

Gear Shift:

Delivering core infrastructure for walking and cycling

Patrick Reynolds

Board Director



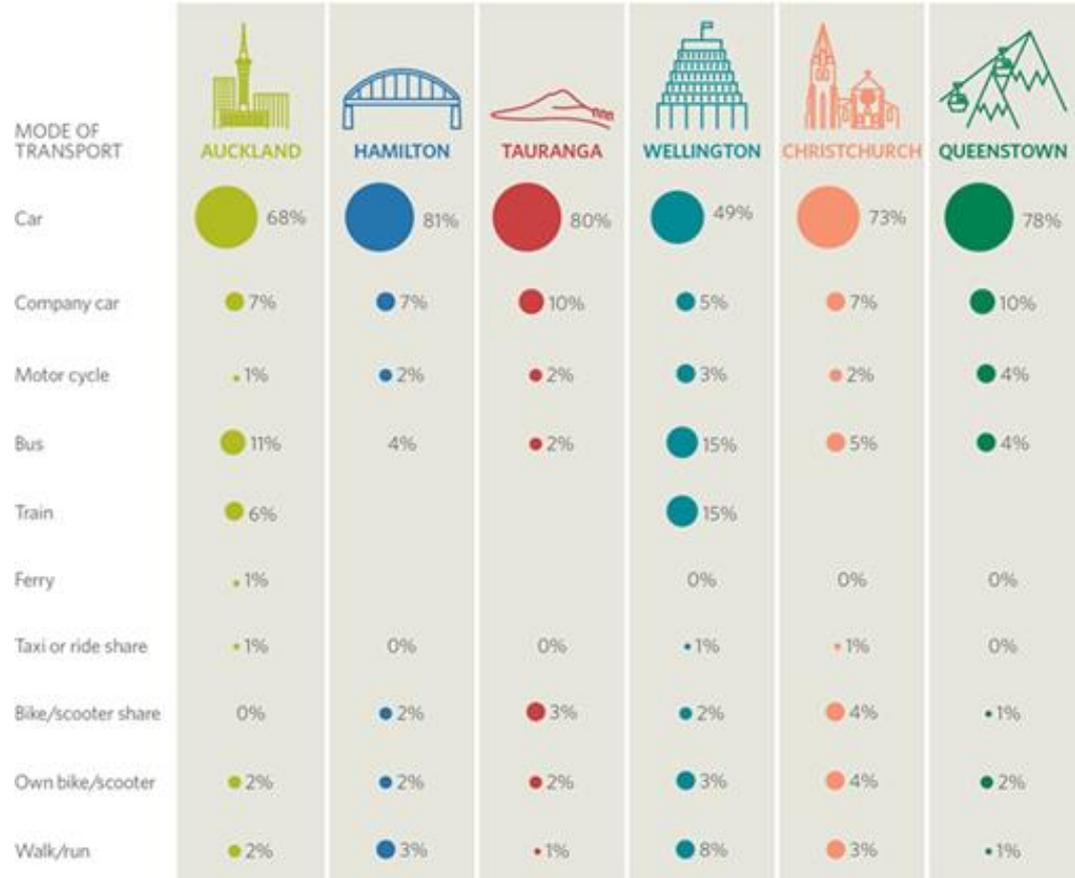
Auckland Libraries Heritage Collections 1727-063

Integrated transport investment: aligning transport investment with significant land use changes

