



Expanding Professional Knowledge

- Lack of Professional Knowledge cited as one of the Main Obstacles
 - Significant factor in Britain's failure to achieve 'National Cycle Strategy' Targets
- Also a NZ Problem
 - But being addressed!



Intermodality

- Connecting Cycling and Public Transport is common in successful Cycling Cities
- Two Approaches:
 - Secure Parking at PT Stops
 - Bicycle Transport on PT
- Often both Approaches used



Bikes on Rail

- Example Berlin
 - Not a traditional cycling city
 - 1950 to 1970 – cycling declined by 90%
 - Today: Cycling modal share at 10%
 - 7% of tram / subway / railway customers travel with their bike on PT
- **An important market for PT operators**





Creating Uncertainty

- Strategic Initiative in Berlin to encourage Green Modes
- Aim to close Streets in Inner City every Weekend
- Weekend Motorists face Uncertainty
 - Habit of automatically choosing the car is broken



Bikes on Buses

- North-American success story
- Pioneered by 'Sportworks'; started 10-year ago
 - Legislative changes
 - Trials on certain bus routes
 - Generally followed by fleet-wide retrofits
- These days: 60% sold to Bus Manufacturers



Brisbane Trial

Subdivision Design

NZ Approach

- Wide roads
- Roads are for cars
- Pedestrians / Cyclists come second
- 50 km/h speed environment

European Approach

- Narrow roads
- Shared use approach
- All transport modes are equal
- Slow speed environment



Christchurch



Houten (NL)



Hannover (Germany)

Cycle Parking

- Fear of Theft and Vandalism one of the strongest Deterrents to Cycling
 - Example Canterbury University
- Evident that many Bicycles in European Cities are old and worthless



Cycle Parking cont'd

- Example Apeldoorn (NL)
 - Bike use >30%; Car use >50%
 - Objective: increase bike mode share, aimed at getting drivers onto bikes
 - Survey Results: many motorists had valuable bikes and feared theft, thus drove their cars
 - Action: free guarded bike parking (3,000 spaces)
 - Result after 3 years: Bike use >40%



On-street or Off-street?

- Europe well-known for its pathways
- NZ predominantly creating on-street facilities
- Is NZ following the 'wrong path'?



On-street or Off-street? Cont'd

- Many cities / countries are moving towards providing on-street solutions:
 - Significantly cheaper
 - Takes road space from motorised traffic, not pedestrians
 - Often safer; fewer conflicts at intersections
 - Accepted by cyclists
- One exception is Sweden



Conclusions

- Expanding Professional Knowledge
 - A problem in both Europe and NZ
- Intermodality
 - Bike and Bus is a must
- Creating Uncertainty
 - Breaking people's travel habits

Conclusions cont'd

- Subdivision Design
 - What we are building today is what we will traffic-calm in years to come
- Cycle Parking
 - A key to increasing modal share
- On-street or Off-street?
 - Trend towards on-street

