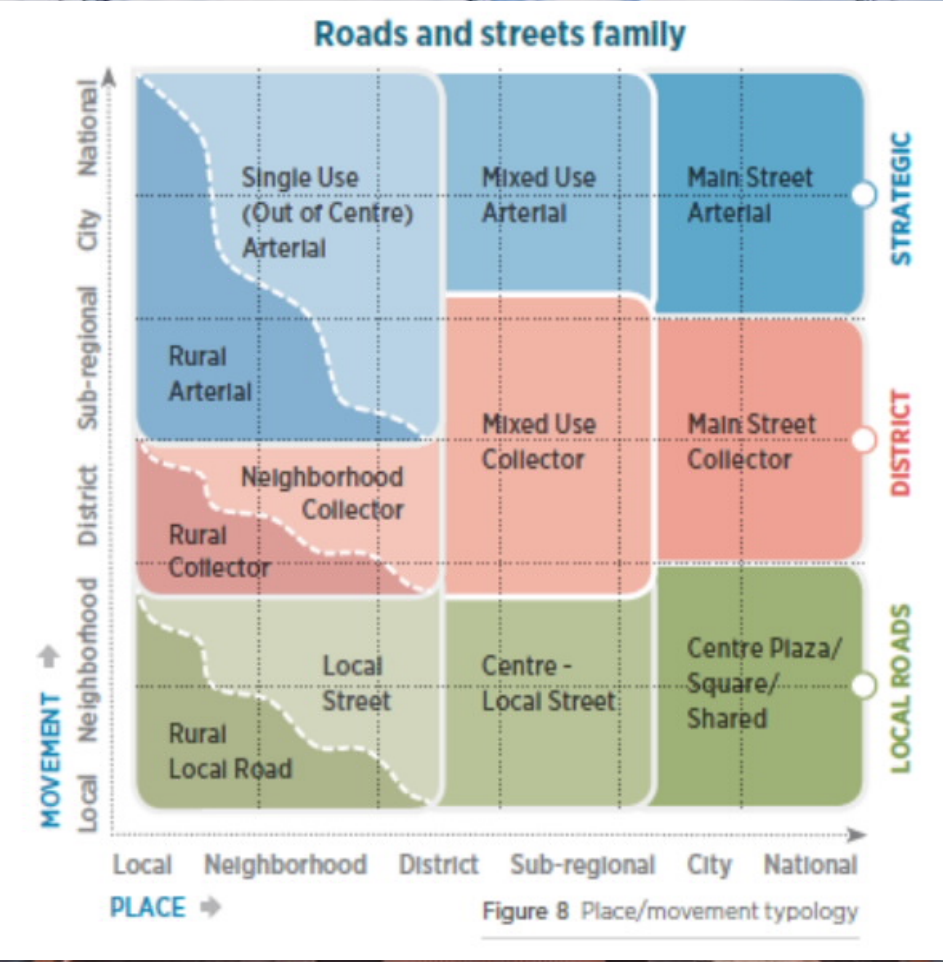
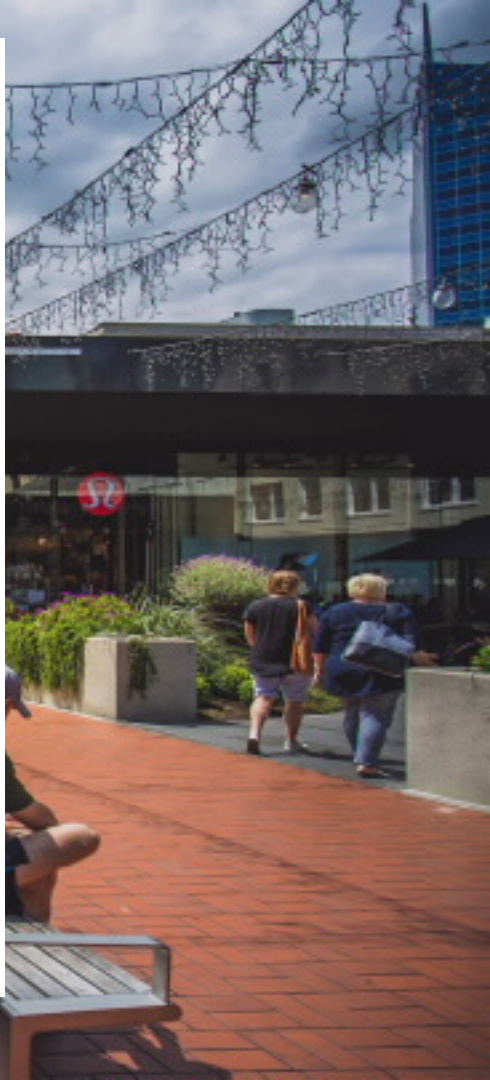