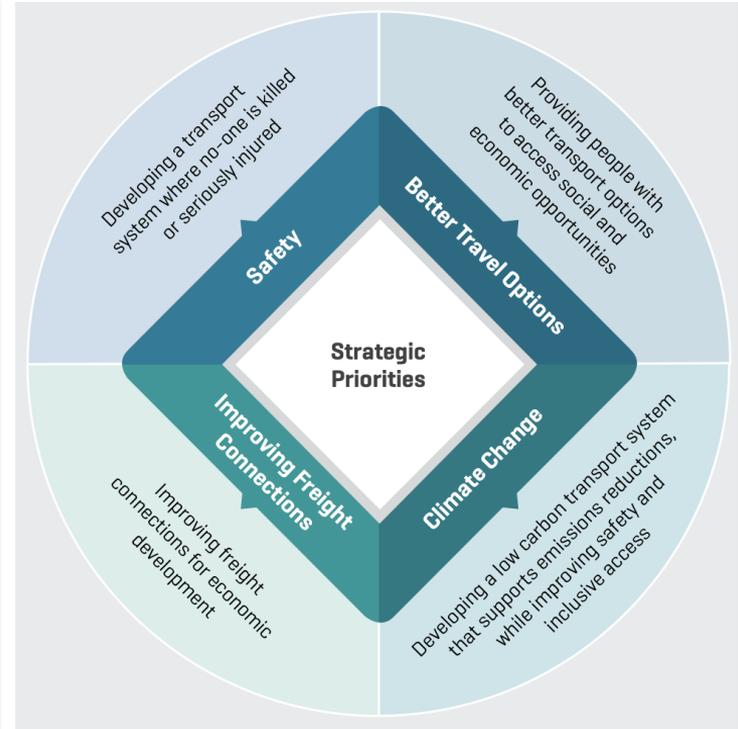
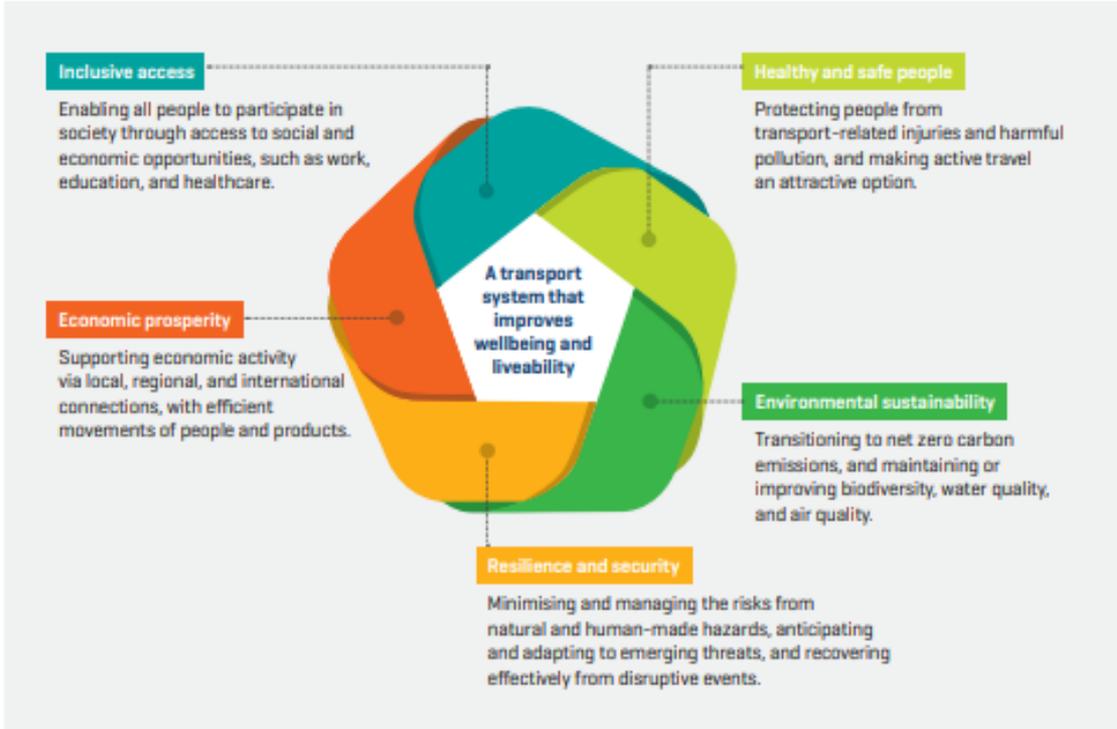


