



NZ Cycling Conference 2003

Why a Cycling Strategy on its own will NOT Increase Cycling



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Why This Presentation?



- Theme of Conference!
"Cycling Strategies... and how to implement them"



- Not belittling the need for Cycling Strategies
- Strategies are ***necessary*** to get more cycling

BUT



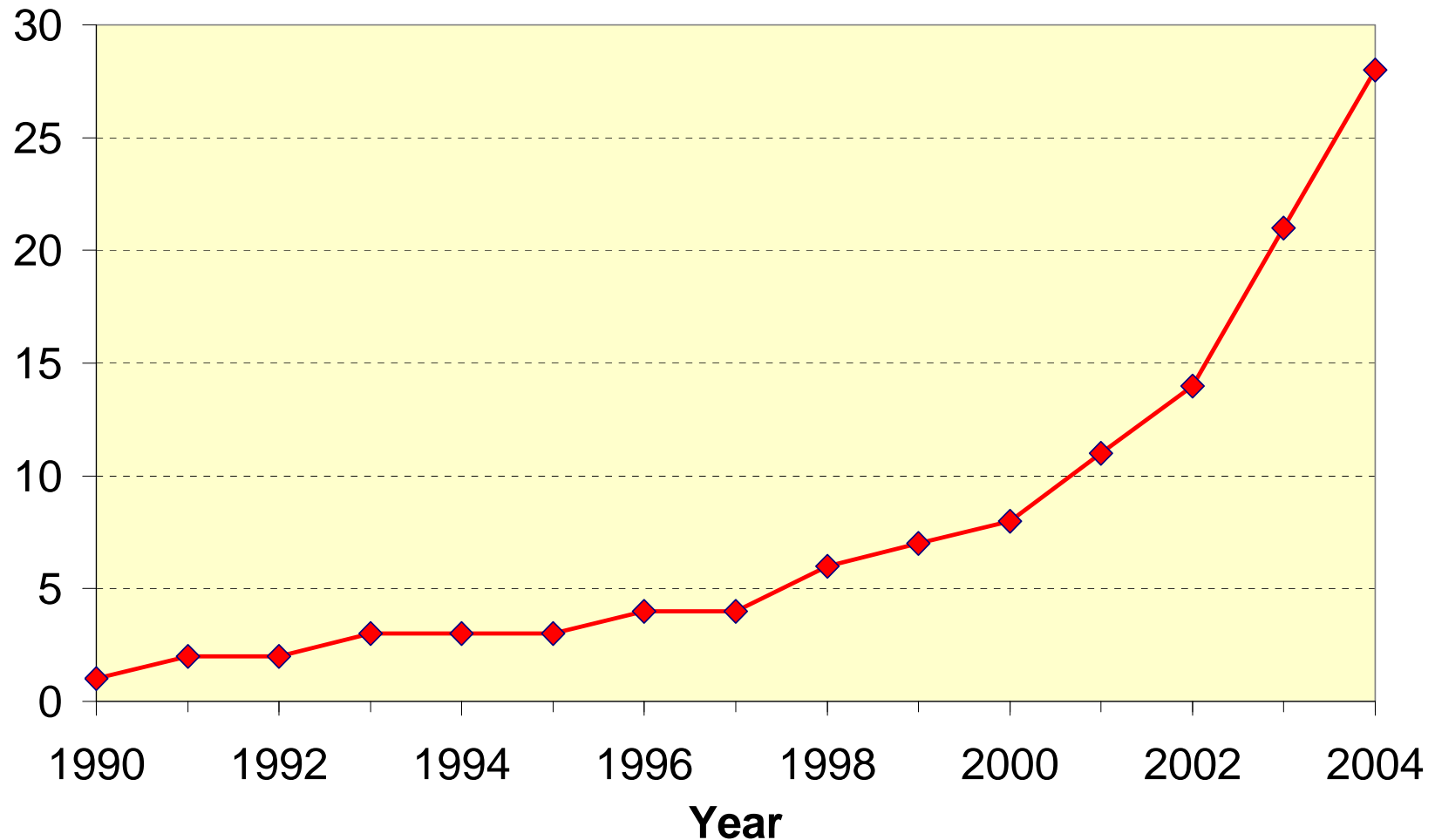
- Strategies are not ***sufficient*** to do this alone
 - Their **content** and **implementation** must be right
 - **Other** Council Policies must be in place too



