
bike Smart

bike Green

bike Transport

bike Vision



**Cycle Aware
Wellington**

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Cycle Aware Wellington

why is cycling Smart?

- accessible and saves you money
 - makes you more independent
 - improves your health
 - makes you happy
 - you don't need to wear lycra
(unless you want to)
-

why is cycling Smart?

- cyclists shop at more places, more often
 - attracts and retains talented people and businesses
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why is biking Green?

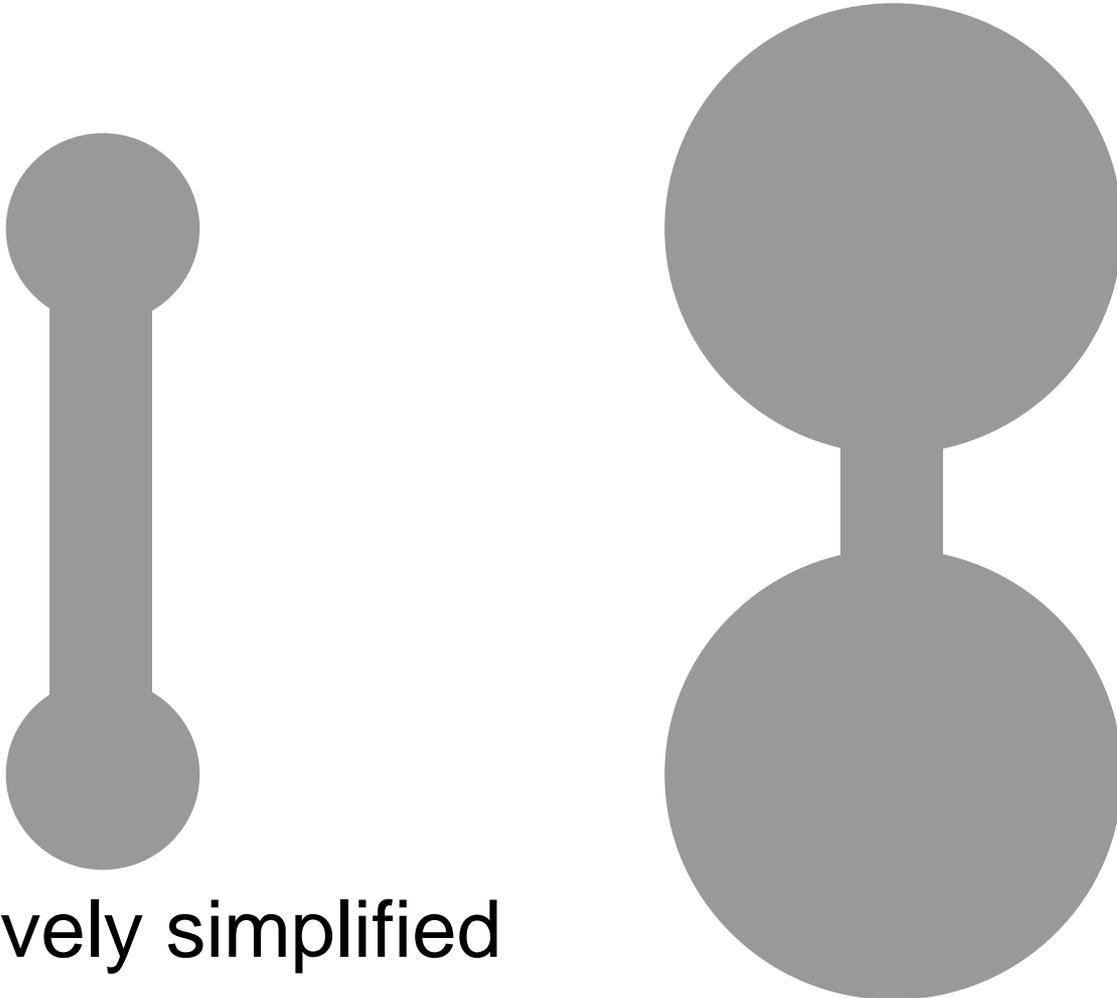
- reduces use of fossil fuel (yours and others')
 - doesn't create local pollutants or (much) carbon dioxide
 - bang for buck compared to roading (smaller investment makes a bigger improvement)
 - encourages sustainable lifestyle (daily transport and local shopping habits)
-

why is biking Transport?

