

The Challenges of Designing for Interested but Concerned Cyclists

**Andy Lightowler – Technical
Director, Transport Advisory, Beca**

Introduction

- 🚴 Context / brief overview of cycle planning principles/categories of cyclists
- 🚴 Some examples of good & less successful outcomes
- 🚴 Challenges
- 🚴 How can we better meet our goals?
- 🚴 Discussion

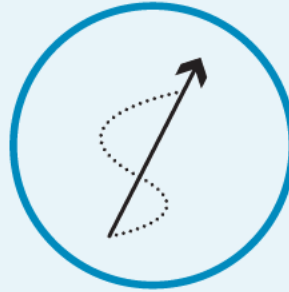


Key Cycle Design Principles



Safe

It feels safe for users and helps overcome safety concerns associated with cycling.



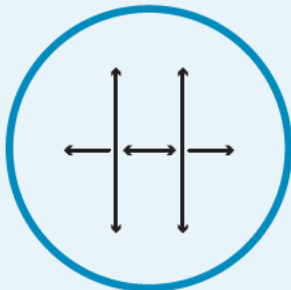
Direct

It follows direct routes with minimal detours and waiting times.



Comfortable

It provides an easy and pleasurable cycling experience.



Coherent

It is well integrated into a continuous and consistent cycling network.



Attractive

It is aesthetically pleasing and attracts users.



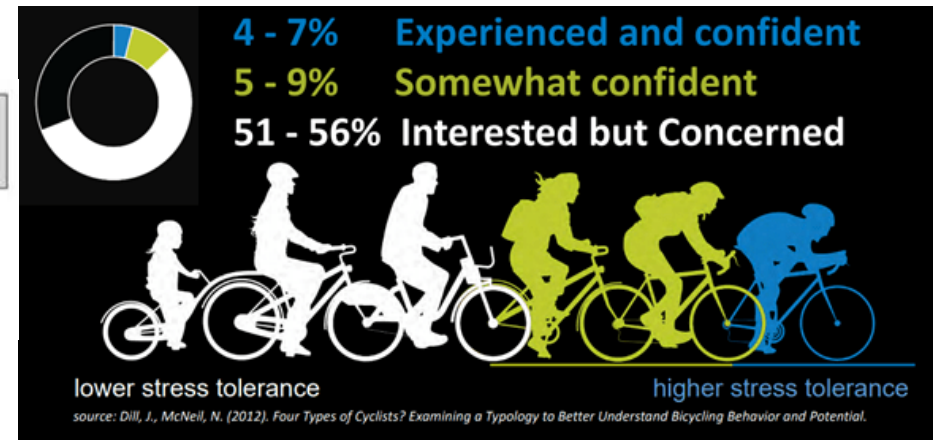
Convenience shouldn't be traded off against safety



Directness shouldn't be traded off against comfort, etc.

Categories of Cyclists

- 🚲 Geller presented his 4 categories of cyclists in 2005
- 🚲 Broke down city population into 4 types (in reality a continuum):



