

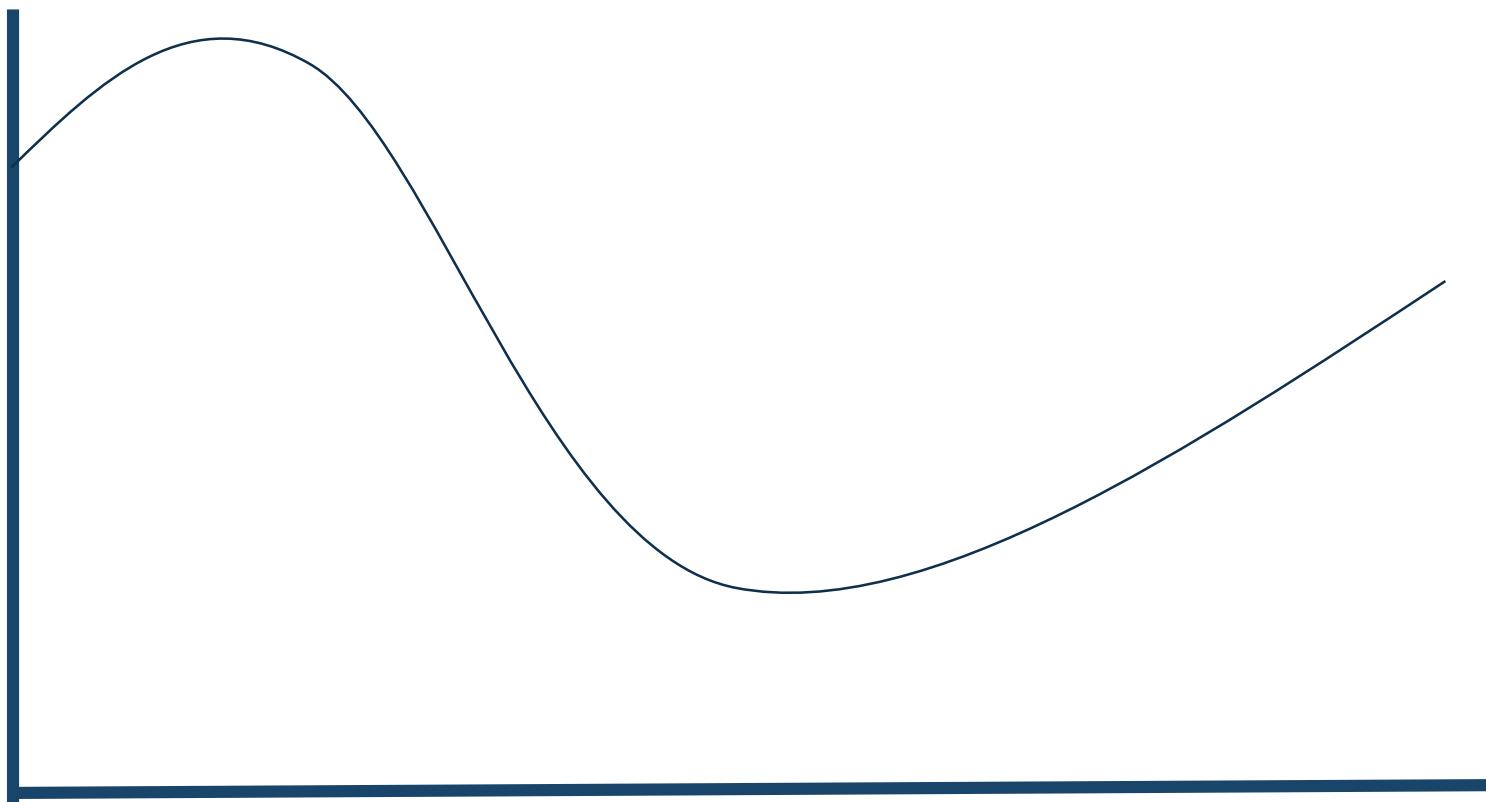
Reframing our urban mobility challenge

Lessons from summer school in the Netherlands (and Xmas reading)

