

It's not the why or what, it's the how and who: developing policy to increase cycling





Ref LS healthy streets indicators

Change culture - ref Simon Says to change culture ref. BenW MoT quote.
MoT role. Not Eng. MoT structure.

Turning the ship round.
Roger Geller types.
Hosking survey! Lol.
Majority view vs Consensus - compromise not always best.
Good design. Design for health not got cyclists.
Think outside square- e.g. French traffic lights and Dutch roundabout.
Engage don't consult.
Politicians need support.
Media on side.
From the MoT.
GPS - change.
Outcomes framework.
Future cities with AVs.
Speed limits.
2W&C
Barriers + mitigate/solutions,
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What's a Chief Science Advisor?



Chief Science Advisor, Ministry of Transport

- ▶ 2 days a week
- ▶ Secondment from UC
 - ▶ *provide advice to the Ministry on areas that would benefit from scientific input*
 - ▶ *champions the Ministry's use of evidence throughout the policy process and its development of wider sector strategies.*

Professor of Geography and Director of Geohealth Laboratory, Uni of Canterbury

- ▶ 3 days a week
- ▶ Teaching and research

Change culture

Simon
says ...



- 1: Re Walkability, transit, and body mass index: A panel approach.
- 2: Re Current issues in the impacts of transport on health
- 3: Potential pollution exposure reductions from small-distance bicycle lane separations
- 4: How dangerous is cycling in New Zealand
- 5: Re-working Appleyard in a low density environment
- 6: Why public health should embrace the autonomous car
- 7: Relationship of traffic fatality rates to maximum state speed limits, Traffic Injury Prevention
- 8: Safe-Street Neighbourhoods: the role of lower speed limits.
- 9: Associations of mode of travel to work with physical activity
- 10: Prospective trends in body mass index by main transport mode
- 11: Do social meanings matter? How and how much social meanings influence everyday transport practices?
- 12: Using alternatives to the car and risk of all-cause, cardiovascular and cancer mortality
- 13: Built environment associates of active school travel in NZ children and youth: A systematic meta-analysis using individual participant data
- 14: Announcement, construction or delivery: When does value uplift occur for residential properties?
- 15: Land use, transport, and population health: estimating the health benefits of compact cities.
- 16: A Cost Benefit Analysis of an Active Travel Intervention with Health and Carbon Emission Reduction Benefits
- 17: Revisiting the relationship between traffic congestion and the economy
- 18: How low status deters bus use in a geographically limited field
- 19: Do Australian drivers give female cyclists more room when passing?
- 20: Bike-sharing systems and congestion

Transport Outcomes



Inclusive access

Enabling all people to participate in society through access to social and economic opportunities, such as work, education, and healthcare.

Economic prosperity

Supporting economic activity via local, regional, and international connections, with efficient movements of people and products.

A transport system that improves wellbeing and liveability

Healthy and safe people

Protecting people from transport-related injuries and harmful pollution, and making active travel an attractive option.

Environmental sustainability

Transitioning to net zero carbon emissions, and maintaining or improving biodiversity, water quality, and air quality.

Resilience and security

Minimising and managing the risks from natural and human-made hazards, anticipating and adapting to emerging threats, and recovering effectively from disruptive events.

Why do we want more people cycling?



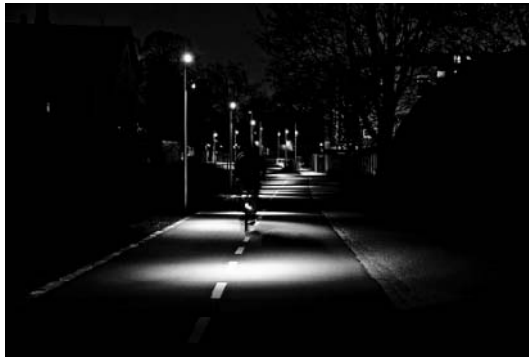
Why?



What should we do to get more people cycling?



Barriers to overcome



 **Groundeffect**
Gear for the Cycling Revolution

[All Products](#)