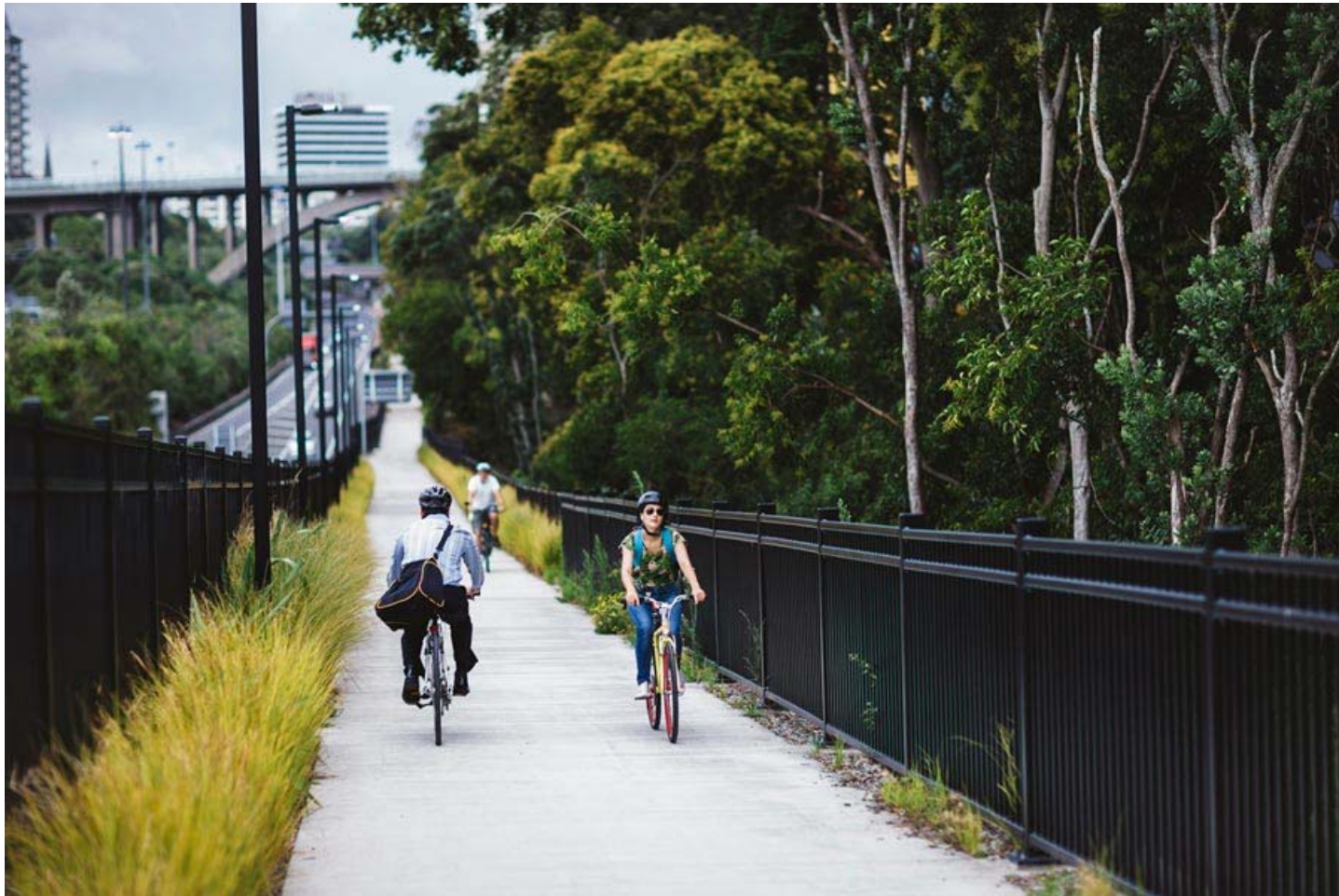
- 🚲 Proportions may vary according to local culture & other demographic factors
- 🚲 Not everyone can be clearly assigned into one category

‘Interested but Concerned Cyclists’

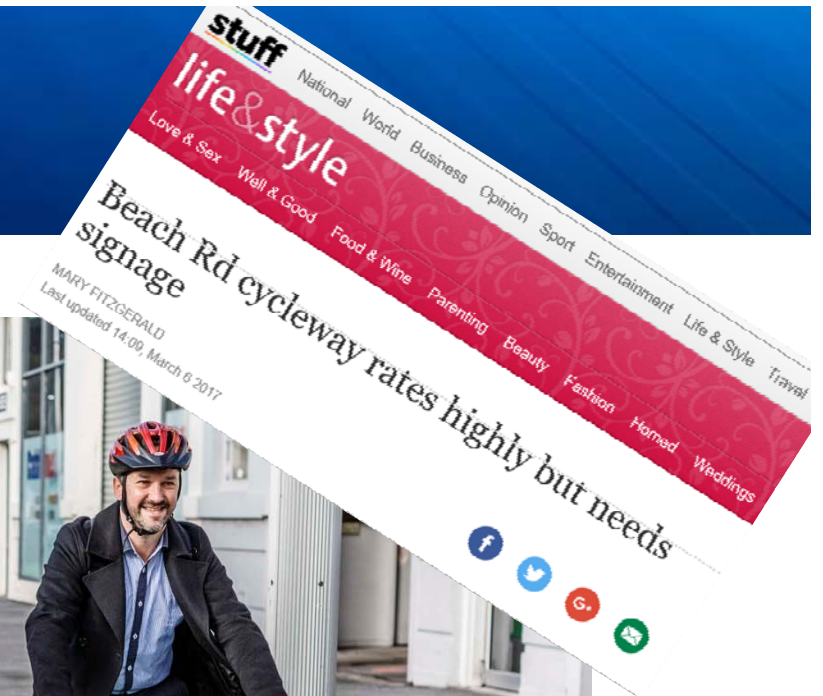
- 🚲 People who “**generally require physical separation** from motorised traffic before they are prepared to travel by bike”
 - *Some may be “prepared to mix with motorised traffic when both volumes & speeds are low”*
- 🚲 Geller stressed “it is **important to identify the target audience** that a **particular cycle route is supposed to cater for**”
- 🚲 The level & standard of provision should meet the needs of its target audience **over its entire length**



