Global Truths (AKA: What I did on my holidays)

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 If you only provide crappy bike facilities (or none at all) only a few hardy males will cycle, but if you provide good bike facilities then many more people, especially women, will cycle.





• Paint isn't enough.



Despite successes, there are still far too many busy roads with no cycling provision at all

Could we use this sign over the entirety of NZ?



 Drivers will park anywhere – especially bus stops and footpaths.







 Even without parking, some footpaths are just too narrow.



 Mind you its not just an English issue.

• Shared spaces are tricky to get right. They may look nice but will fail if too much traffic passes through.





 Narrow, obstructed lanes are not unsafe. They force traffic to go slow and look out for each other.

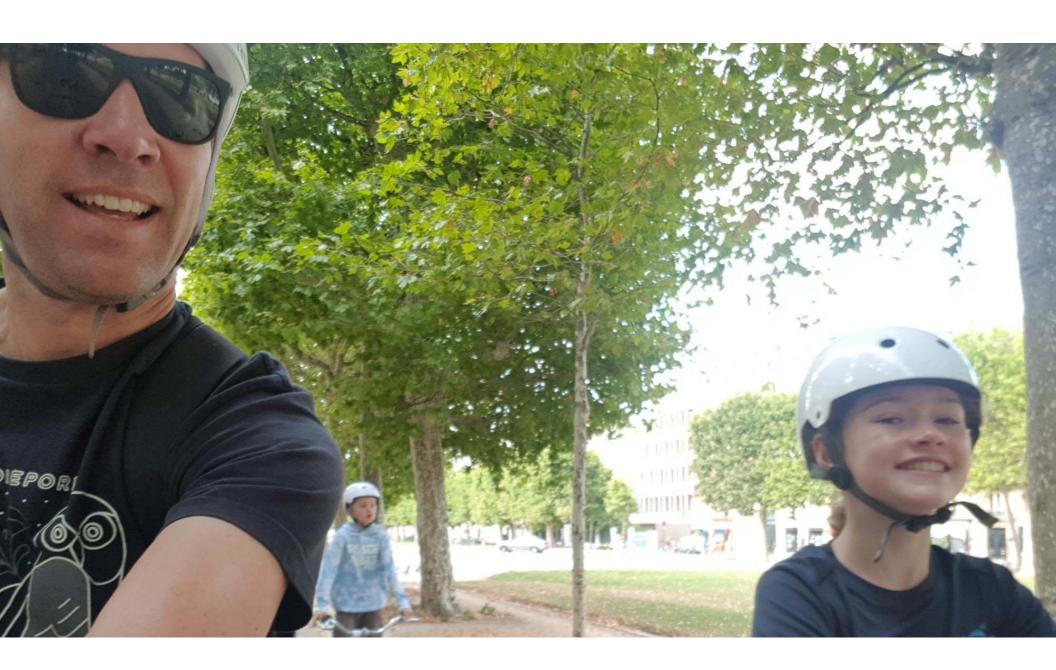






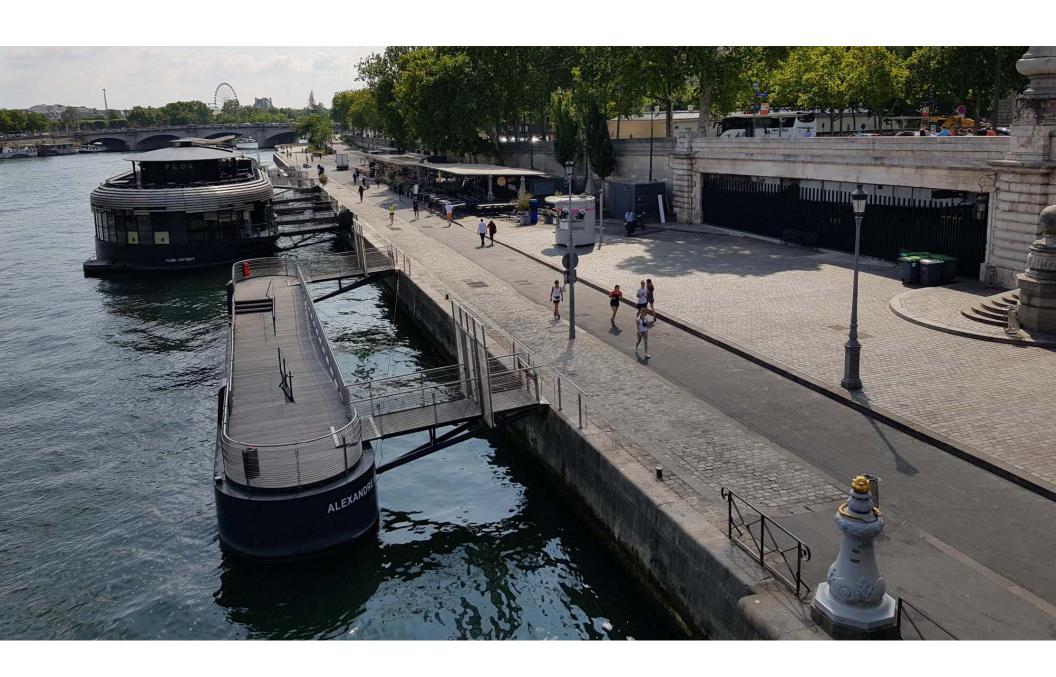
 A great city is able to be safely and comfortably explored on foot or by bike.

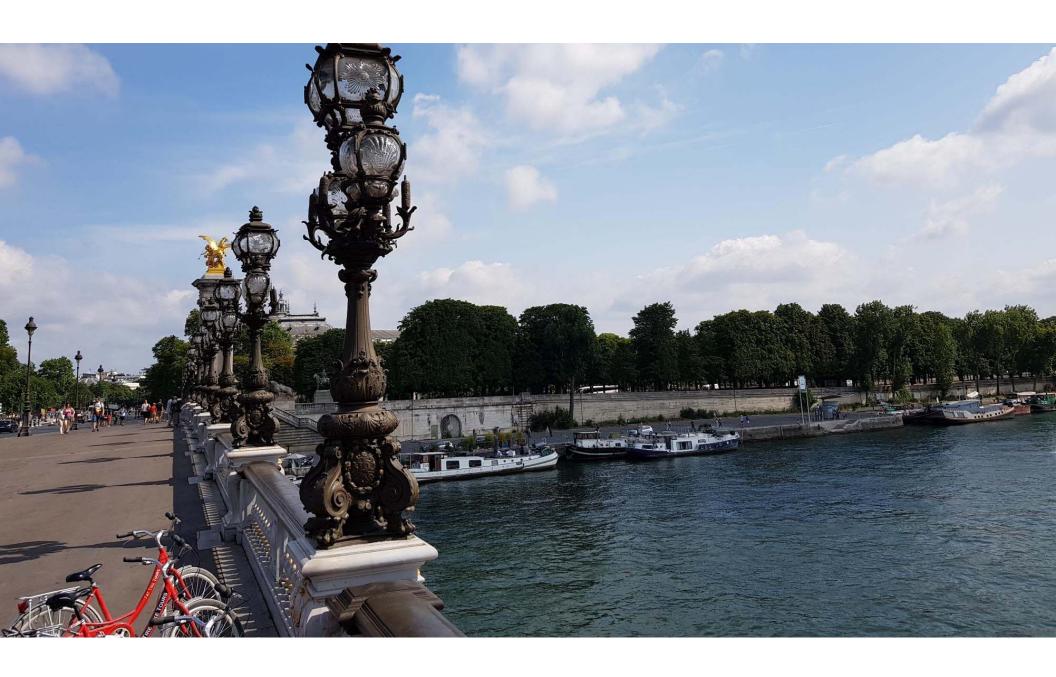






 Waterfront areas are hugely attractive. Reclaim them from traffic and parking.