Cities are highly car dependent

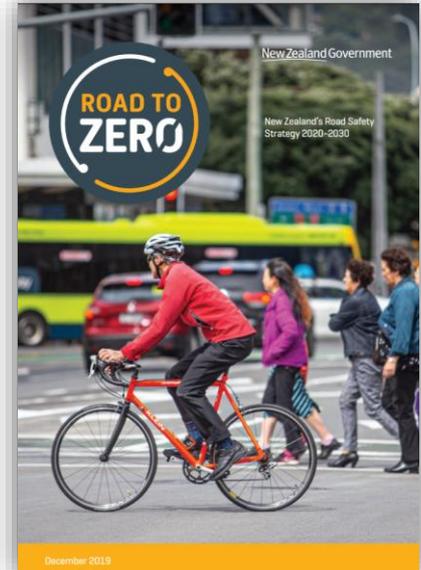
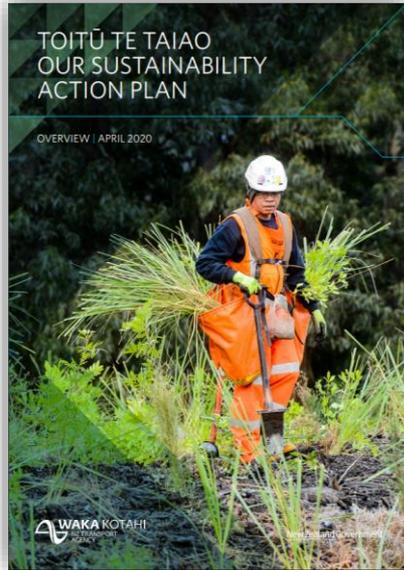
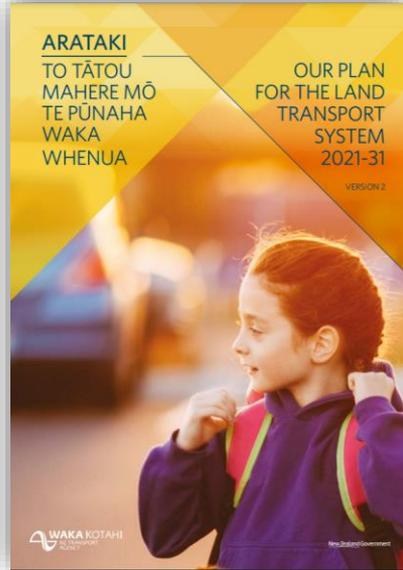
but public transport and active modes are growing



Government Policy gives clear direction



Our strategic response, all developed in the past two years





Patrick Reynolds

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Cyclists had 84% lower life cycle CO2 emissions than non-cyclists. Life cycle CO2 emissions decreased by -14% per additional cycling trip and decreased by -62% for each avoided car trip.



The climate change mitigation effects of daily active travel in cities
[sciencedirect.com](https://www.sciencedirect.com)

8:37 PM · 2/03/21 · [Twitter for iPad](#)

Aotearoa Urban Street Guide

Shifting away from a small catalogue of guidance to 'complete streets'



Streets for Everyone
Design streets to be equitable and inclusive, serving the needs and functions of diverse users with particular attention to people with disabilities, seniors, and children. Regardless of income, gender, culture, or language, whether one is moving or stationary, streets must always put people first. See 6: Designing Streets for People.

Streets are Multidimensional Spaces
Design the street in space and time. Streets are multidimensional, dynamic spaces that people experience with all their senses. While the ground plane is critical, the edges and the canopy play a large role in shaping a great street environment. See 5.3: Immediate Street Context and 5.4: Sidewalks-Building Edges and Focodes.

Streets are Public Spaces
Design streets as quality public spaces, as well as pathways for movement. They play a big role in the public life of cities and communities, and should be designed as places for cultural expression, social interaction, celebration, and public demonstration.

Great Streets Create Value
Design all streets to be an economic asset as well as a functional element. Well-designed streets create environments that entice people to stay and spend time, generating higher revenues for businesses and higher value for homeowners.¹ See 1.3: The Economy of Streets.



Streets for Safety
Design streets to be safe and comfortable for all users. Prioritize the safety of pedestrians, cyclists, and the most vulnerable users among them: children, seniors, and people with disabilities. Safe streets have lower speeds to reduce conflicts, provide natural surveillance, and ensure spaces are safely lit and free of hazards. See 1.2: Safe Streets Save Lives.



Streets as Ecosystems
Integrate contextual green infrastructure measures to improve the biodiversity and quality of the urban ecosystem. All designs should be informed by natural habitats, climate, topography, water bodies, and other natural features. See 1.4: Streets for Environmental Sustainability, 2.2: Green Infrastructure, and 5: Designing Streets for Place.