Cycle Design Headlines: Grafton Gully



Beach Road



Cycle Design Headlines: Island Bay

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OLLETTE DEVLIN
Updated 18:28, September 27, 2017



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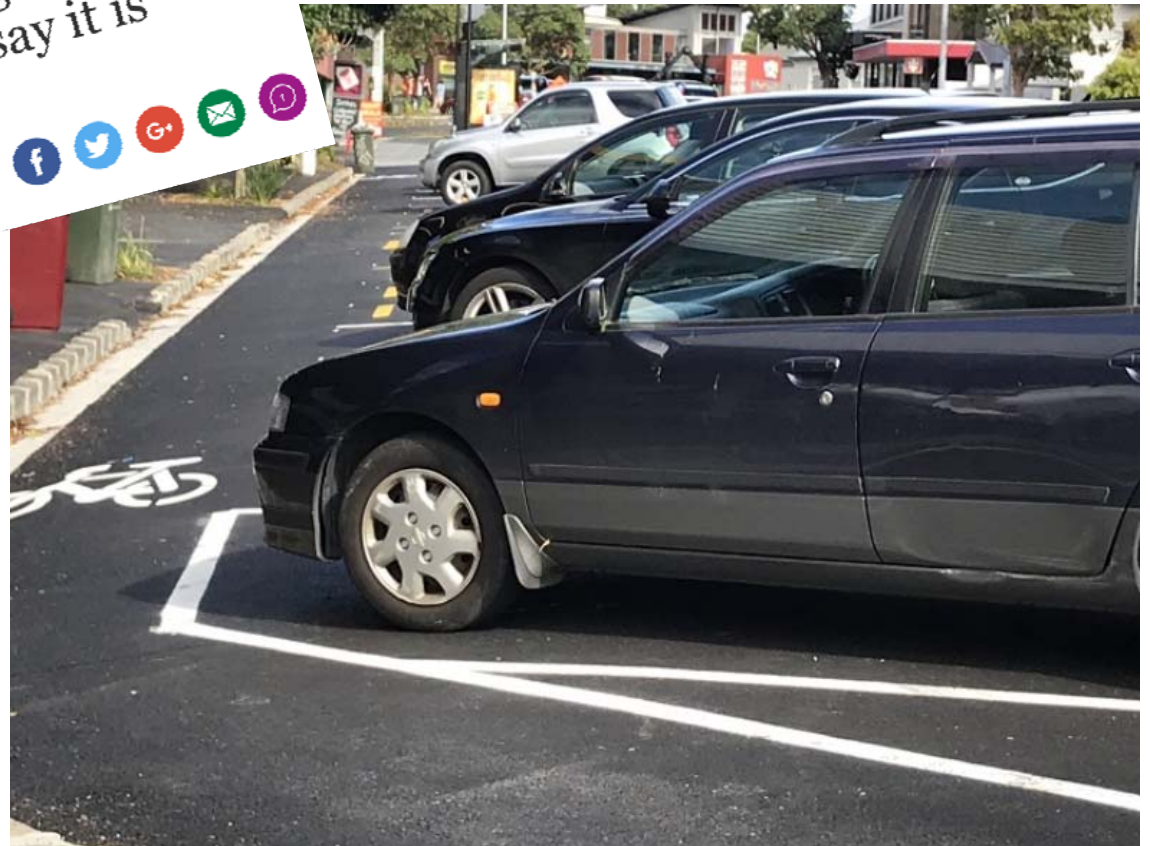
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Cycle Design Headlines: Oriental Parade