- NZers bike for fun or sport; many still think of all cyclists as Middle Aged Men In Lycra
 - **transport** cycling has been low but is increasing rapidly (vs Peak Car)
 - part of a sensible transport plan -- helps everyone, not just those who do it
 - resilient -- gets you home past gridlock
 - increases the reach of public transport
-



public transport that reaches further



*massively simplified

what is our Vision for Wellington?

CAW wants to see cycling used as a means of transport by most people for some trips each month.

By 2020:

- 80% of people cycle for some trips each month
 - 20% of all trips are by bike
 - cyclists are happier, safer, and better liked :)
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some ideas

there's already some good stuff on the way --
measuring the gaps and strategising a network

but how about lifting the game...

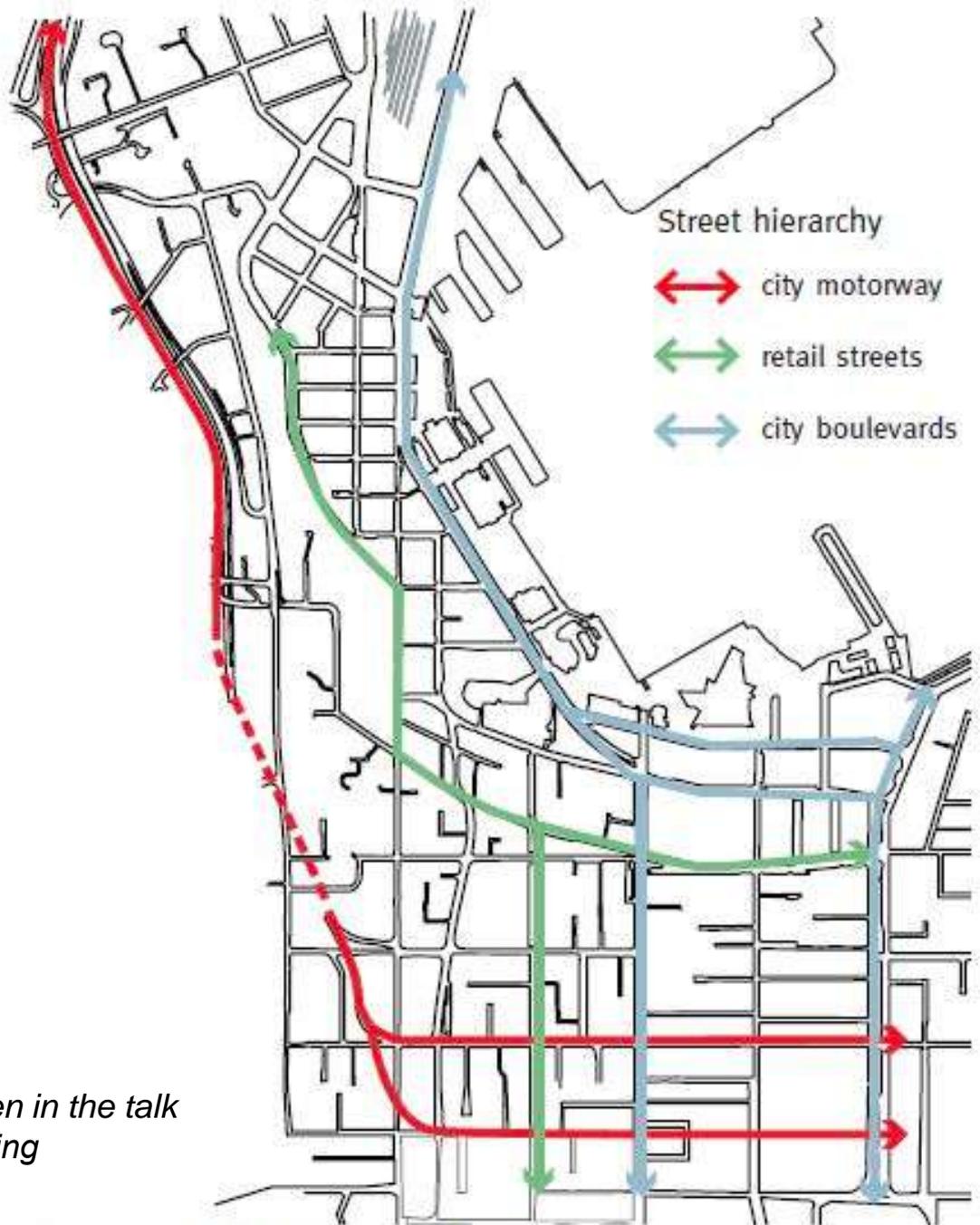
- Netherlands spends NZ\$50* pp/yr on cycling
- NZ: \$11.80** pp/yr on cycling **and** walking
- quality cycle network: the 8-year-old test
- not enough space? parking vs. transport
- Jervois Boulevard -- as Jan Gehl suggested