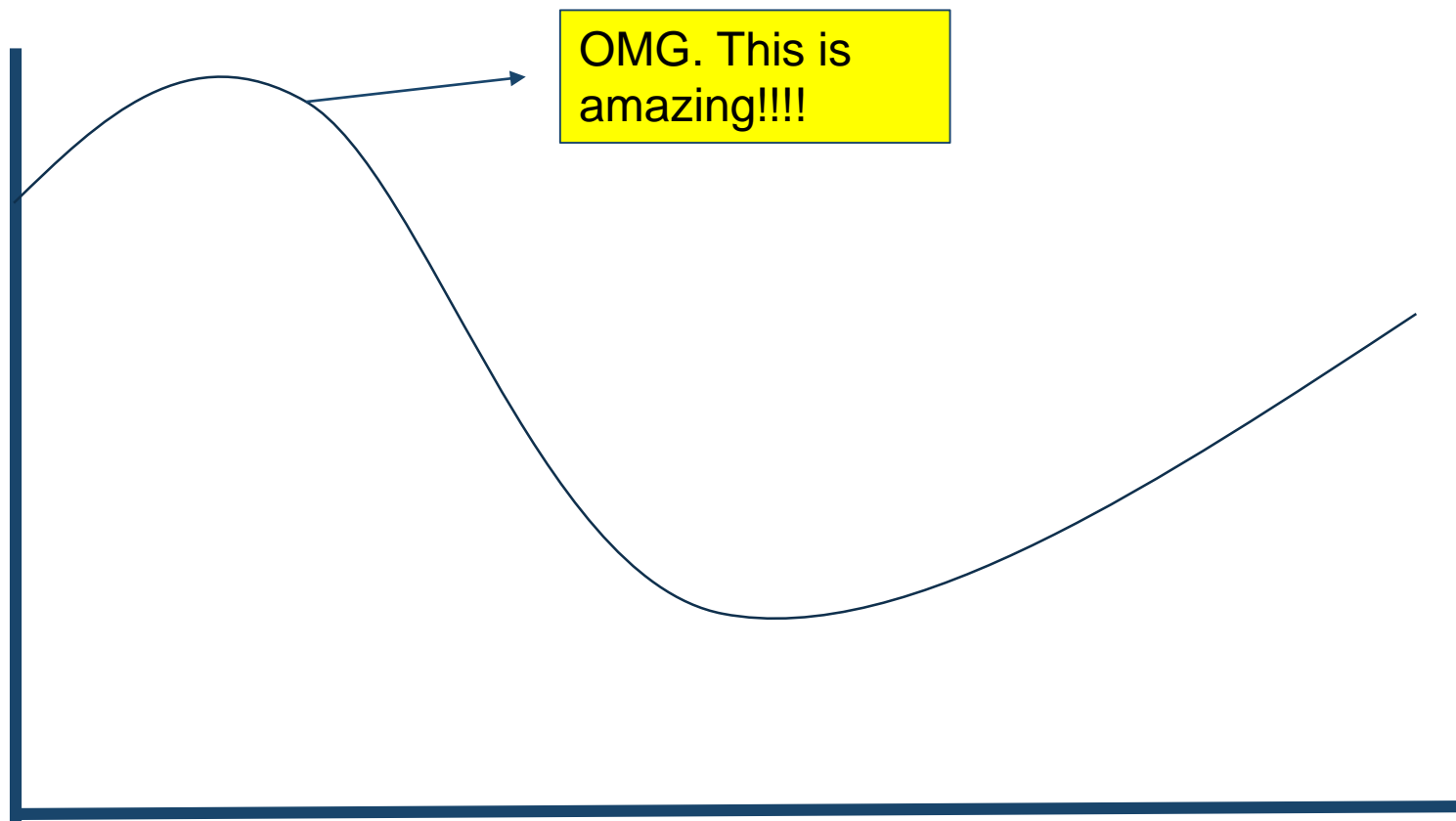
Claire Pascoe
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System Design & Delivery
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Excitement graph