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Wellington Wairarapa Porirua Kapiti Hutt Valley Hawke's Bay Local Papers

Back to the drawing board for Oriental Pde Cycleway design

COLLETTE DEVLIN

Last updated 18:45, December 17 2017



The Many Challenges Typically Faced



Financial constraints



Time constraints



Road space constraints



Public & press reaction



Political support



Fixing existing problems



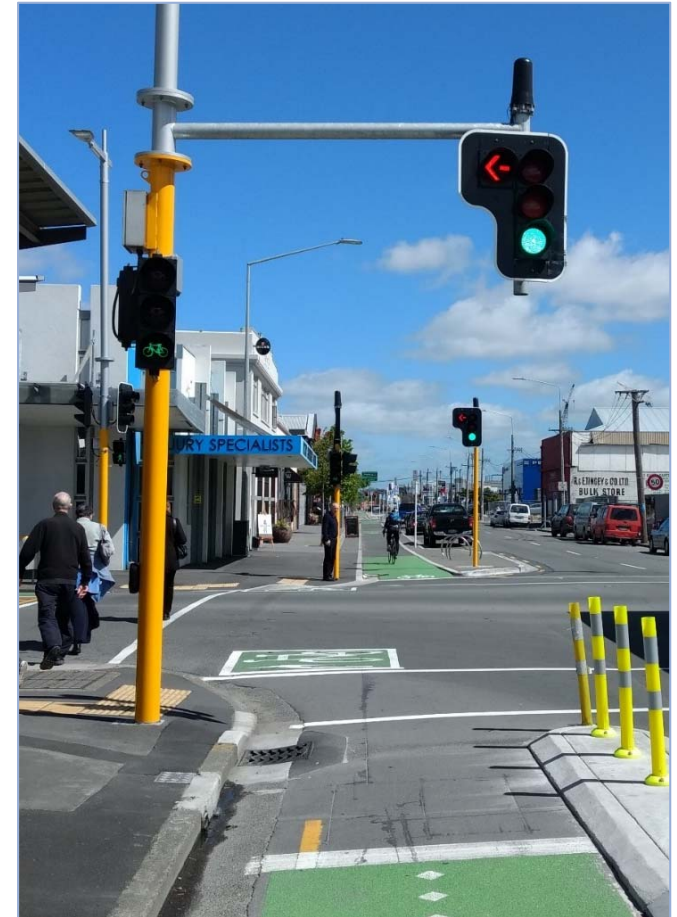
Lack of guidance/standards?



Legislation doesn't help (e.g. signal design)



Catering to one group of cyclists often detracts the accessibility of another



Some Key Success Factors....

- ➡ Having the right team
- ➡ Collaboration
- ➡ Having a Clear Strategy/Project Mandate
- ➡ Understanding the target market
 - Testing/quantifying the proportion of 'interested but concerned' cyclists robustly
- ➡ Realistic Goals / Success Criteria
- ➡ Communicate the Big Picture
- ➡ 'Attention to detail'
- ➡ Know when to stop making compromises
- ➡ Procurement & delivery
- ➡ *Knowledge continues to evolve....(technical & public)*

The Importance of Collaboration

🚲 Collaboration between planners, urban designers & landscape architects, as well as transport engineers & transport planners, is vital

- Many cycle projects become streetscape / place making projects

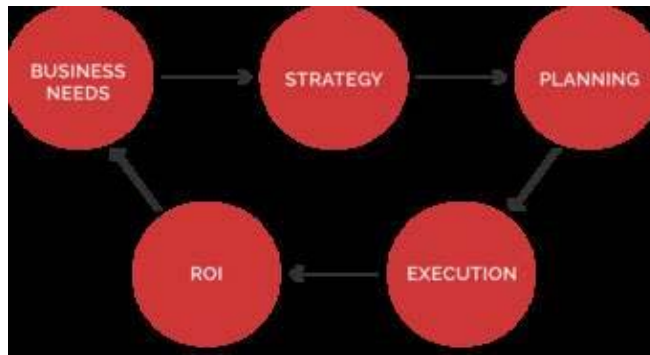


🚲 Each aspects of the design is important



Defining the Corridor Strategy

- 🚲 Many transport authorities have significant overlap in their modal networks
- 🚲 **Resolve network level implications** before considering individual corridors
 - Have clear objectives & principles
 - Evaluate the options & make a clear decision
- 🚲 Needs clear & shared agreement on **network modal priorities**
- 🚲 If not done, opportunities can be missed



Define Realistic Goals and Know What Success Looks Like!