Why a Cycling Strategy on its own
will NOT increase Cycling



Cycling Strategies History in NZ



Trends To Date in Strategies



- An exponential growth in strategy numbers
 - Motivated by Transfund funding requirements?



- Most major urban centres are done / planning



- Few small urban or rural districts with strategies
 - Often have more people cycling than major centres
 - Cycle tourism/recreation potential?
 - Councils band together to develop joint strategies?



Types of Cycling Strategy



(1) "Cycleway" strategies

- Prime focus is specification of a **network of cycle routes** for planning and implementation



(2) "Four E's" strategies

- Encompass how all of the tools of **engineering, education, enforcement, and encouragement** can be used to increase cycling
- First is a subset of the second
 - Often a (mis)perception that
"Providing for Cyclists" = "Providing Cycle Facilities"



Non-Cycleway Strategy Tools

- **Plenty** of other cycling-specific actions
 - Cycle training of both school children and adults
 - Provision of information about cycle routes
e.g. Cycle maps, Route signage
 - Allowing bikes to travel on public transport
 - Also more "Park'n'Ride" facilities
 - Road safety promotion campaigns
e.g. Sharing the road, Cycle light use
 - Police enforcing poor motorist-vs-cyclist behaviour
 - Audits/maintenance of existing cycle facilities/routes
 - High-quality cycle parking at key destinations



Non-Cycleway Tools cont'd



- Ongoing cycle count programmes & opinion surveys
- Lighting / security improvements to routes/parking
- Widespread staff training in cycle planning/design
- Marketing of cycling as acceptable everyday activity
- Cycling promotion activities
e.g. Bike to Work Day, City fun rides
- Allowing cycle use in pedestrian areas
- Employment of a council cycling officer
- Setting up of a "cycling advisory group"
 - Monitor strategy progress and debate policy



how far will you go...
for a fitter body?



Get about on York's 100km
of cycle lanes and paths



Strategy Funding & Implementation

- Must have means and funding to implement it
 - More important than having a good strategy
 - Some recent strategies had their recommended actions and works programmes deferred or considerably scaled down
- Even worse are those strategies that never:
 - Actually cost out what is required
 - Propose an implementation programme
 - Afraid of scaring off the punters?

Do it once and do it right!



Can a Cycling Strategy succeed?

Case Study - Christchurch (NZ's "cycling city")

- Since at least 1996:
 - Clear cycle network and implementation programme
 - **1-3 dedicated cycle planning staff** at various times
 - **~\$750,000+ pa** of dedicated cycle facility funding
 - And more developed as part of general roading works
 - **~\$200,000 pa** in cycle education/promotion activities
- **BUT** Cycle no.s relatively static in past ~5 years
 - Well short of the targets set



Hierarchy of Cycling Treatments



(1) Reduce Traffic Volumes

- Local area traffic management (LATM) schemes
- Off-road shortcuts



(2) Reduce Traffic Speeds

- 30km/h speed zones, Traffic calming measures
- Narrowing/Deflection of wide streets & roundabouts



(3) Intersection Treatment & Traffic Management

- Remove small "pinch points"
e.g. No waiting space at intersections, Narrow bridges,
One-way restrictions



Hierarchy of Cycling Treatments cont'd



(4) Reallocation of Carriageway / Corridor Space

- Target under-used/over-sized traffic & parking lanes
- Could borrow footpath space from pedestrians