Streets for Health
Design streets to support healthy environments and lifestyle choices. Street designs that support active transportation and integrate green infrastructure strategies improve air and water quality, can reduce stress levels, and improve mental health. See 1.6: Streets Shop People.



Streets Can Change
Design streets to reflect a new set of priorities that ensures appropriate distribution of space among different users. Push boundaries, try new things, and think in creative ways. Implement projects quickly using low-cost materials to help inform public decision making, allowing people to experience and test the street in different ways.



Streets are Multimodal
Design for a range of mobility choices, prioritizing active and sustainable modes of transport. Safe, efficient, and comfortable experiences for pedestrians, cyclists, and transit riders support access to critical services and destinations and increase the capacity of the street. See 1.7: Multimodal Streets Serve More People.



Streets for Context
Design streets to enhance and support the current and planned contexts at multiple scales. A street can traverse diverse urban environments, from low-density neighborhoods to dense urban cores. As the context changes, land uses and densities place different pressures on the street, and inform the design priorities. See 3: Designing Streets for Place.



NACTO – Global Street Design Guide

Time for faster, not just bigger, transport projects ◊

Todd Niall · 05:00, Mar 02 2021



“But with calls growing for more priority to be given to active transport modes like walking and cycling, there also needs to be speedier and more creative thinking to deliver safe, separated cycle routes.”

Our response to this challenge: making it faster and easier to transition streets to safer and more liveable



New small projects fund reducing community severance



One of 80 projects in 2020/21 that quickly responded to councils and communities who have been asking to decrease community severance as a result of State Highways

68km walking and cycling infrastructure built with state highways in current 3 year NLTP

Southern Corridor
Improvements



Reducing social severance from our major roading schemes by integrating walking and cycling connections



Northern Corridor



Delivering on our commitment to growing walking and cycling



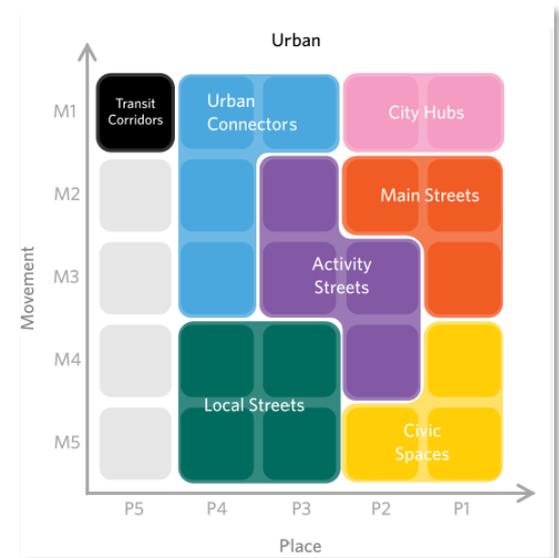
Making sure walking and cycling included when renewing assets