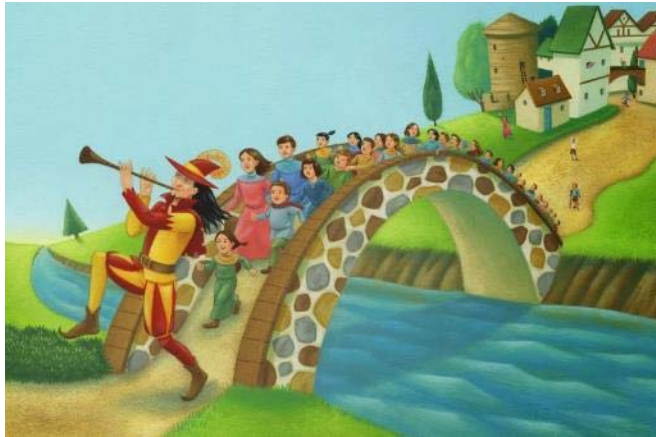


 **Ministry of Transport**
TE MANATŪ WAKA

 **WALK and CYCLE** moving toward
healthy communities 

UC
UNIVERSITY OF
CANTERBURY
Te Whare Wānanga o Waitaha
CHRISTCHURCH NEW ZEALAND

Barriers to overcome



Barriers to overcome



What's on Today? Frocks on bikes



Barriers to overcome



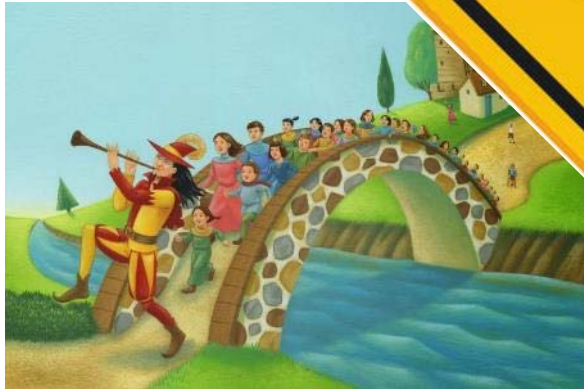
Barriers to overcome



Barriers to overcome



Barriers



Source: Kingham S, Koorey G and Taylor K, 2011, Assessment of the type of cycle infrastructure required to attract new cyclists. NZTA Research Report 449.

How do we get more people cycling?



How



The 10 Healthy Streets Indicators

Source: Lucy Saunders

Quality separated infrastructure



Early engagement

Make cycling much safer with dedicated bike paths separated from cars on most routes. Only experienced riders can experience the ride at this level.

Graham *Ilam*

Everything about our city can be geared to making it seen as the best city in the world for cycling (other great things follow)

gareth *ilam*

Seperate cycleways (like copenhagen) linking suburbs and city and making cycling pleasant!

Hilary *Cashmere*

Bicycle highways - just for bikes - into the city. Make cycling in to work, or out to the beach on the weekend, safe and fun.

summer

and widened cycling paths to encourage more people to bike instead of drive. This will also persuade people to not cycle on the footpath.

Ruijia *Merivale*



shareanidea.org.nz

Separate the cycle ways from the cars so cyclists are safer, which would encourage cycling as a greener way of getting about.

Elizabeth *Lower Hutt*

More walking or cycling-only areas in a compact area with good parking around it. Separate cycle ways where possible.

Simon

Good spokespeople

Ulmer has passion for bicycle trail

Aaron Leaman • 07:26, Dec 18 2012

The Telegraph

HOME | NEWS

Lifestyle | Health and Fitness

Body | Mind | Nutrition

Mountaineer Mark Inglis teams up with Hurunui cycle trail

By Star.kiwi reporter - May 19, 2017

Share on Facebook | Tweet on Twitter | G+ | Like 0 | Tweet



2 WALK and CYCLE moving toward healthy communities



Ministry of Transport TE MANATŪ WAKA



UNIVERSITY OF Tairāwhiti ERBURY

Good publicity!



Otago Daily Times

News Sport Life & Style Entertainment Business Regions

Tuesday, 31 July 2018

Cyclist hits opened car door

By Tim Miller

f 1023 t

A witness told the Otago Daily Times the cyclist collided with the car's door just after the driver had opened it.

Otago Daily Times

News Sport Life & Style Entertainment Business Regions

Tuesday, 31 July 2018

Person riding bike exactly where they were meant to be, knocked off bike by car driver opening door and clearly not looking.

Car driver was not wearing hi-vis or a helmet.

Think outside the square



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Bike blog
Road safety

Meredith Glaser
Fri 22 Sep 2017 06.00 BST

What happens if you turn off the traffic lights?

When Amsterdam removed signals from a busy junction, it made journeys faster and interactions more pleasant. Now the approach is being copied across the city

Think outside the square



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Cycling the city
Cities

Should cyclists be allowed to run red lights?



Cities is supported by



About this content

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Tue 27 Oct 2015 07:30 GMT

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Paris to allow cyclists to skip red lights

Cyclists in Paris to be allowed to skip some red lights after tests show it will not increase accidents

Reduce speeds



Ongoing work at MoT

Who do we want to get cycling?



Who



Strong & fearless



Interested but concerned
~ 50 - 60%

Not able or not interested ~33%



Enthusied & confident

Roger Geller's 4 types of cyclist

<http://www.portlandoregon.gov/transportation/44597?a=237507>



Who



Journal of Transport Geography

Volume 71, July 2018, Pages 130-138

Gender equity in health and the influence of intrapersonal factors on adolescent girls' decisions to bicycle to school

Jillian Frater  , Simon Kingham

- Girls are influenced by image, norms (parents/friends) and a desire to be social.
- Girls often lack confidence cycling and personal security can be an issue.
- Bicycle helmets are a major deterrent to adolescent girls cycling to school.

*older girls in particular considered helmets to be **unattractive, uncool and embarrassing**, and influenced their decisions not to cycle to school.*

Who not!!