(5) Specific Cycle Facilities

- If above approaches are not able to produce a viable solution, **then** cycle lanes/paths may be required
- Hierarchy addresses why people **don't** cycle
 - Traditional "cycle facility" solutions are last choice
 - Other treatments not often covered in Strategies



Building a Cycling Network

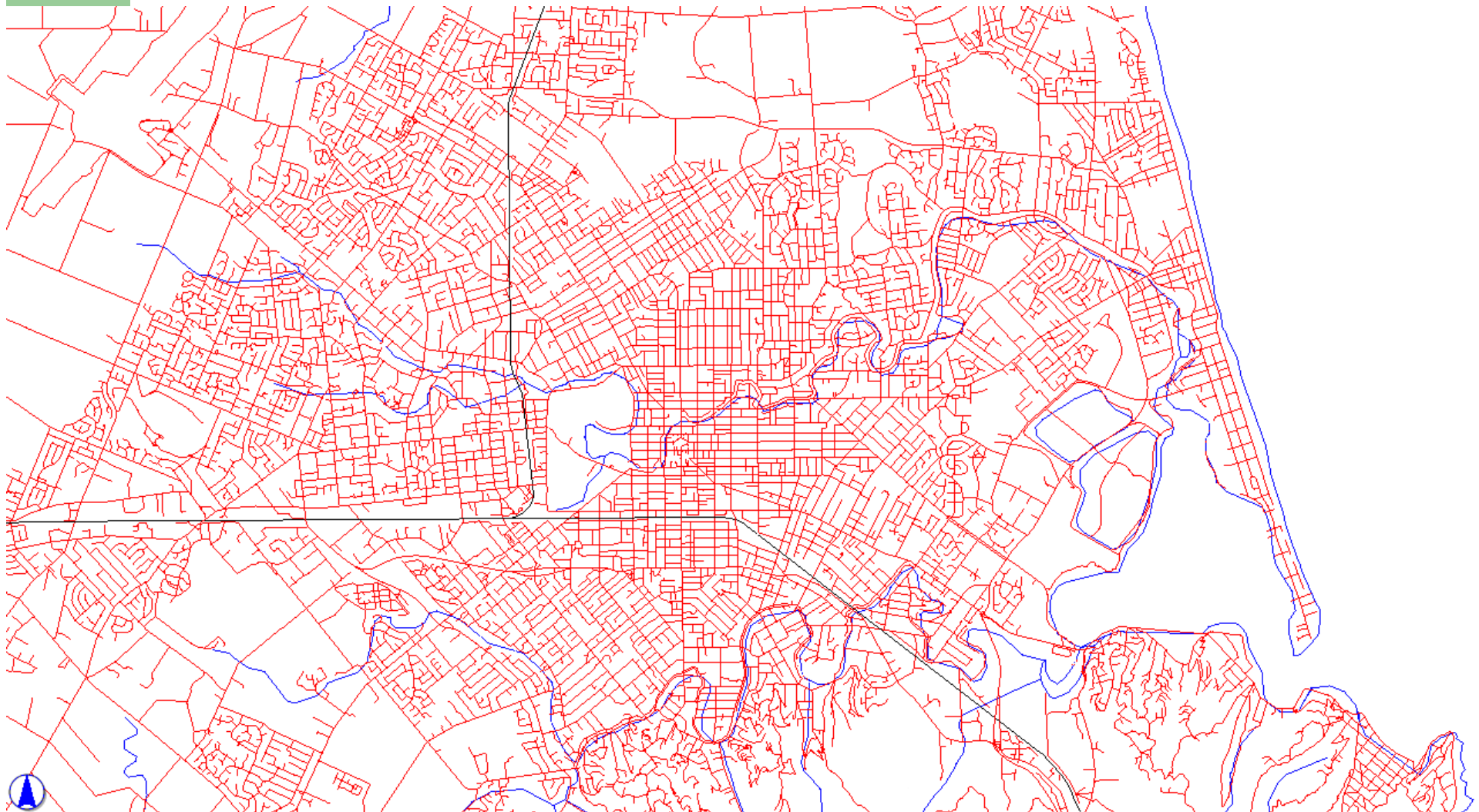
- Common complaint:
 - *"We've spent \$xxx on developing cycle facilities around the city, and have little to show for it in terms of increased cyclist numbers"*
- Need to consider cycling networks **as a whole**
 - esp. **complete routes** from one place to another
 - Many cyclists will require **100%** "cycle-friendly" route
 - Quiet streets
 - Off-road paths
 - Roads with cycle facilities
 - No difficult intersections



