



I'll just take the bike

Patrícia Vasconcelos

2WALKandCYCLE, Palmerston North, 2018



Auckland: Car-Centric Dominated





Cycling in Auckland

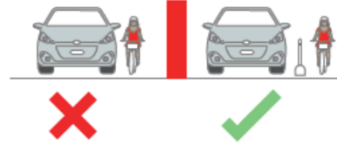


Auckland Challenges

CYCLING FEELS UNSAFE

60%

would cycle with better infrastructure.

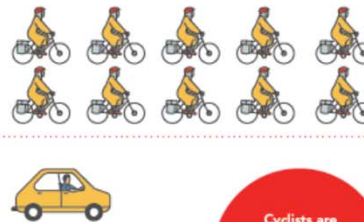


CONDITIONS FOR CYCLING ARE UNSAFE

Cyclists are involved in

10x

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

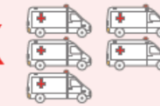


Cyclists are disproportionately represented in serious and fatal crashes.

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.



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.

Auckland Opportunities



Grafton Gully Cycleway



Beach Road Cycleway

The first two...



Funding

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

Auckland Programme

\$200 million

Delivers

52 km cycleways



Urban Cycleways Programme 2015 – 2018



Te Ara I Whiti – the Lightpath



Photo Credit: Patrick Reynolds



Nelson Street Cycleway





Quay Street Cycleway

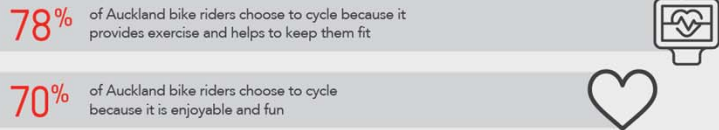


ON THE GO

WHO'S RIDING?



WHY AUCKLANDERS CYCLE

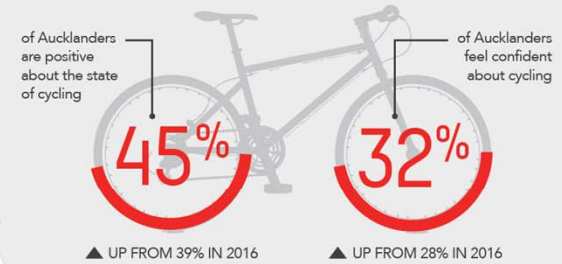


AUCKLAND BIKE RIDERS ARE MULTI-MODAL...

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



AUCKLANDERS ATTITUDES TO CYCLING ARE CHANGING



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

Aucklanders continue to cycle in greater numbers



ALL CYCLISTS

38%

CYCLING FOR KEY
POINT-TO-POINT
JOURNEYS IN THE
LAST WEEK

9%

STOPPED BEFORE
ARRIVING AT THEIR
DESTINATION

69%

PICK UP SOMETHING FROM THE LOCAL
SHOPS (E.G. MILK, BREADS ETC)

31%

VISIT A CAFÉ FOR FOOD/COFFEE

33%

RUN GENERAL ERRANDS

19%

STOP FOR AN APPOINTMENT

12%

PICK UP/DROP OFF CHILDREN

11%





- **Completes the 2015-18 programme**
- **Funds iconic projects e.g. SkyPath, SeaPath and Manukau Crossing**
- **Deliver to urban communities a network of separated cycleways and other cycling facilities**

Cycling Investment Programme 2018-28



❖ Cycling Network Development

125 km

❖ Complementary Initiatives



Two 'Packages'





- SAFER and MORE INCLUSIVE
- GREATEST SYSTEM BENEFIT
- PROMOTE LOCAL TRIPS and PLACE-MAKING



Six Investment Principles



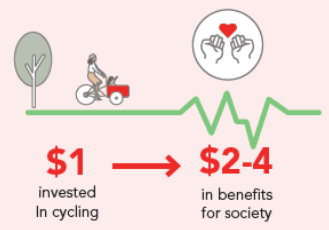


- END-TO-END JOURNEYS

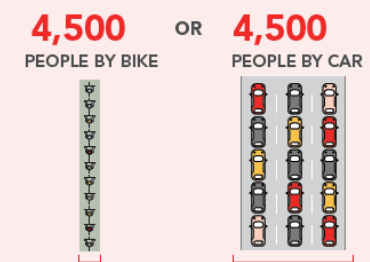


- EQUITABLE
- HEALTHIER for PEOPLE and PLANET

INCREASED BENEFITS

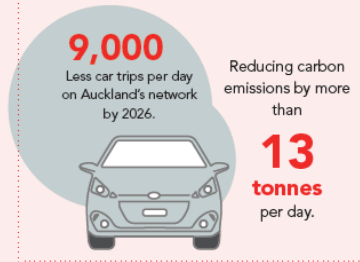


INCREASED SPACE



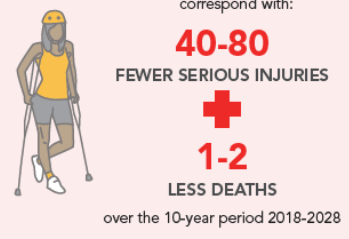
4,500 people are expected to travel to the city by bike (in the AM peak). This is the equivalent of **three lanes** of traffic.

