

Auckland Cycling: A decade of change

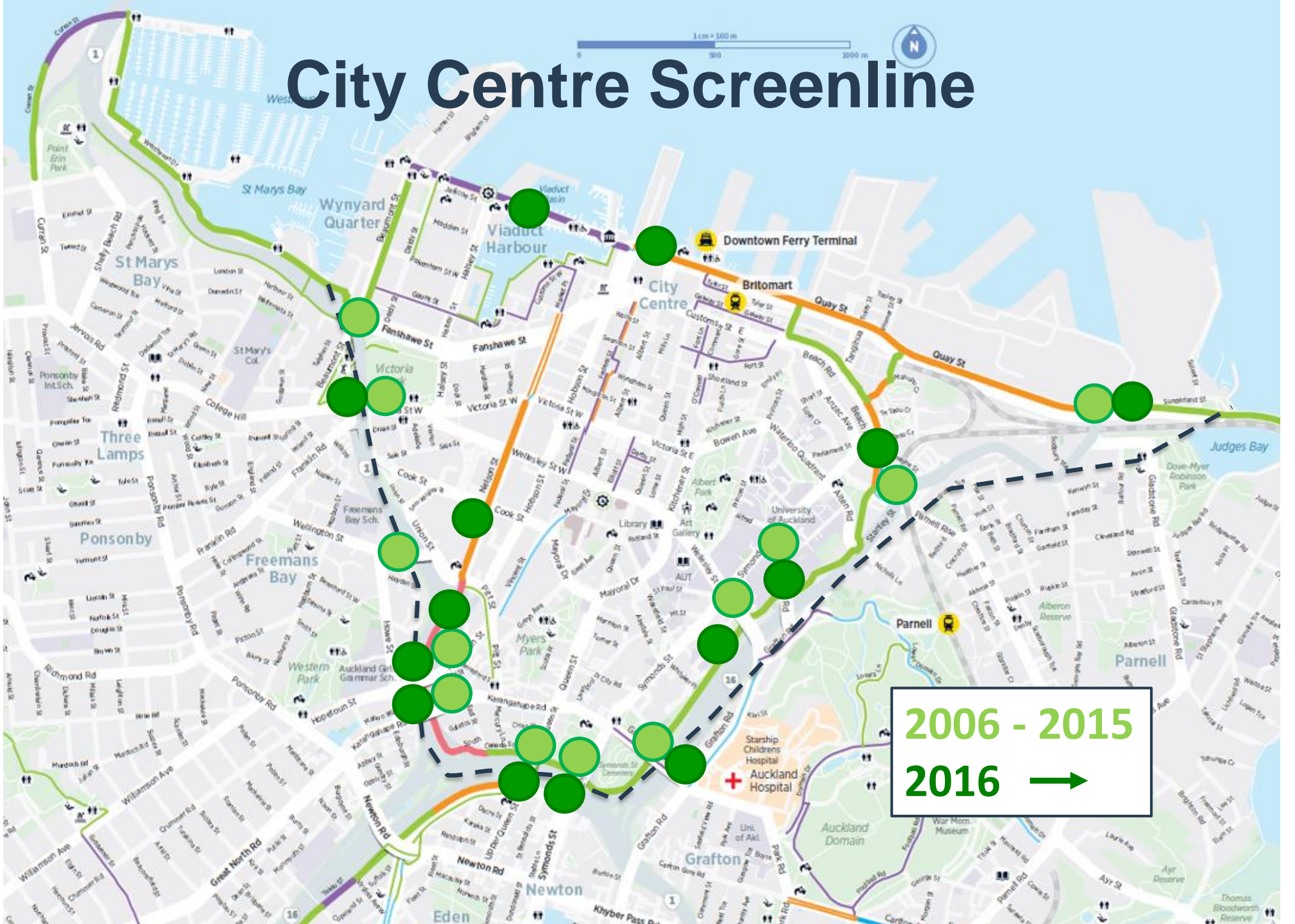
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Design Specialist**



