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

Prof Simon Kingham
Kaitohutohu Matua Pūtaiao | Chief Science Advisor
Ref LS healthy streets indicators

Change culture - ref Simon Says to change culture ref. BenW MoT quote.

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
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, cardiovasulcar 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.

**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?
What should we do to get more people cycling?
Barriers to overcome
Barriers to overcome
Barriers to overcome

What's on Today? Frocks on bikes
Barriers to overcome
Barriers to overcome
Barriers to overcome
Barriers

How do we get more people cycling?
The 10 Healthy Streets Indicators

Source: Lucy Saunders
Quality separated infrastructure
Early engagement

share an idea
A visual summary of the key themes
Early engagement

Make cycling much safer with dedicated bike paths separated from cars on most routes. Only experienced riders at present.

Graham

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

Emma

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

Separated cycleways (like Copenhagen) linking suburbs and city and making cycling pleasant!

Hilary

Widened cycling tracks to encourage people to bike instead of drive. This will also persuade people to not cycle on the footpath.

Ruijia

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

Simon

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

Elizabeth

shareanidea.org.nz
Good spokespeople

Mountaineer Mark Inglis teams up with Hurunui cycle trail

By Star.kiwi reporter • May 19, 2017

Ulmer has passion for bicycle trail

Aaron Leaman • 07:26, Dec 18 2012
Cyclist hits opened car door

By Tim Milner

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

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

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.
Should cyclists be allowed to run red lights?

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?
Roger Geller’s 4 types of cyclist
http://www.portlandoregon.gov/transportation/44597?a=237507
older girls in particular considered helmets to be unattractive, uncool and embarrassing, and influenced their decisions not to cycle to school.
Who not!!

CYCLEWAYS USUALLY POINTLESS
The noisy nots

Survey: Most Aucklanders now support cycling

Twos-third of Aucklanders (65 per cent) believe cycle lanes are good for the city and to the results of an annual survey per cent saying they are "very 1 per cent, with 8 per cent "very
The role of active transport in the future
An autonomous future?

Meet Cora

Your first step towards everyday flight
The future
The Road (2009)
I am Legend (2007)
Fifth Element (1997)
Wall-E (2008)
Black Panther (2018)
Bike/walk based future with mass transit
Thanks

Prof Simon Kingham  
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