Figure 8 Place/movement typology

Seoul – Cheonggye Highway



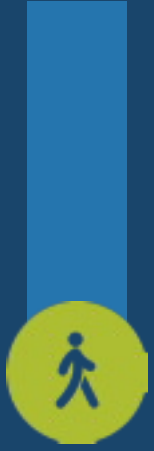
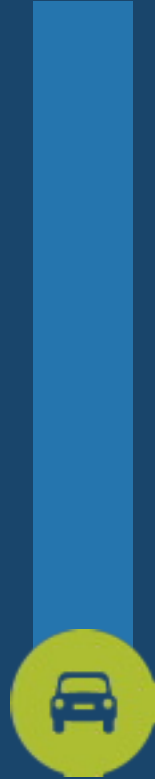
Three pillars for sustainable urban mobility

Integrated
urban land
use &
transport
planning

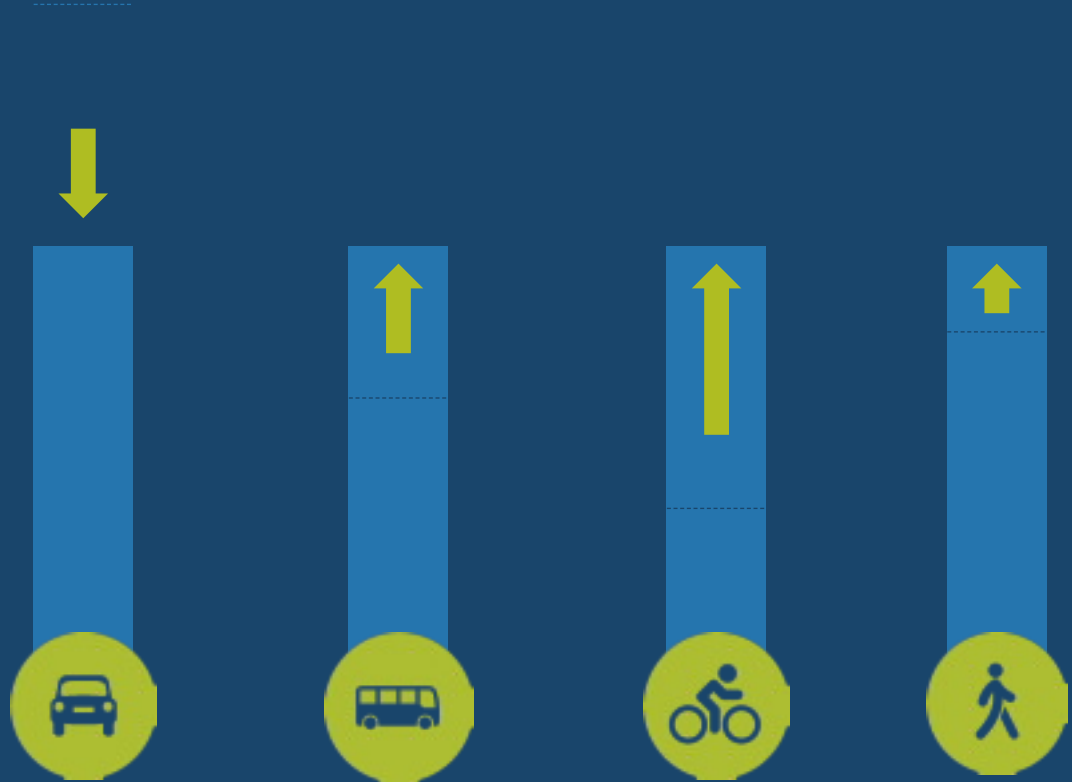
Development
of
sustainable
travel options

Control of car
traffic &
parking
management

Levels of service



Levels of service







Three pillars for sustainable urban mobility

Integrated
urban land
use &
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Development
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Control of car
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Hutt City free parking trial a \$600,000 failure