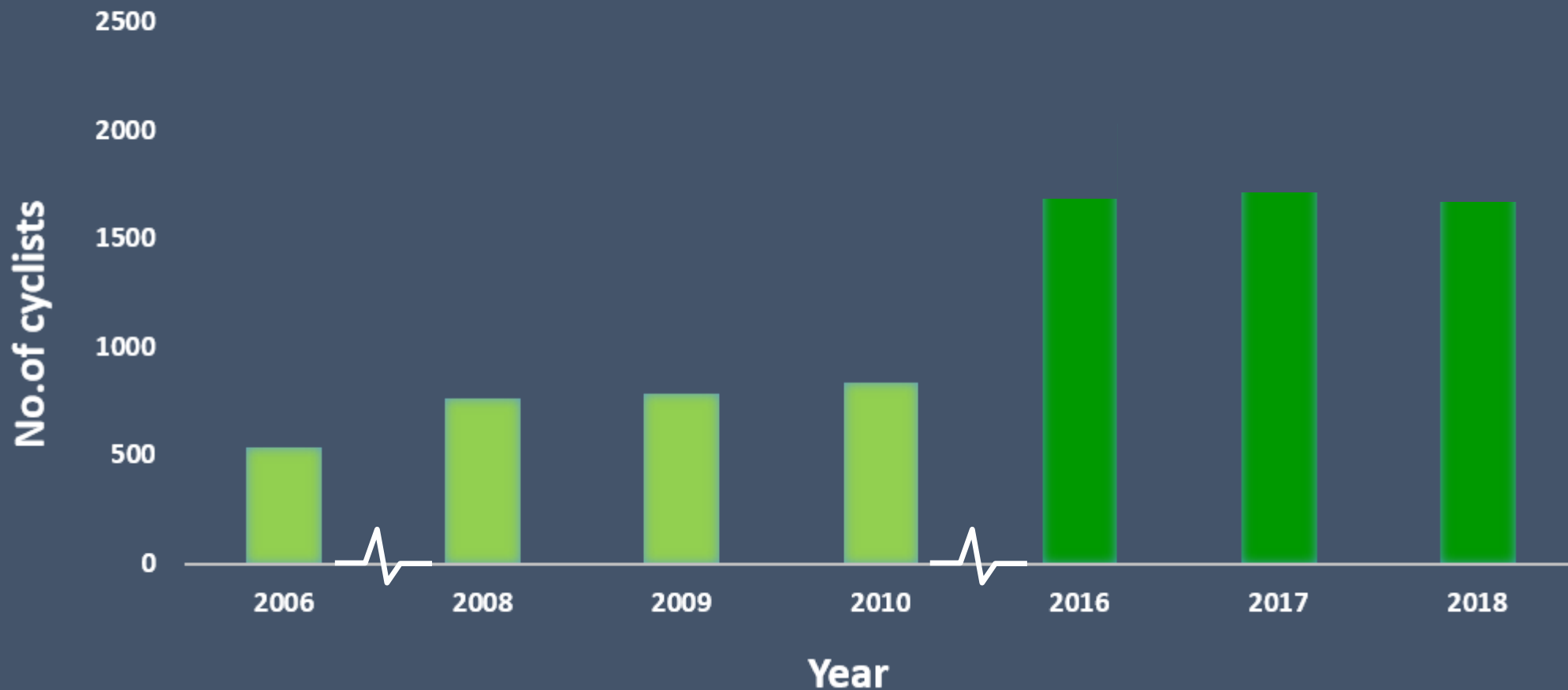


City Centre Screenline

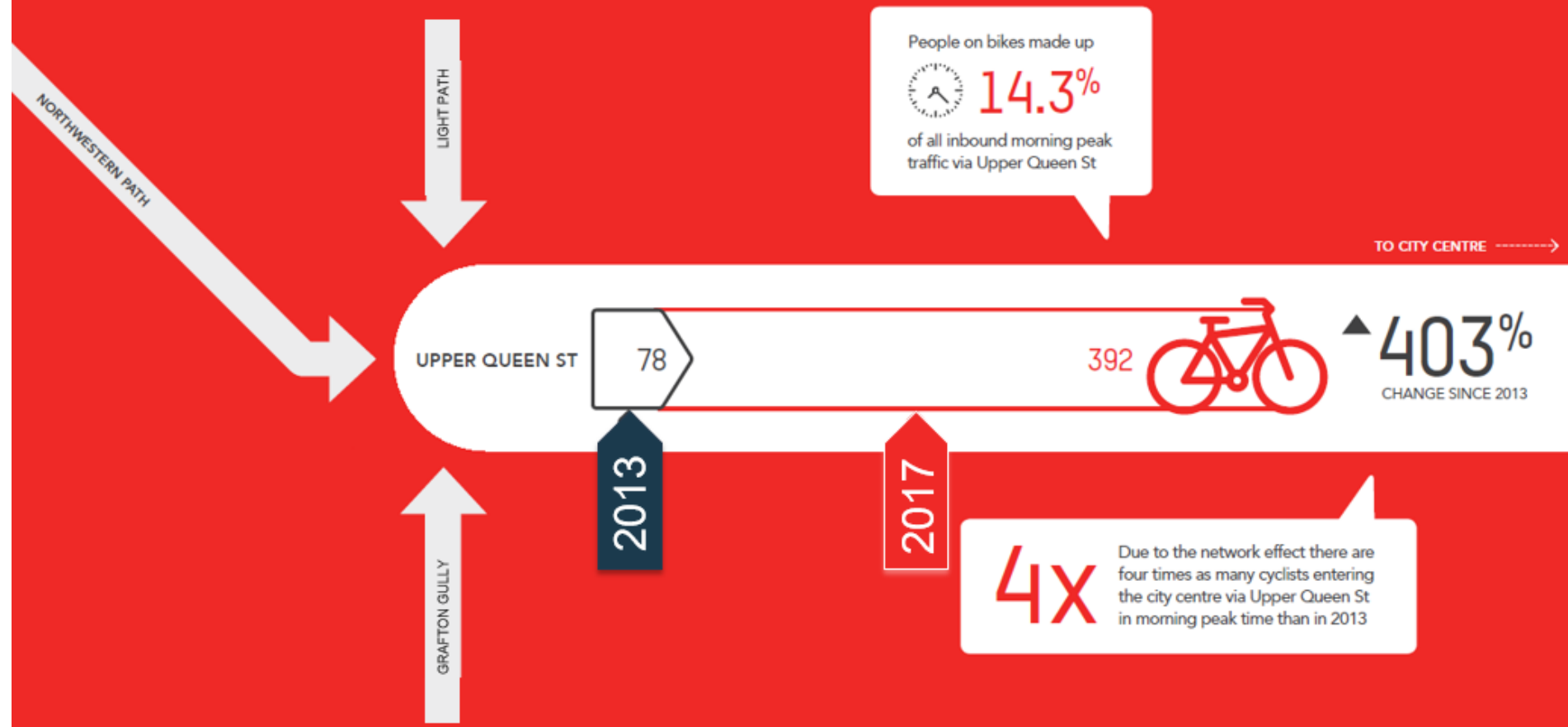


2006 - 2015
2016 →

CITY CENTRE CYCLISTS MORNING PEAK



The Network Effect



Auckland Cycling Account