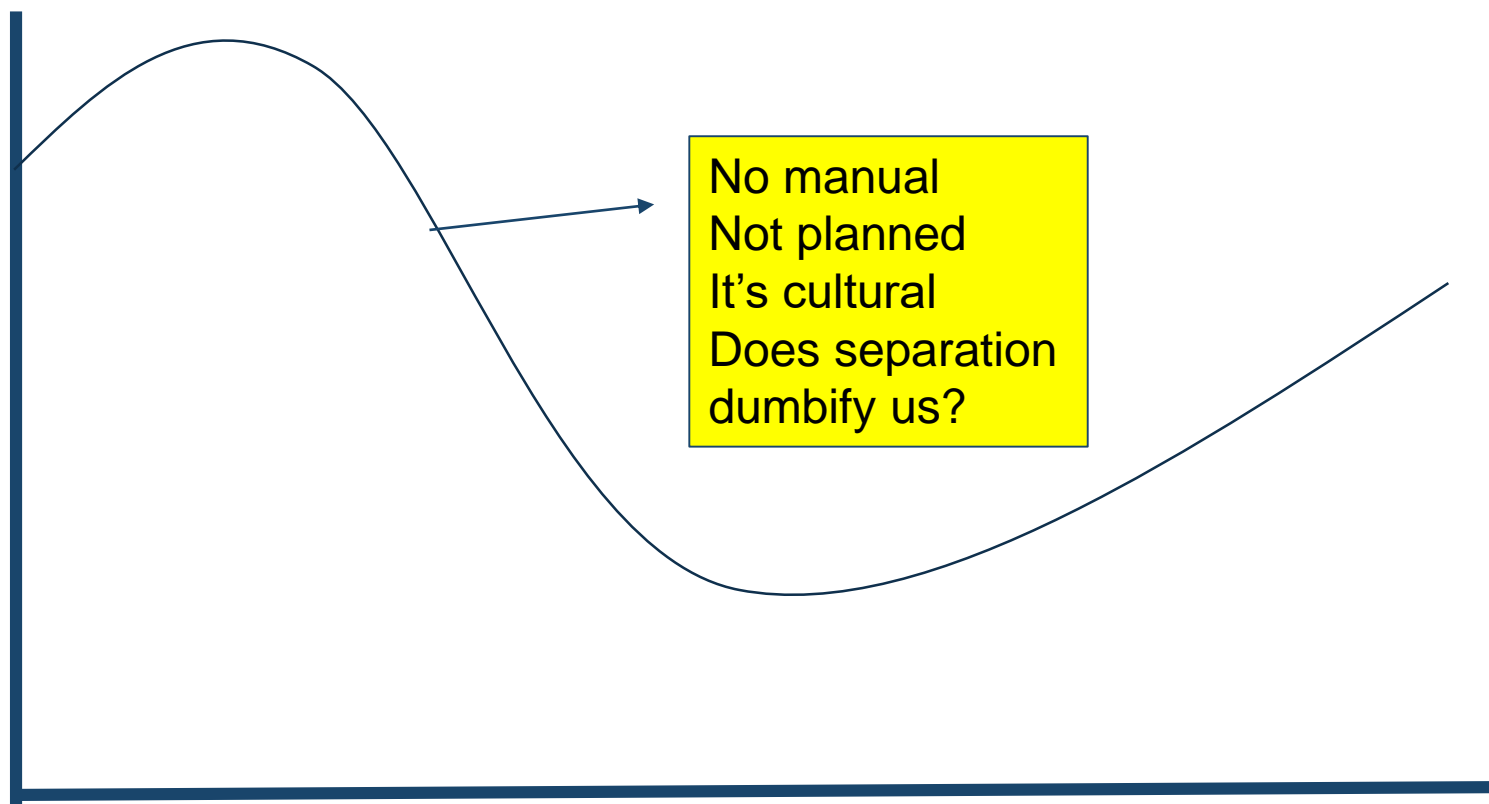


Excitement graph





Excitement graph





Burgemeester Job Cohen



HUIZEN TE KOOP
234.163

ECONOMISCHE GROEI IN
FILIPPIJNEN +5.20%

BENZINE LITERPRIJS

EU
11



Zo populair is
Nederlands bier in
het buitenland



Historisch
Grachteng
NIMBY's kl
een keer te

Ja en vooral nee

Bakfietsmoeders zijn de satan