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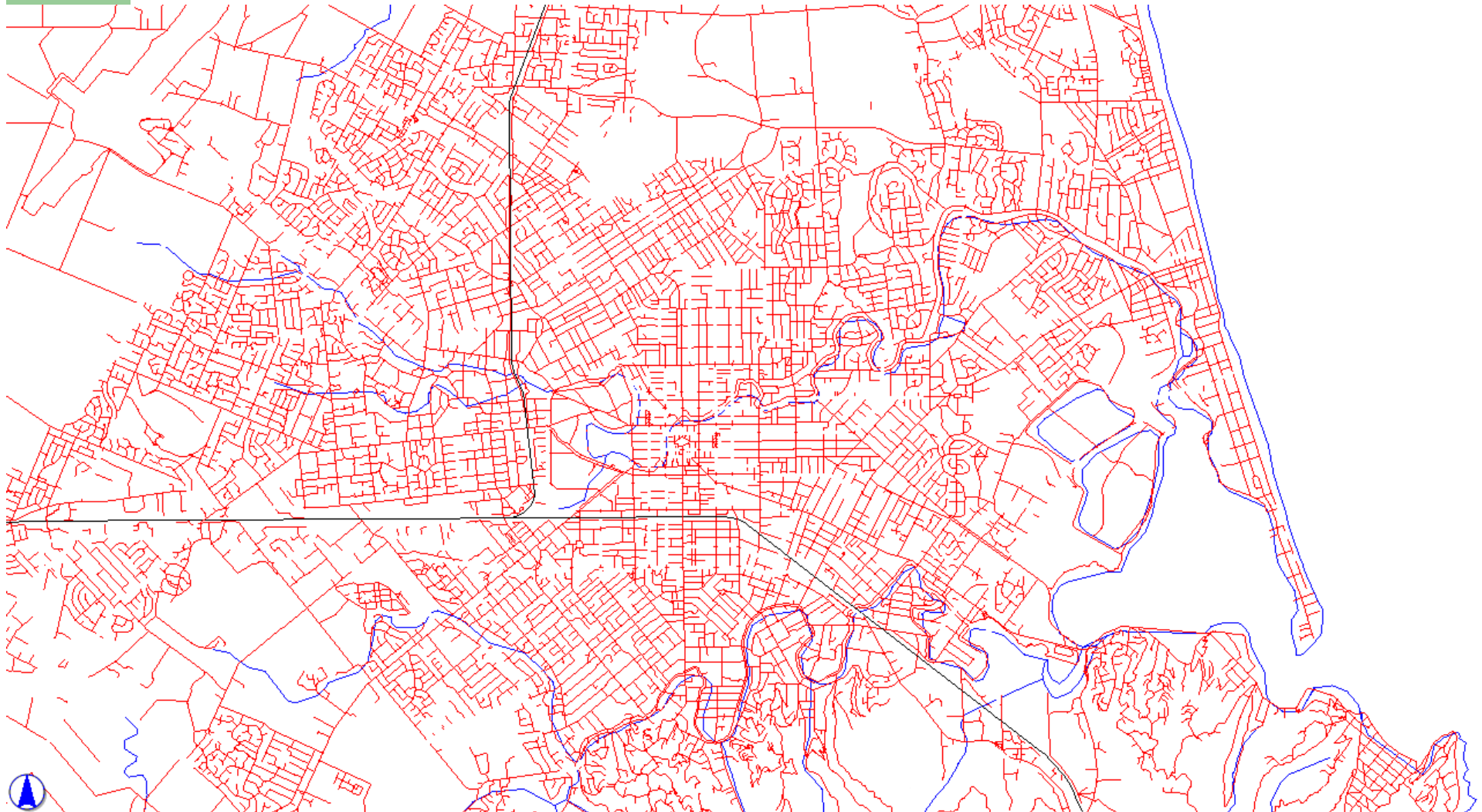
Christchurch City Roading Network