* I used a lower figure in the talk; this is from 487 million euro at <http://www.aviewfromthecyclepath.com/2010/05/487-million-euros-for-cycling.html>

** \$53m on walking and cycling, from NZTA NLTP 2012-2015; NZTA Annual Report 2012; NZTA Statement of Intent 2013-2016

Jervois Blvd

Jan Gehl
suggested this
9 years ago



This isn't an official CAW proposal – given in the talk as an example of visionary 'what if' thinking

image: Jan Gehl

Develop a strong and clear street hierarchy

68/86 Jervois Quay
Wellington 6011 - approximate address



image: Google StreetView

Jervois Quay (Northwards at No.86, today)

27.5m width (1.1m room) • - Aug 26, 2018

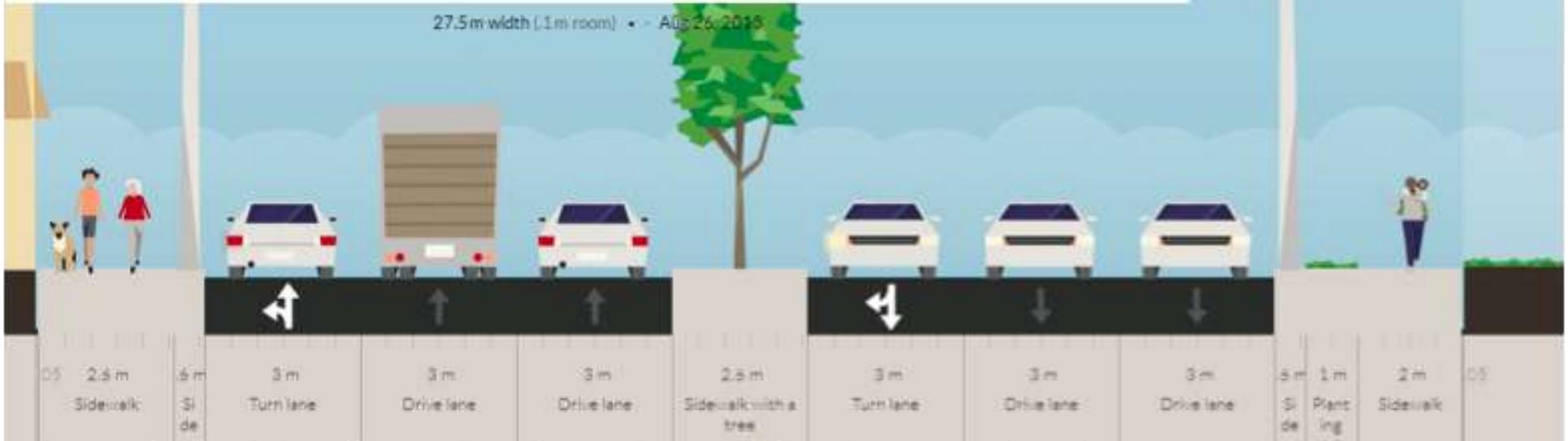


image: Streetmix http://streetmix.net/james_burgess/3/jervois-quay-northwards-at-no86-today

Jervois Quay (Northwards at No.86 - boulevard)

27.5m width - Aug 26, 2013



image: Streetmix http://streetmix.net/james_burgess/2/jervois-quay-northwards-at-no86-boulevard

Jervois Quay (Northwards just past No.86 - bouleva...)

27.5m width -



image: Streetmix http://streetmix.net/james_burgess/5/jervois-quay-northwards-just-past-no86-bouleva

even RoNSosaurus thinks so

“... a transport system where public transport, walking and cycling take priority along certain key roads in Wellington City.

... [SH1] attract drivers away from our critical local roads...more efficient and effective for the City’s public transport, walking and cycling networks”

Thanks!

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