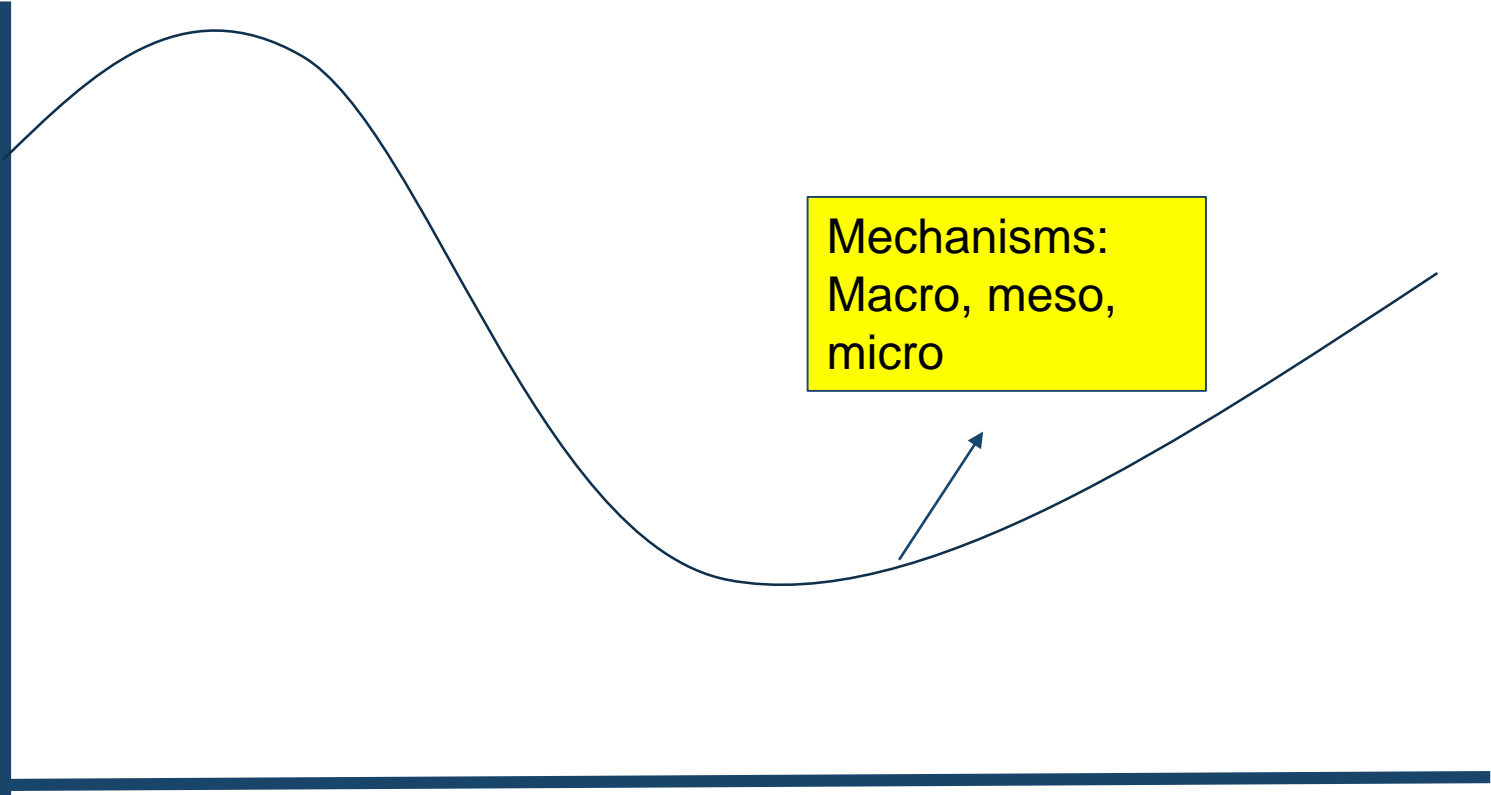
Groot alarm in Het Parool ([Blendle](#)). Hip en hoogopgeleid neemt de stad over, kopt de stadskrant. Yup, bakfietsmoeder en hipster zijn het symbool van het kwaad. Het probleem: bepaalde pauperwijken in de hoofdstad knappen op en dat zou mensen die niet succesvol zijn de stad uit jagen.