A decade of change – What? How? Why?

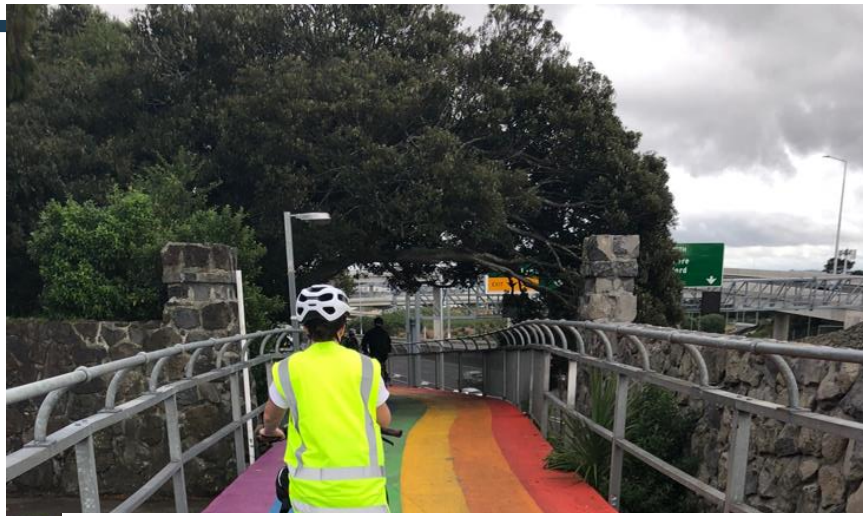


- Infrastructure, provision, promotion
- Evolving design
- Funding, policy, planning
- Social influence
- Opportunities