LESS POLLUTION



FEWER INJURIES

A 10-20% reduction in cycling related incidents would correspond with:



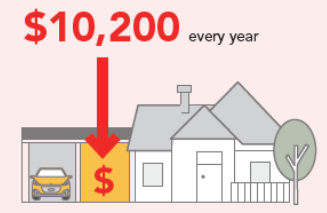
FEWER HEALTH COSTS



Saving society **\$1,410** in health costs per year per person cycling regularly.

FEWER HOUSEHOLD COSTS

Families using one fewer car could save, on average:



Six Investment Principles



Liz

Place activator

Enjoys her short commute into work from Grey Lynn.



Mat

Planner

Rides his bike to Birkenhead and then takes the ferry to the office.



Maliu

School kid

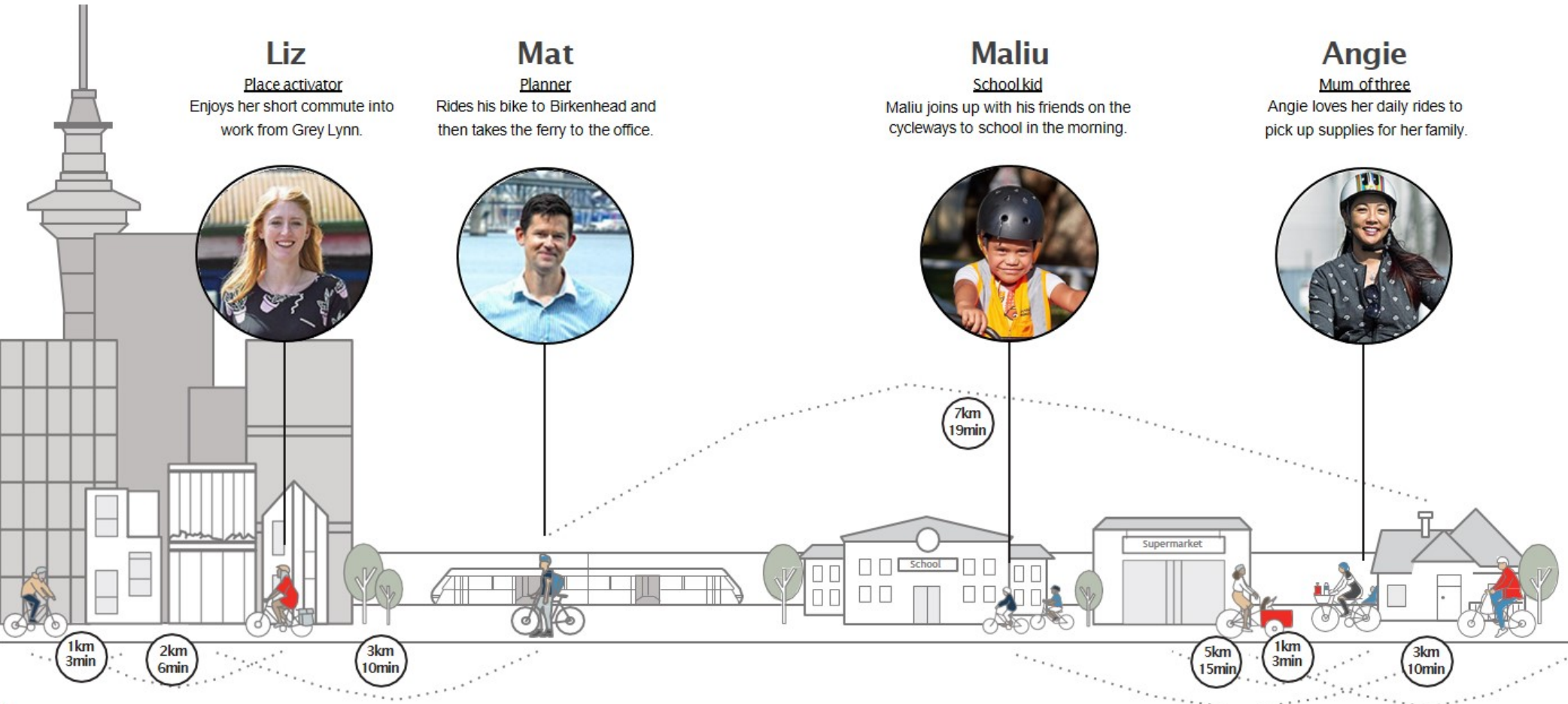
Maliu joins up with his friends on the cycleways to school in the morning.



Angie

Mum of three

Angie loves her daily rides to pick up supplies for her family.



SHORT-MEDIUM
DISTANCE COMMUTES

CONNECTIONS TO
MAIN STATIONS

TRIPS TO
SCHOOL

EVERYDAY
HOUSEHOLD TRIPS

Who we are building for





What we are building





What we are building





What we are building





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.



Wraparound Initiatives

More people will just take the bike for everyday reasons



What success looks like



Thank you.