The noisy notes



Survey: Most Aucklanders now support cycling

Two-third of Aucklanders (65 per cent) believe cycle lanes are good for the city and to the results of an annual survey

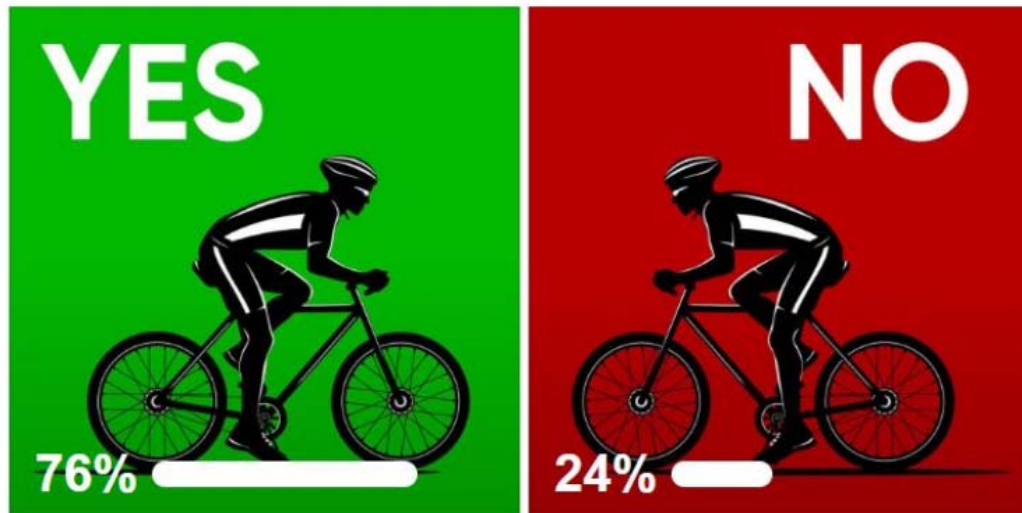
18 Jun, 2018 5:00am



Mike Hosking Breakfast created a poll.
Yesterday at 6:26am · ⚙️

Let's do our own poll - what do you think, are cycle lanes and paths good for the community?

er cent saying they are "very
L per cent, with 8 per cent "very



Yes. they're areat! ✓

No. aet rid of them!

The role of active transport in the future



An autonomous future?



The future



The Road (2009)



I am Legend (2007)



Looper (2012)

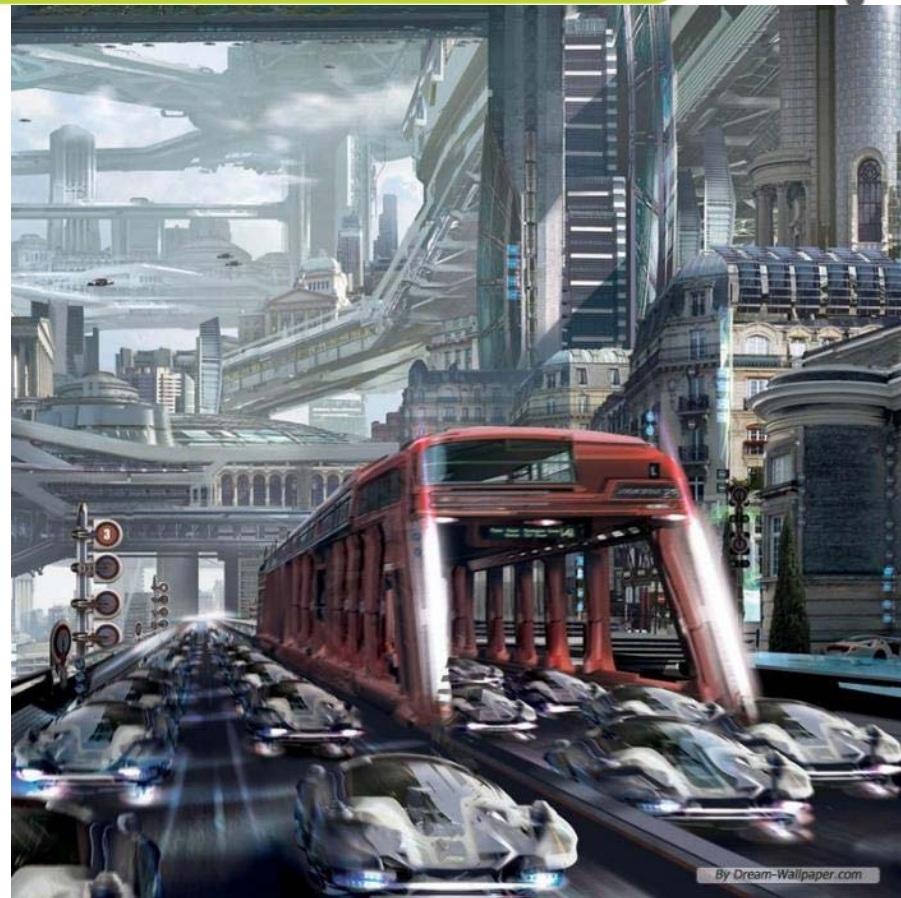


Fifth Element (1997)



Total Recall (1990)

(2012)



Wall-E (2008)



I Robot (2004)



Black Panther (2018)



Bike/walk based future with mass transit



Thanks



Prof Simon Kingham

 @SimonKingham

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