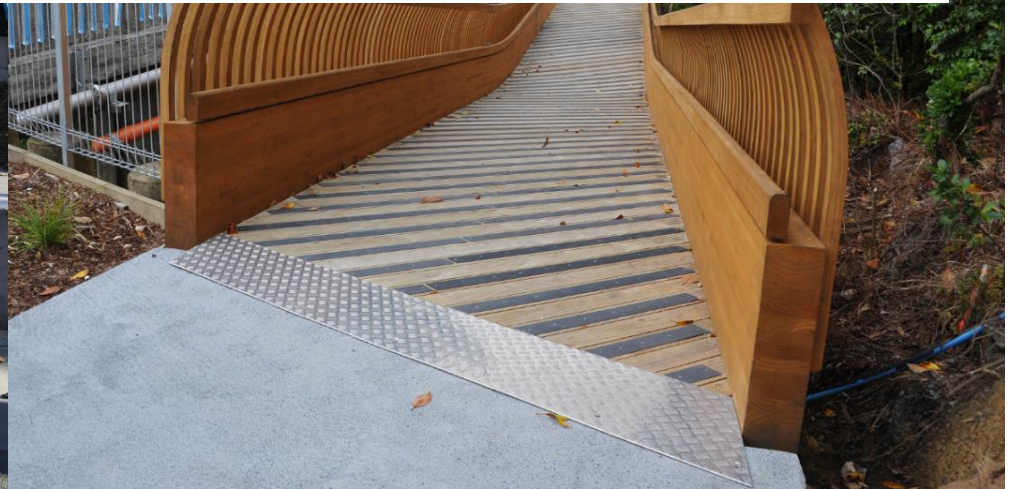
Infrastructure







Cycling has increased in areas where investments into infrastructure have been made