NICHOLAS BOYACK

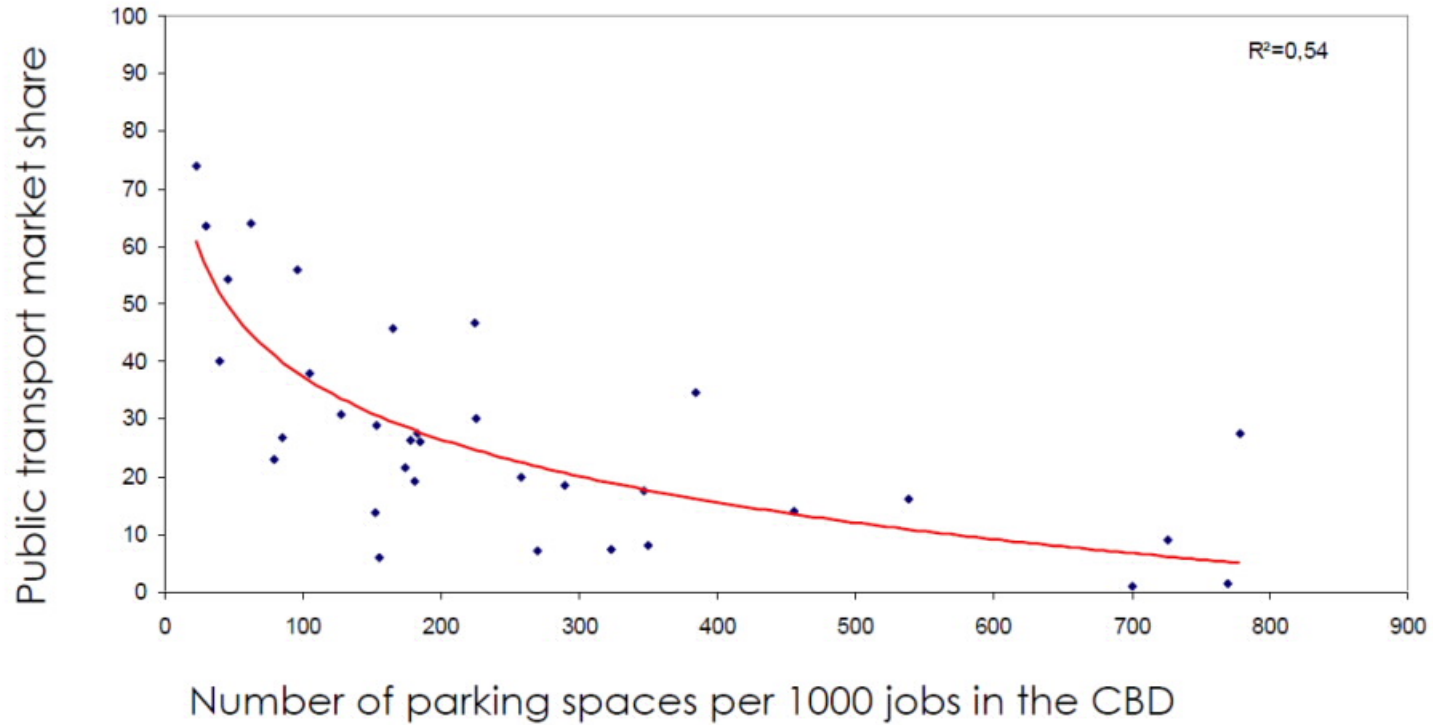
Last updated 14:45, December 14 2016



FAIRFAX NEWS

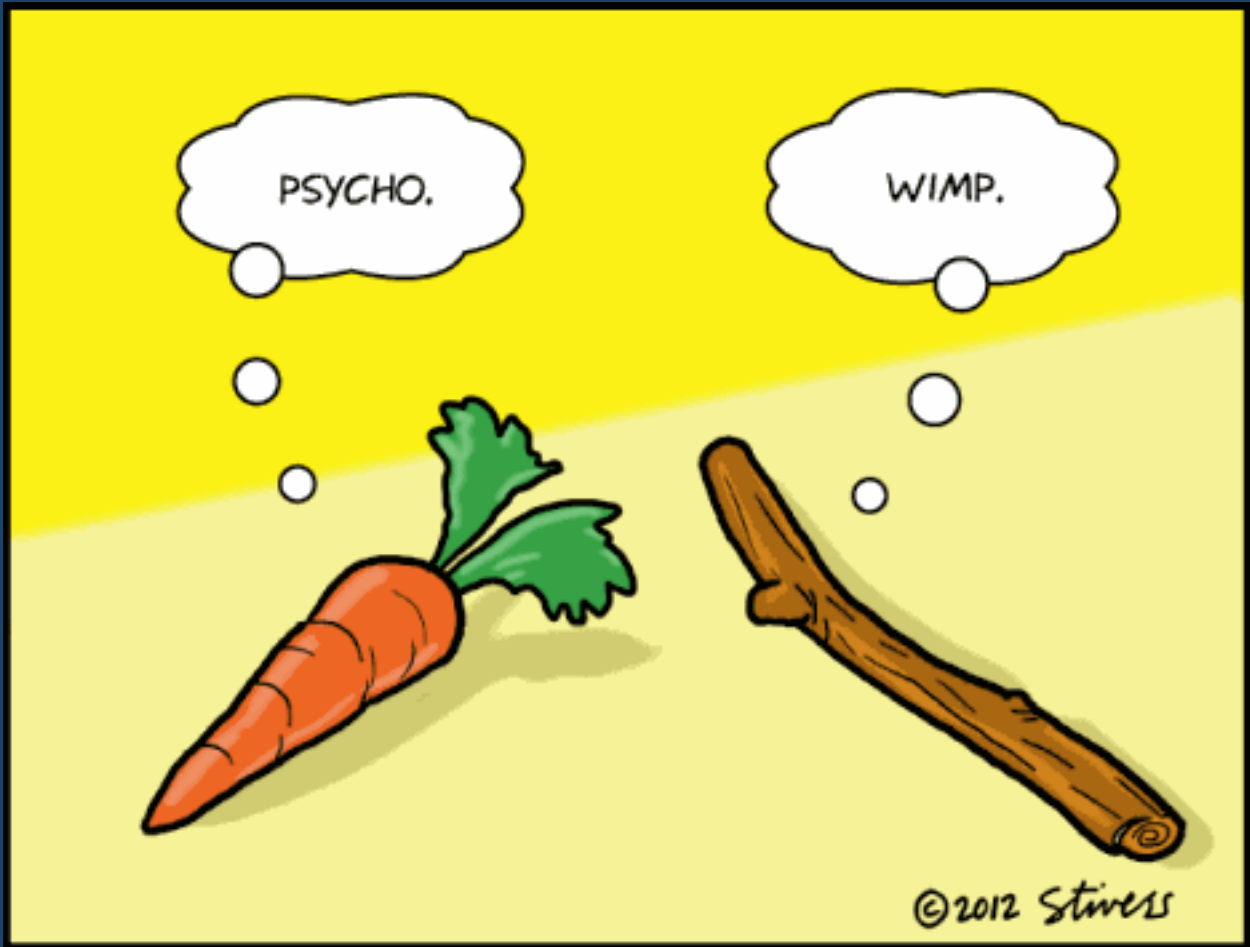
Trialing free parking in Lower Hutt has cost ratepayers \$600,000.

A free parking trial in Lower Hutt has failed to boost retailing and cost the city \$600,000 in lost revenue.



Data source: UITP, 2015





PSYCHO.

WIMP.