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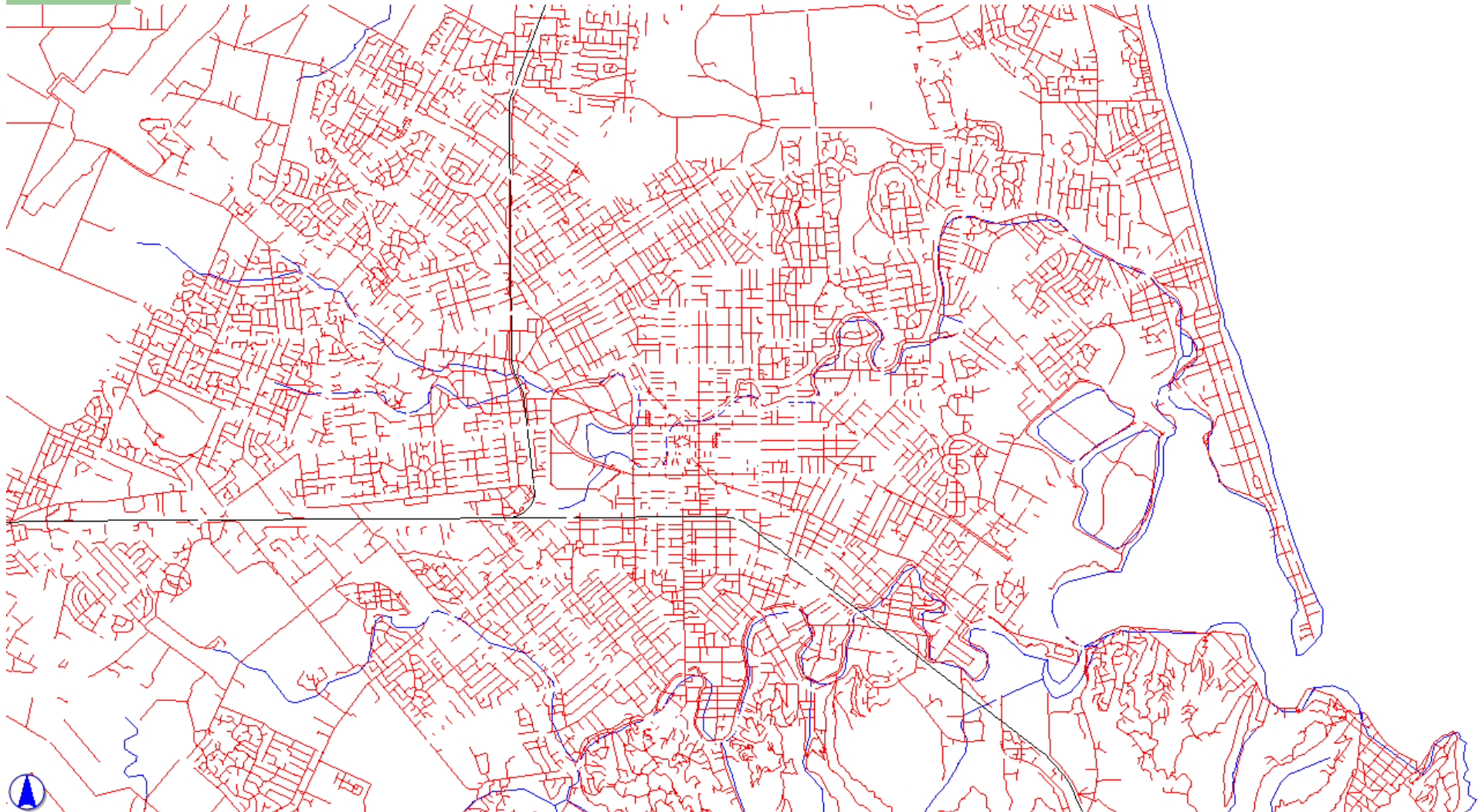
Chch City Cycling Network (future)