- 🚴 Are our aims realistic / achievable & consistent with other transport goals?
 - Upfront effort usually leads to smoother implementation
 - BUT avoid the Kaizen Paradox – incremental improvement can impede innovation
- 🚴 Be clear what success looks like...
- 🚴 Get the corridor strategy & priorities 'locked in' up-front is crucial to avoid
 - Delays
 - Cost blow-out
 - Failure to meet expectations



Political and Public Support

- 🚲 Political commitment is often key to achieving project objectives, particularly re-allocating road space,
- 🚲 The highest quality infrastructure often requires the most coherent & sustained campaign to persuade those in power to deliver it
- 🚲 Reputation is important when championing cycle projects & winning over the general public!



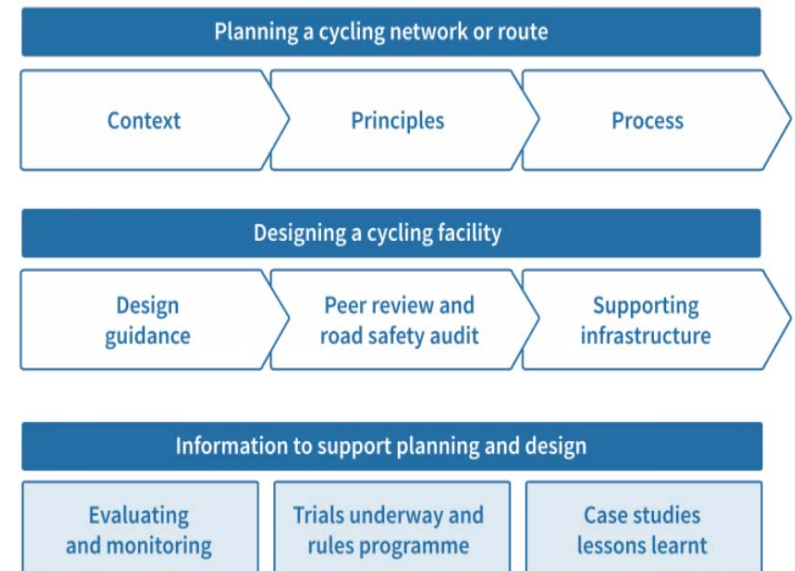
Devil is in the Detail

- 🚲 Cycle design is very context driven
 - Space
 - Community requirements
 - User priority
- 🚲 Different treatments fit different requirements for different users

