BIKE TO THE FUTURE

CREATING MORE VIBRANT AND CONNECTED COMMUNITIES
Context

Cycling was made a priority for good reasons:

- Many years of under-investment = low base to start from
- It is hard! Complex road space reallocation issues
- New Zealand Cycle Trails = popular voter demand and wider outcomes
- Cycling Safety Panel report = case for change
- Strong interest from all major councils = joint investment
- Strong political support and expectations
- Significant increased funding = $333 Urban Cycleways Programme
Customer demand

In our major cities, cycling can be a key part of how we optimise the network.

Depending on how you ask the question, between 30% - 70% of people say they would ride more for transport, if the network better met their needs. So there is a lot of scope to grow the mode.

This is one of the biggest customer gaps in our transport system.

There is also strong demand linked to recreation, tourism and place-making.
Benefits

Cycling delivers not only transport outcomes, but also a range of wider Government outcomes

- Is a key part of an effective transport system in urban areas
- More vibrant and connected communities
- Increasing transport choice, safety and accessibility
- Increasing need for active travel to help keep New Zealand’s children healthy
- Biking supports thriving towns and cities providing quality of life
- NZ can be a world-class place to explore by bike
NEW ZEALAND BY BIKE AND FOOT 2024

BIKE TO THE FUTURE
Integrated transport solutions
BUSINESS AS USUAL IS NOT AN OPTION
Making urban cycling a safer and more attractive transport choice

Takes an integrated approach:

• A safer, more attractive network
• More people choose to bike more often
• Mutual respect between people on bikes and other road users
• Collaborative and effective delivery

To encourage more people onto bikes into an environment that embraces them.
Q: What jeopardises more good cycleway projects than any other single thing?

A: Neglected “people factors”. Unmanaged project risks when a project loses its social licence to operate.
Bike lash

ID overall route (end points)

ID specific route (where exactly)

ID what provision on route

ID how to implement

Get approval to build
Current status of the UCP

- Investigation: 23
- Design: 13
- Construction: 9
- Complete: 9

BIKE TO THE FUTURE
Framework now LIVE
www.nzta.govt.nz/cng
Cycling network guidance

- Covers all stages of planning and design of networks and routes for cycling
- Directs users to the appropriate existing guidance for each aspect
- Fills in the gaps in existing guidance
- Is online and accessible
- Can be updated as future developments unfold
- Includes industry input through feedback and case studies
Planning a cycling network or route

- Context
- Principles
- Process

Designing a cycling facility

- Design guidance
- Peer review and road safety audit
- Supporting infrastructure

Information to support planning and design

- Evaluating and monitoring
- Trials underway and rules programme
- Case studies lessons learnt
People who cycle

A network contains many types of facilities, and the cyclists using it vary in age and cycling skills. Different cyclists have different needs and prefer different types of facilities. Before deciding what provision should be made for cyclists, it is necessary to understand clearly what cyclists need.

Should cycle facilities be provided on-road or off-road? Should they be provided on urban arterial roads, or should these roads be avoided? What provisions should be made for cycling in rural areas?

People choose to cycle for a range of reasons and these people have a wide range of abilities and needs. Satisfying the needs of people who cycle (or may wish to cycle) and providing a high level of service (LOS) for cycling are vital to maximising cycling. One type of cycle provision may not suit all people wanting to use a particular part of the cycle network.
Increasing degree of separation from motor traffic and other users

- Shared roadway
- Sealed shoulders
- Cycle lanes
- Separated cycleways
- Shared paths
- Trails
- Cycle only paths

- Neighbourhood greenways
- Bus lanes
- Transit lanes
- Shared zones
- Mixed traffic
### Separated cycleway selection tool

**Interim guidance to inform decision on direction and placement of 1-way vs 2-way separated cycleways**

Developed by: Megan Fowler & Axel Wilke (ViaStrada), Tim Hughes (NZTA), with input from Shane Turner (MWH)

<table>
<thead>
<tr>
<th>Colour key:</th>
<th>Requires user input (only modifiable cells in worksheet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>User-defined factors</td>
<td>Underlying factors</td>
</tr>
<tr>
<td>Base case. If this is changed, other factors need to be changed in proportion</td>
<td>Factor linked directly to base factor</td>
</tr>
<tr>
<td>Output</td>
<td>Intermediate result</td>
</tr>
<tr>
<td>Key result</td>
<td></td>
</tr>
</tbody>
</table>

#### Definition and quantification of underlying factors (no user-input required):

<table>
<thead>
<tr>
<th>Conflict point type</th>
<th>Relevant vehicle and flow</th>
<th>Cycling type within facility</th>
<th>No adjacent parking provision</th>
<th>Adjacent parking at 100% occupancy (1)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential driveways (light vehicles) (2)</td>
<td>Light vehicle movements per residence per day (3)</td>
<td>Contraflow cycling</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td></td>
<td>With-flow cycling</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Non-residential vehicle access (e.g. carparks)</td>
<td>Light vehicle flow in and out per day</td>
<td>Contraflow cycling</td>
<td>6</td>
<td>8</td>
</tr>
<tr>
<td></td>
<td></td>
<td>With-flow cycling</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td>Heavy vehicle flow in and out per day</td>
<td>Contraflow cycling</td>
<td>15</td>
<td>15</td>
</tr>
<tr>
<td></td>
<td></td>
<td>With-flow cycling</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>Side streets (priority)</td>
<td>Light vehicle movements crossing cycleway per day</td>
<td>Contraflow cycling</td>
<td>6</td>
<td>8</td>
</tr>
<tr>
<td></td>
<td></td>
<td>With-flow cycling</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td>Heavy vehicle movements crossing cycleway per day</td>
<td>Contraflow cycling</td>
<td>15</td>
<td>15</td>
</tr>
<tr>
<td></td>
<td></td>
<td>With-flow cycling</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>Signalled intersections</td>
<td>Light vehicle movements crossing cycleway per day</td>
<td>Contraflow cycling</td>
<td>3</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td></td>
<td>With-flow cycling</td>
<td>1</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>Heavy vehicle movements crossing cycleway per day</td>
<td>Contraflow cycling</td>
<td>7.5</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td></td>
<td>With-flow cycling</td>
<td>5</td>
<td>N/A</td>
</tr>
</tbody>
</table>
Could you be a cycling champion?