Why a Cycling Strategy on its own
will NOT increase Cycling



Chch City Cycling Network (now)



Implications for Cycling Networks

- Growth in cyclist numbers due to cycle network
 - Most likely an "exponential" relationship
i.e. more growth towards the end
 - Many would-be cyclists need **totally** "friendly" routes
 - Often most difficult (and yet crucial) elements of cycle routes are left until last
 - Financial or political pressures
 - "Easy" bits are not limiting cyclist numbers

Patience is a Virtue!



Other "Cycle Friendly" Policies

- Cycling Strategies **do not** exist in isolation!
 - Success is greatly influenced by what is done in **other** council policies / actions
 - Makes it an **integral** part of all of council's activities
 - Helps to emphasise cycling strategy is not just an "add-on"

*Councils need to seriously review and implement
other "cycle-friendly" policies*

- Usually "sustainable transport-friendly" in general



Land Use & Development Planning

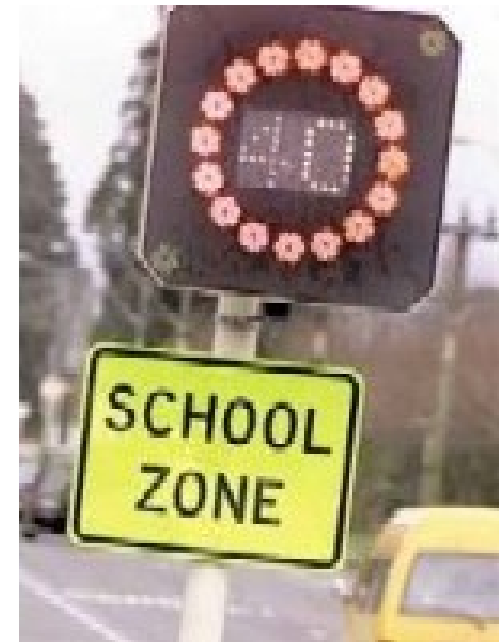
- People's travel mode choices are largely dictated by where they **can choose** to go
 - Mixed-use zoning
 - Capped car parking requirements
 - Medium-high density developments
 - Minimum cycle parking for new developments
 - Constrained urban areas (city limits)
 - Provision inside and linking to new subdivisions
 - Provision in new/upgraded commercial developments

Councils should review their District Plans

Speed Limits

- Very important to cyclists
 - Benefits of 30 km/h (20 mph) zones proven
 - UK study found ave. accident frequency fell by about 60%
 - Use in Residential, Shopping or Business areas
 - Should assess high-speed (>50 km/h) routes
 - Part-time speed limits near schools?