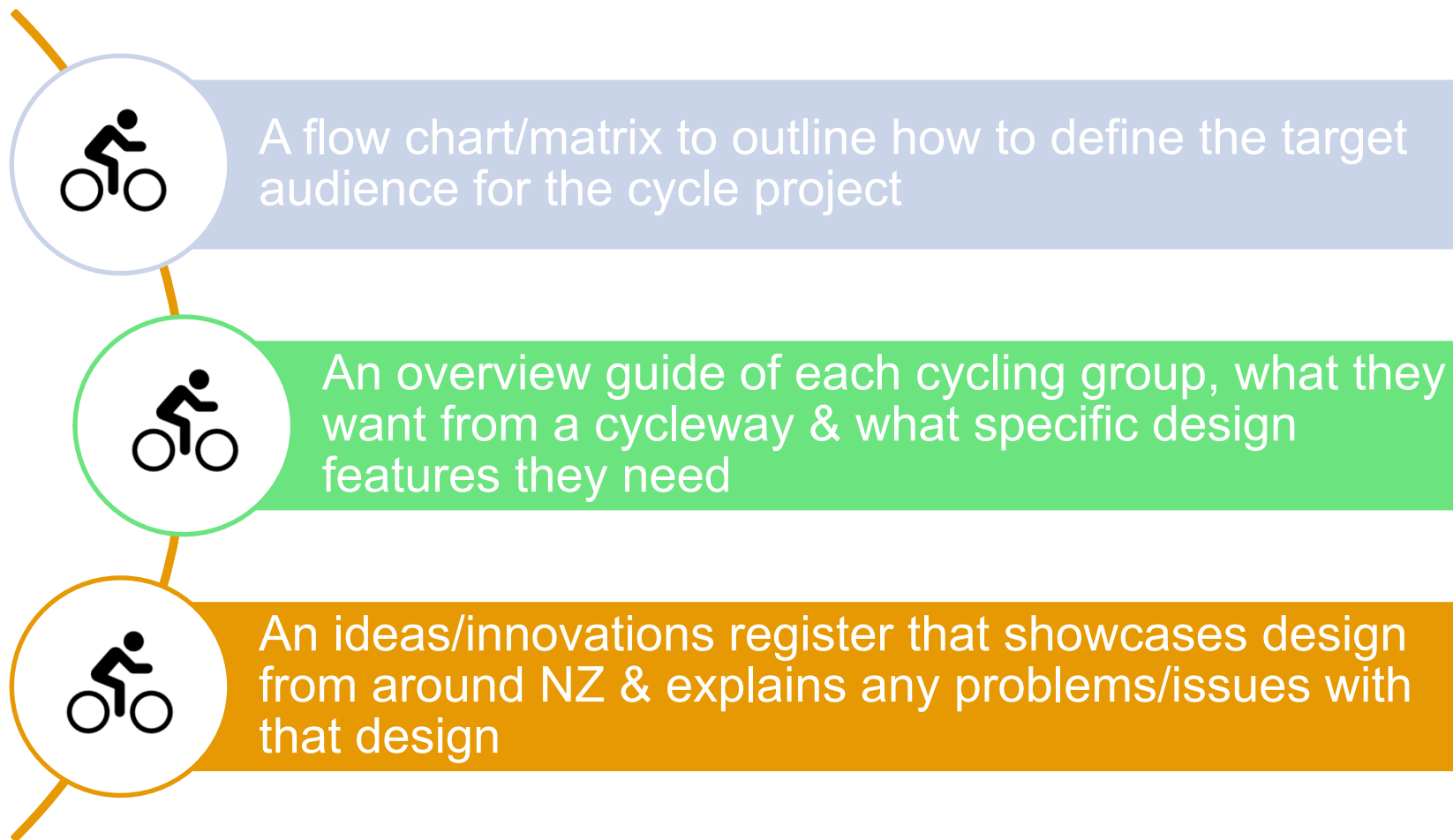


Design Standards

- 🚲 Lots of good work has been done
- 🚲 Guidance is evolving
- 🚲 NZTA National Cycle Design Guidance project developed on-line ‘framework’
 - Designed to be updated to keep track of continually-evolving best-practice / fit for purpose guidance
- 🚲 Needs to be:
 - Simple to use
 - Flexible
 - Not too restrictive
 - Not exclude engineering judgement
 - Not inhibit innovation



Some Possible Gaps in Guidance?



Do we Know when to Pause?



How often have we accepted **too many compromises**?



How often do we fail to reconsider whether a project **can** achieve its initial objectives?



Are we willing to highlight where design objectives & principles are being **over-compromised**?



Are the mechanisms easily or readily available to have '**difficult conversations**'?

Closing Thoughts...

Of course it's often 'hard' to do things properly, **BUT** when is the last time that Watercare said:

“...there is rarely a perfect solution that can be lifted from the design guidance.....so we are carrying out public consultation to see **which water carried disease people would prefer**: Cholera, Typhus or Dysentery.”



WATER

New formulation! 50% less dysentery!*

"I preferred the old formulation."

Don't Fret!

Water Classic contains our originally available amount of dysentery, and is available in drinking fountains across the country.



Discussion

1. Think of an example where compromise has been left to go too far
2. What are the main barriers to us being slow to see or highlight that a project is departing from its intended trajectory
3. What is the one thing we could do differently or better to deliver better cycling infrastructure?

Questions