©2012 Stivess



Hardware

Software

Orgware

People only



Re-envisioning public space



Re-envisioning public space



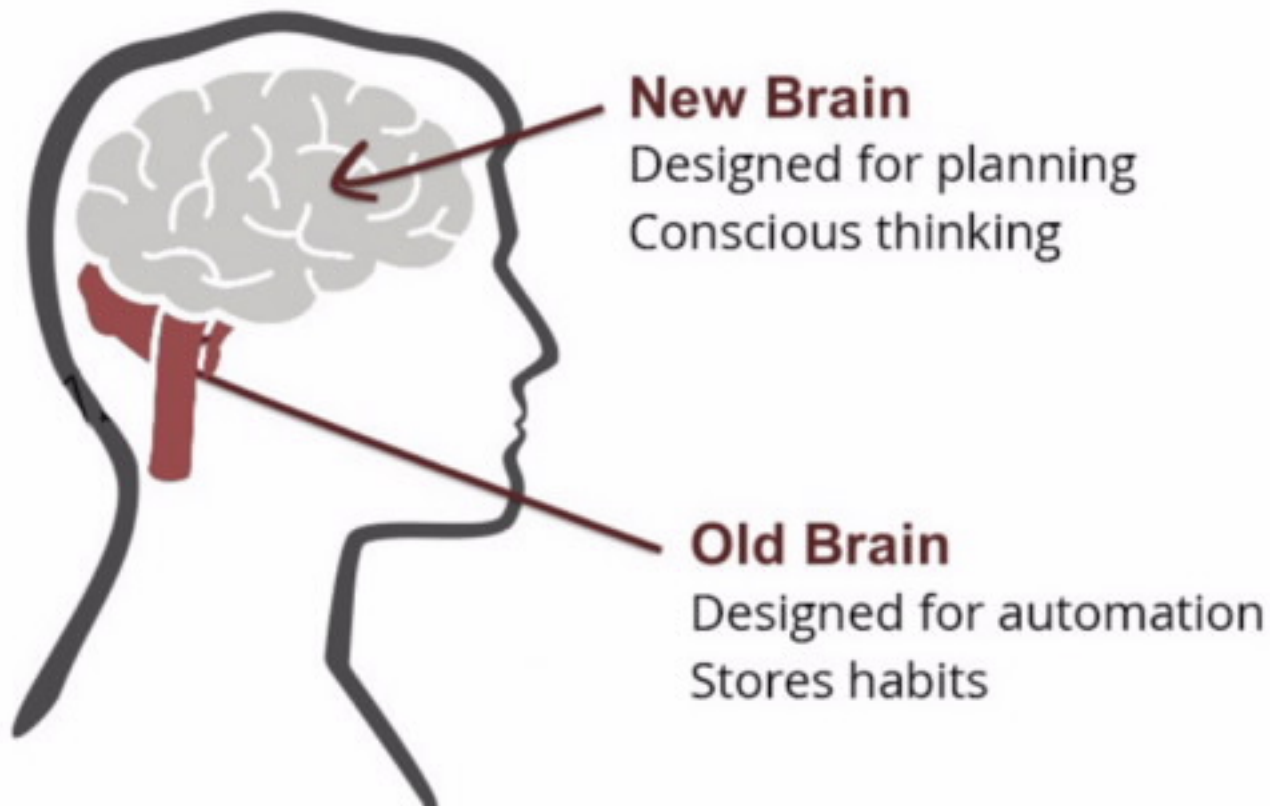






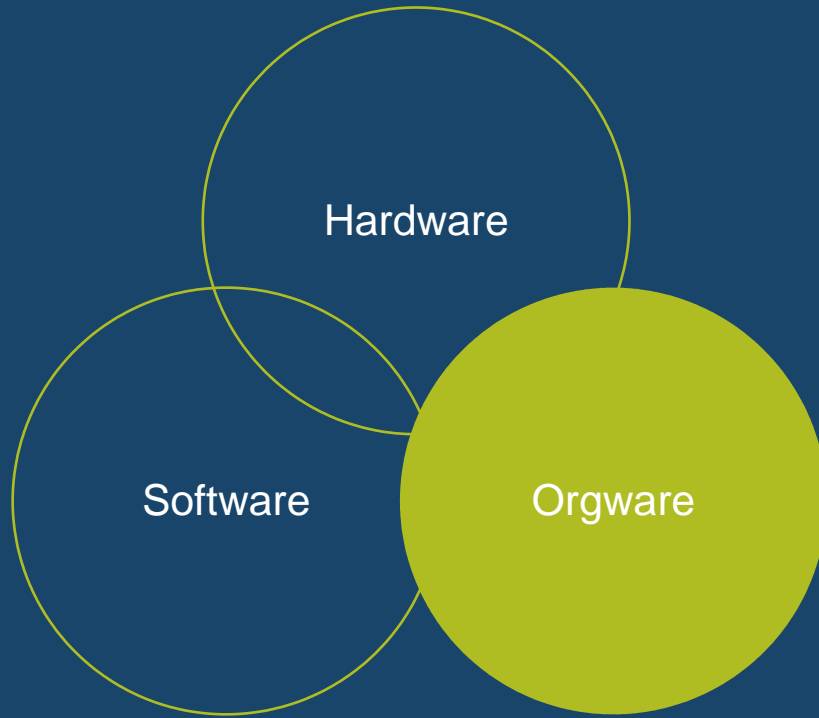






Disruption or
opportunity?