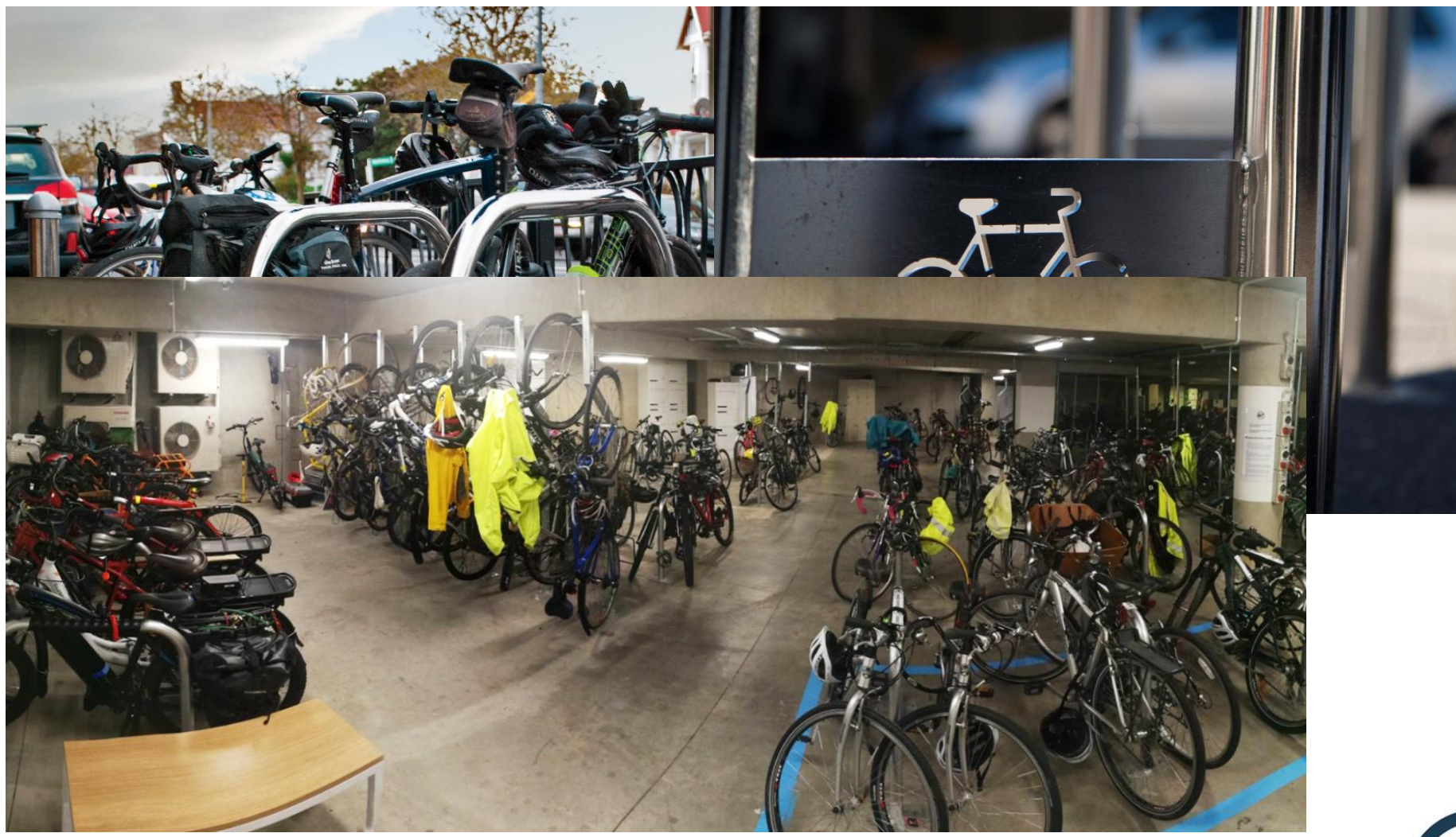




AUCKLAND BIKE CHALLENGE



End of trip facilities



Changing design approach

10 years ago



Safety in design



Policy and planning



Auckland Regional Land Transport Plan

2018–2028

Funding

Then

2005 RLTS:
\$420m over 30yrs

2010 RLTS:
\$200m over 30yrs
(all TDM, c&w)



Now

2018 RLTP:
\$136m over 10yrs

(just capital)

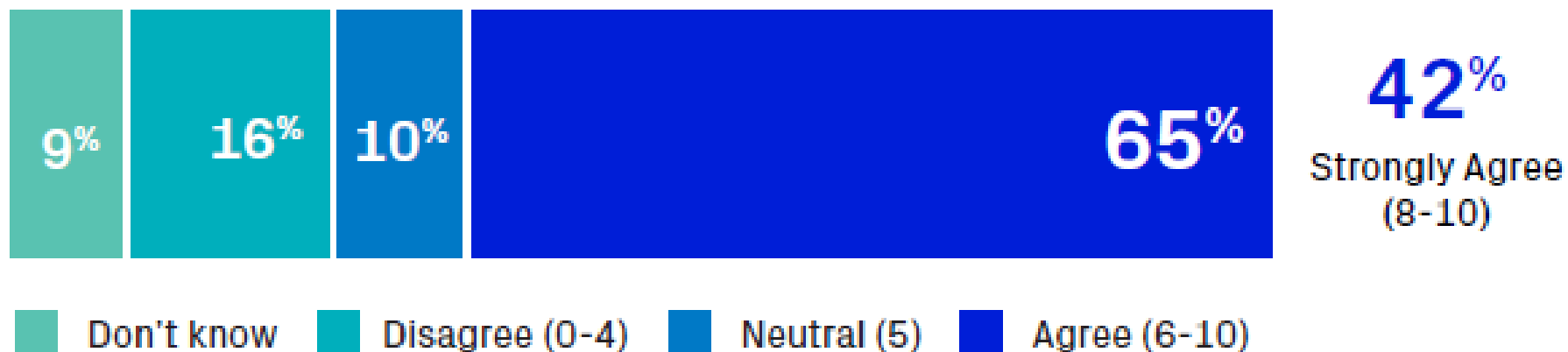


Changing society - cool people cycle



Cycling attitudes 2018

CYCLE LANES & CYCLING PATHS ARE GOOD FOR MY COMMUNITY AMONGST ALL AUCKLANDERS*



A decade of change – What? How? Why?



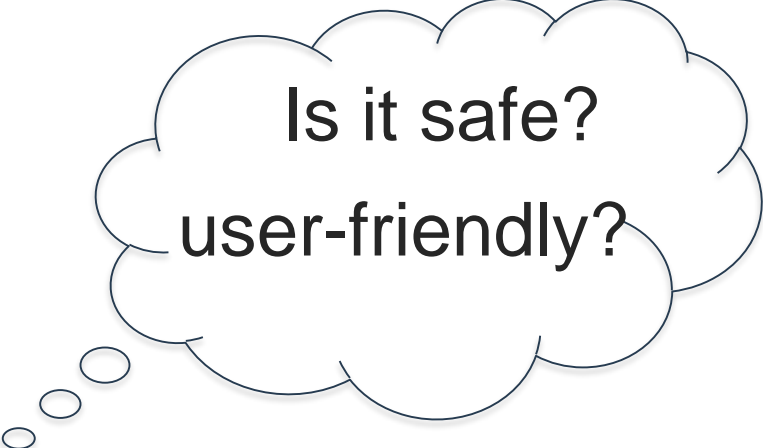
More!

Still many opportunities

- Waitemata Harbour crossing
- 10 year UCP
- Many inner city links
- Connections to strategic links
- Rail stations, ferry terminals

Biggest opportunity

Planning, designing,
engineering from a user-
perspective

A thought bubble with a large main cloud and three smaller circles leading to it from the bottom left. Inside the main cloud, the text "Is it safe? user-friendly?" is written in a black, sans-serif font.

Is it safe?
user-friendly?



Thank you.



References

- Auckland Cycling Account 2018
- Measuring and growing active modes of transport in Auckland, TRA 2018
- AT monthly cycle monitoring
- ARTA Regional cycle monitoring (2006-2015)
- ARC Screenline 70