Councils should review all existing speed limits and develop policies for low-speed zones



General Road Construct'n/Maint'ce

- Most future work will still be "general" roading
 - "Upgrades" mustn't make things worse for cyclists
 - Cycle design training for all roading staff
 - Vetting of projects by cycling officer
 - Incorporate cycle provision at same time (cheaper)
e.g. cycle-friendly road marking after reseals
 - Maintenance activities must consider cyclists
 - Removal of debris shifted to shoulders
 - Sweeping / vegetation-clearing along off-road paths
 - Temporary traffic management provides for cyclists

*Councils should review all roading projects and
mainten'ce contracts for alignment with cycling*



Parks & Reserves Planning

- Cyclists should be able to take advantage of non-road corridors where available
 - Good (shared) path design
 - Minimal restrictions on cyclist access
 - Identify property purchases for "missing links"
 - Identify attractive cycling corridors
e.g. riverfront, coastline, greenbelt



Councils should ensure all reserve development projects are reviewed for alignment with cycling



Travel Behaviour Programmes

- Behaviour **more important** to travel mode change than availability of adequate facilities
 - For many trips, existing cycle network **is** adequate
 - How to get people to take that "first step"?
 - May just require information and support e.g. TravelSmart programmes (Australia)
 - Even changing a couple of trips/week makes a difference
 - Very cost-effective, despite the expense
 - Cheaper than another motorway...



It's how you get those first results

Councils should implement travel behaviour programmes in their areas



Employer/Institution Travel Plans



- Major destinations attract a lot of trips
 - Easier and more cost-effective to target them?
 - Adequate secure, covered cycle parking provision
 - Changing/shower/locker facilities
 - Local support networks (Bicycle User Groups or "BUGs")
 - Car parking charges and/or parking space restrictions
 - "Work-pool" cycles, and cycling mileage allowances
 - Company car "cash-out" arrangements
 - Schools have excellent potential for travel plans
 - Can also incorporate issues into curriculum



*Councils should assist local employers, schools,
& institutions to develop their own travel plans*

Pub.Health/Recreation Programmes

- Health and sport/recreation agencies recognise intrinsic personal and social benefits of cycling
 - Vital that their resources are aligned with other local initiatives to get the best "bang for bucks"
 - Doctors encouraged to recommend "green prescriptions"
 - Recreational rides and route development
 - Cycle riding/maintenance courses for novices

Councils should liaise with relevant health and sport/recreation agencies to identify synergies



Traffic Calming (LATM)



- Very under-used in NZ
 - Various techniques available to slow down, restrict, or completely remove motor traffic in certain areas
e.g. Narrowings, Traffic islands, Platforms,
One-way streets/entrances, Road closures
 - Treatments available to allow cyclists to avoid these
e.g. Cycle bypasses, Contra-flow lanes, Short off-road links
 - Should apply on area-wide (neighbourhood) basis
 - A way to encourage cyclists back into central city

Councils should develop policies for implementing traffic mngm't schemes with adequate funding



Limited Roothing / Capacity



- An increase in the proportion of people cycling requires a **reduction** by other modes (esp. car)
 - Difficult to do with continued development of the roading network at the same time
 - Removal of traffic lanes/capacity **can** reduce traffic



Councils should consider in detail all alternatives to providing additional roads and capacity first



Parking Management

- Parking conflicts common with cycling projects
 - Need a common set of guidelines to address this
 - Avoids same issues being rehashed by each new project
 - Can develop kerb-space priorities for each situation
e.g. Arterial route vs Commercial district
 - Parking charges/restrictions can affect travel mode choice

*Councils should develop and
apply Parking Strategies*



Road / Congestion Pricing

- Driver charging and toll regimes now becoming more likely in highly congested areas
 - Can provide some "smoothing" of flows to minimise peak over-congestion of some routes / time-periods
 - Can better reflect the true costs of motoring
 - May make people consider switching to cheaper alternatives like cycling

Councils should consider options available in their area for tolling and road charging schemes



Final Thoughts

- Lots of other examples out there
- Councils should "Lead by Example!"
 - Review their internal transport policies
 - Seek "buy-in" from senior management / councillors
- Not all of these options are easy to implement
 - Political/Public acceptance, Funding availability
 - No less desirable or necessary
 - Challenge is to educate all parties on benefits

*And we might **GET MORE PEOPLE CYCLING***

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Thank You!