Taipā bridge

One Network Framework

a step change in investment from 'transport only' to movement and place





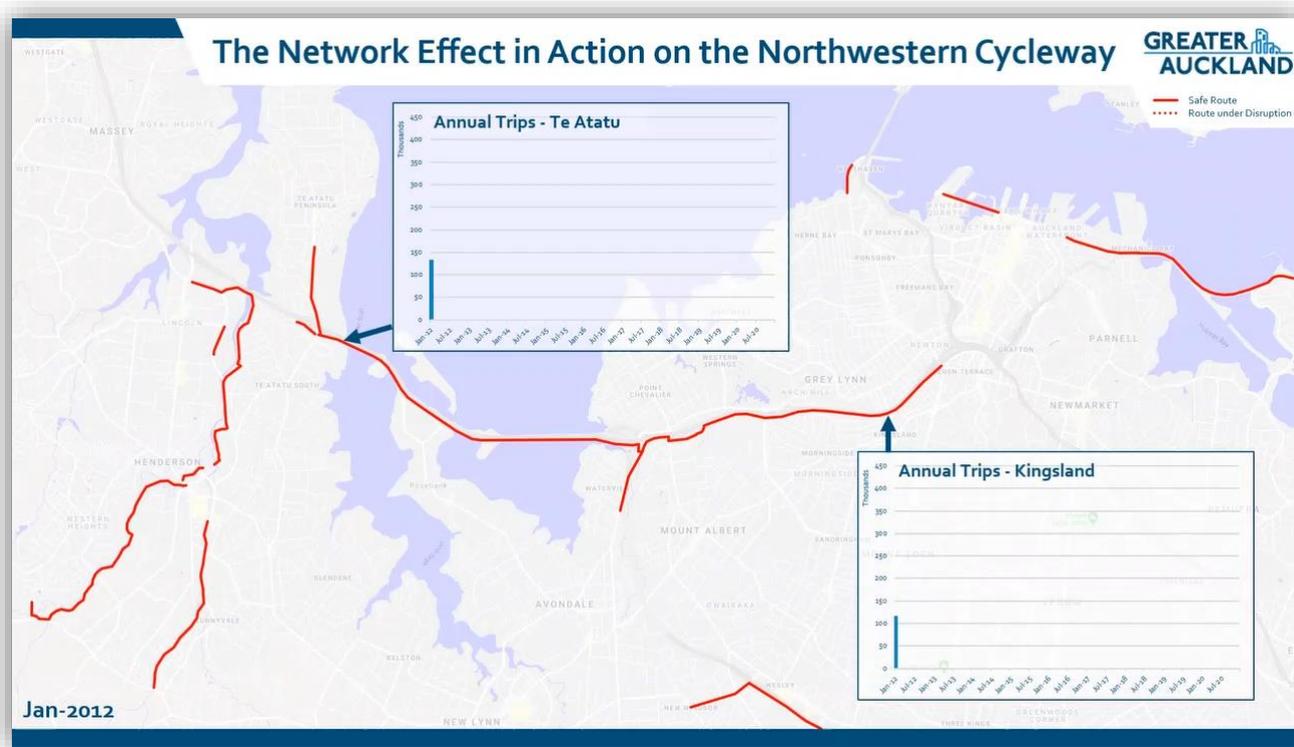
Investing for thriving economy and places



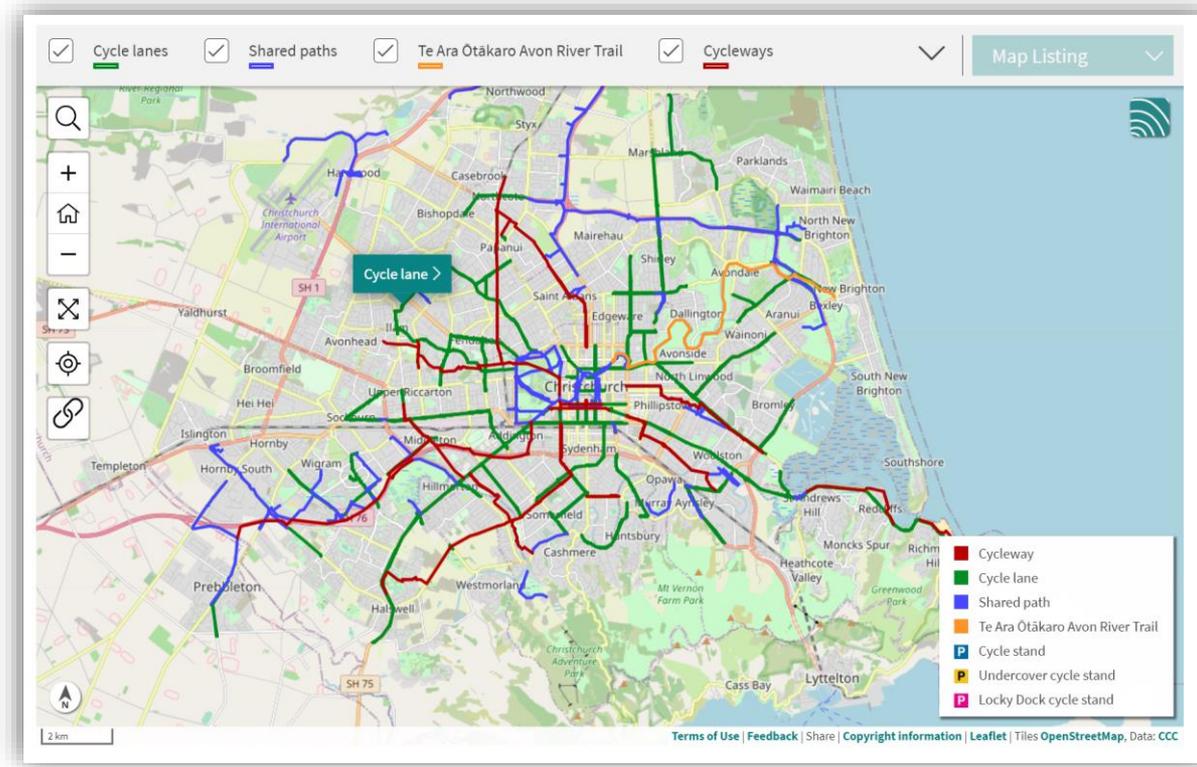
Tackling the “noisy few” by supporting community conversations with an evidence-based approach