Hardware

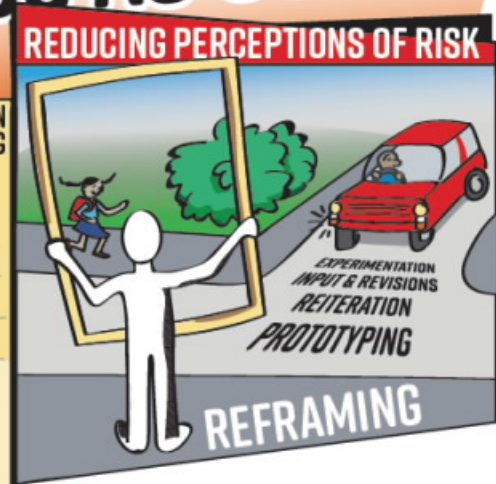
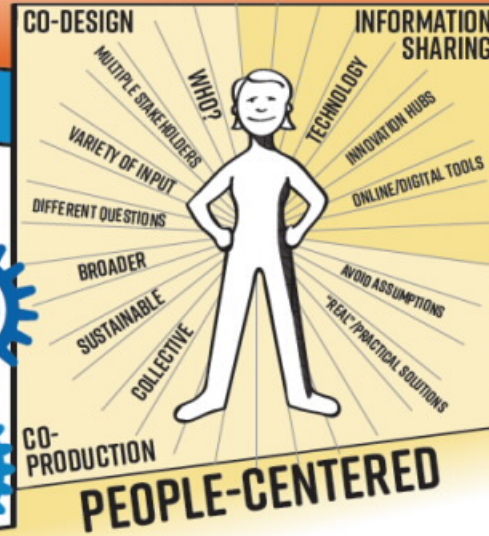
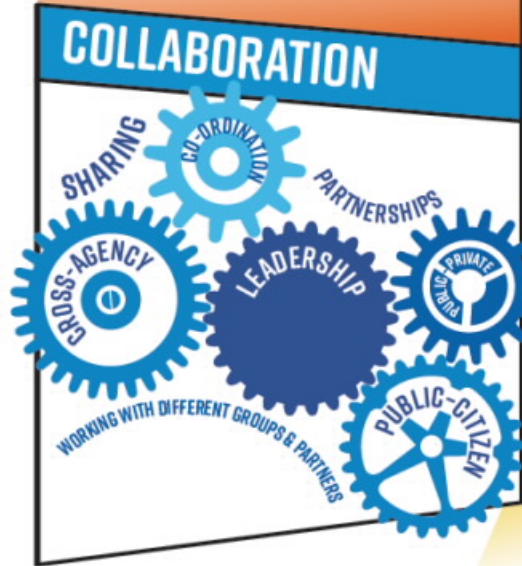
Software

Orgware

This is not the only type of innovation we need



INNOVATION TO BUSINESS AS USUAL



The future?

space required
to transport **60 people**



car



uber



autonomous car

1. Urban density leads to choice



2. Designing for people




3. Options that attract

A photograph of a city street scene, overlaid with a semi-transparent grey filter. The scene shows a wide sidewalk on the left with several pedestrians walking. In the center, a person wearing a light-colored long-sleeved shirt and dark pants is riding a bicycle away from the camera. To the right of the cyclist, a line of cars is parked or moving along the street. The background features modern buildings and trees. The text '3. Options that attract' is centered in a bright yellow font.

4. Measure what matters

A faded background image of a busy city street intersection. In the foreground, several pedestrians are walking across the street. A woman with a backpack is walking away from the camera. In the background, there are tall buildings, including one with a 'First Bank' sign. Traffic lights and a crosswalk are visible. The overall scene is a typical urban environment.

An aerial night view of a highway interchange. The roads are illuminated by streetlights, and a tall, thin tower is visible in the background. The text is overlaid in the center of the image.

5. Safety is a feeling as well as a statistic

6. Devil is in the detail



7. Prioritise mass movement



8. The power of options combined



9. Habits die hard

Feel more

Ride more

A large group of people are riding bicycles on a city street, likely during a community event or a bike ride. The scene is filled with cyclists of various ages and backgrounds. In the foreground, a man is riding a bicycle with a child seat attached to the front. A woman is riding a bicycle in the center. A sign for 'GISELA MIA' is visible on the right side of the road. The background shows a busy city street with traffic lights and buildings.

10. Take the community
on the journey

Thank you!

Claire Pascoe

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