 Barriers to prevent parking on footpaths can create new barriers for pedestrians.



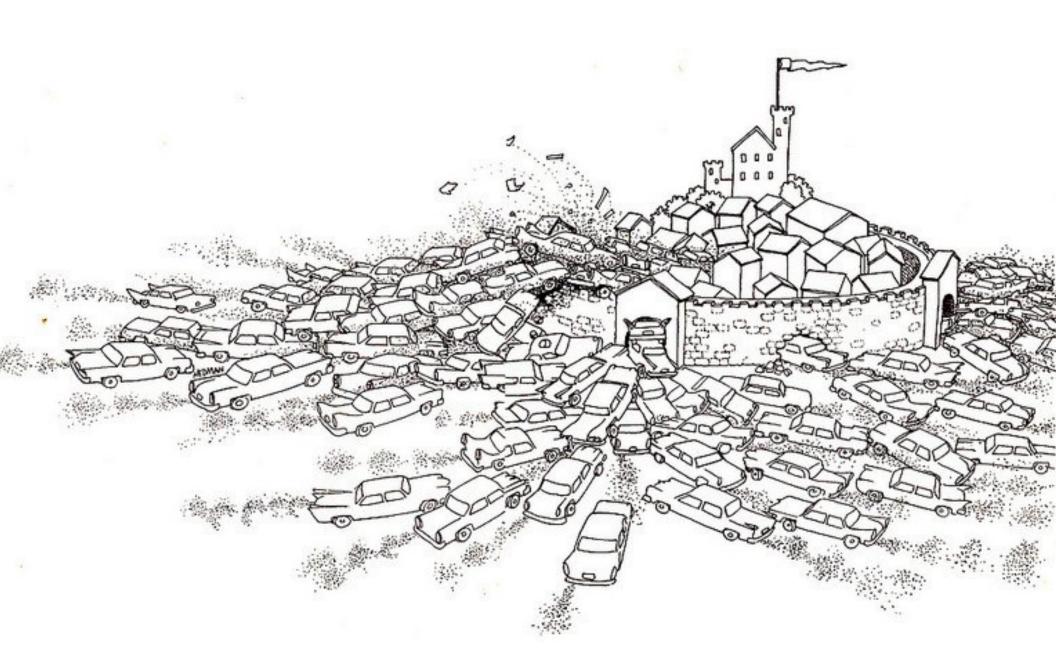
 Having a poor walking environment means your community excludes a chunk of society – the elderly, the disabled, people pushing buggies, etc.





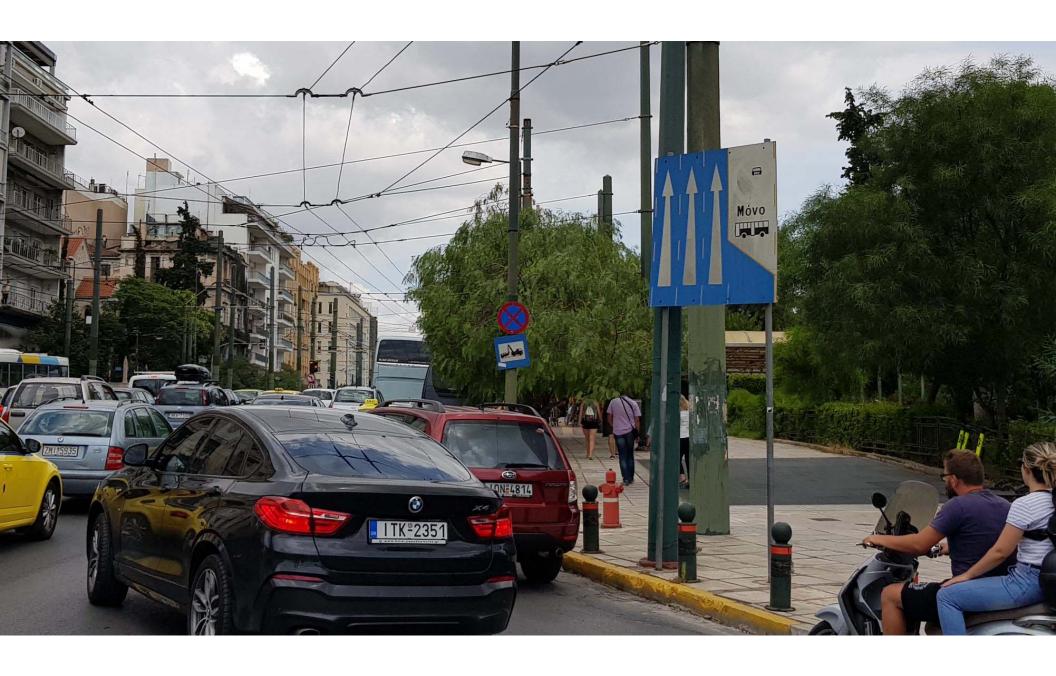
You can ruin beautiful locations by jamming traffic into it.
OR:

 There is a point where providing vehicle access to a location starts to undermine the attractiveness of that location.









• Using tactile pavers does not make a place more accessible.



Cheap 'tactical urbanism' treatments can work.
But can just look shabby.



• Every city has a rush hour. Of one kind or another.



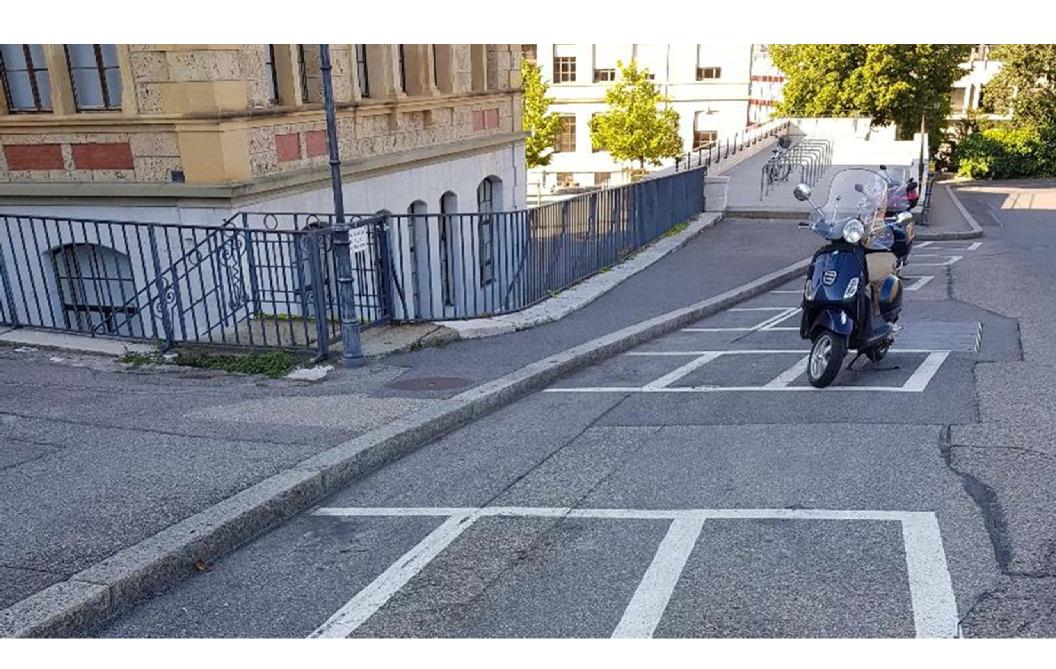


 There are little innovations everywhere that can help in ways we may not have considered.















I am always available to go and check out other global truths if you want to send me to any other exotic overseas locations