Creating a connected network



Maturing network in Christchurch showing results



Connecting urban centres + protecting road and rail networks



Te Ara Tupua

Connecting urban centres: SH88 Dunedin to Port Chalmers shared path



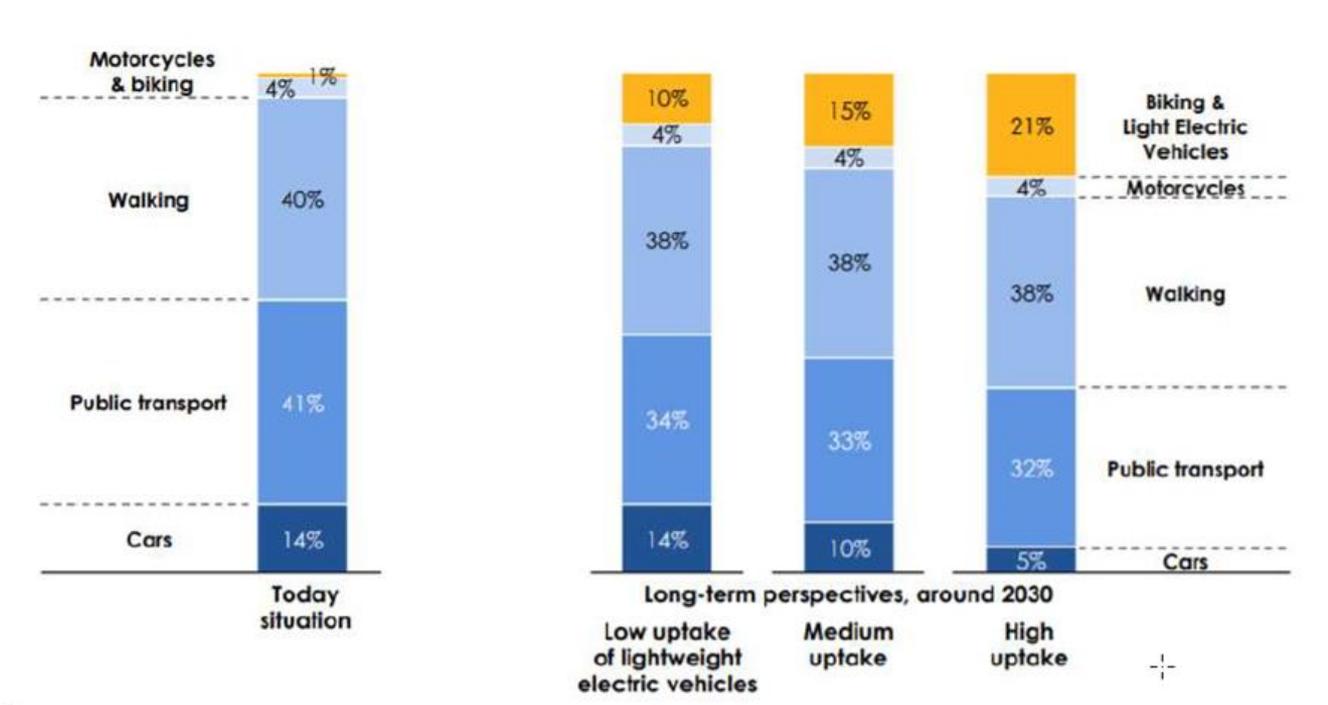
Downer
Reliability. Creating success.

Is the pace of delivery fast enough?



93,000+
Kms of roads in NZ

Current and predicted modeshare Paris



Questions