Een dergelijk proces staat onder maakbaresamenlevingfans bekend als 'gentrificatie'. En gentrificatie is slecht, want de charme van grote steden zouden de rafelranden van de stad moeten zijn, omdat daar 'interessante ontwikkelingen in alle vrijheid kunnen worden opgestart'. Dus heeft een stad 'rafelwijken' nodig, met een goedkope supermarkt en goedkope drogist en zonder 'taartenarchitect' en 'mineraalwaterspecialist'. Mwah. Het artikel maakt een totale karikatuur van Amsterdamse achterstandswijken waar toevallig een duur koffietentje en upmarket banketbakkerij is gevestigd. Wie door die wijken loopt weet beter en ziet vooral de dingen die zouden moeten worden gedaan om de buurt een stuk leefbaarder te maken. Verder is niet zoveel mis met 'gentrificatie', wijst recent onderzoek uit, en is er [niet zo gek veel bewijs](#) voor dat de oorspronkelijke buurtbewoners door dat fenomeen erop achteruit gaan of zelfs maar overwegen de wijk te verlaten. Ja, bakfietsmoeders vinden wij ook stom, maar het probleem voor Amsterdam is niet gentrificatie, maar eerder een gebrek daaraan.

J. van Kuppeveld | 14-02-15 | 18:37 | 29 reacties | 1 19



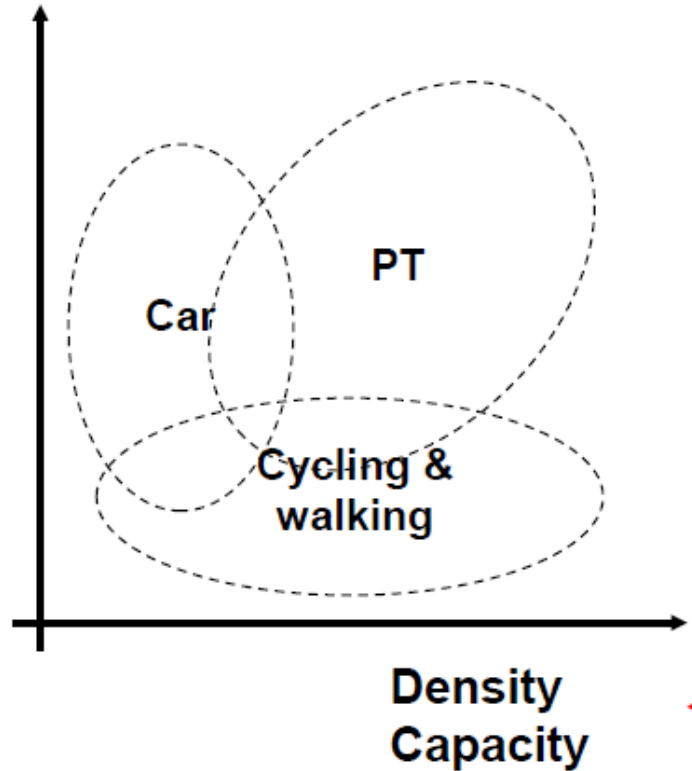
Excitement graph



Land use

Acceptable travel time

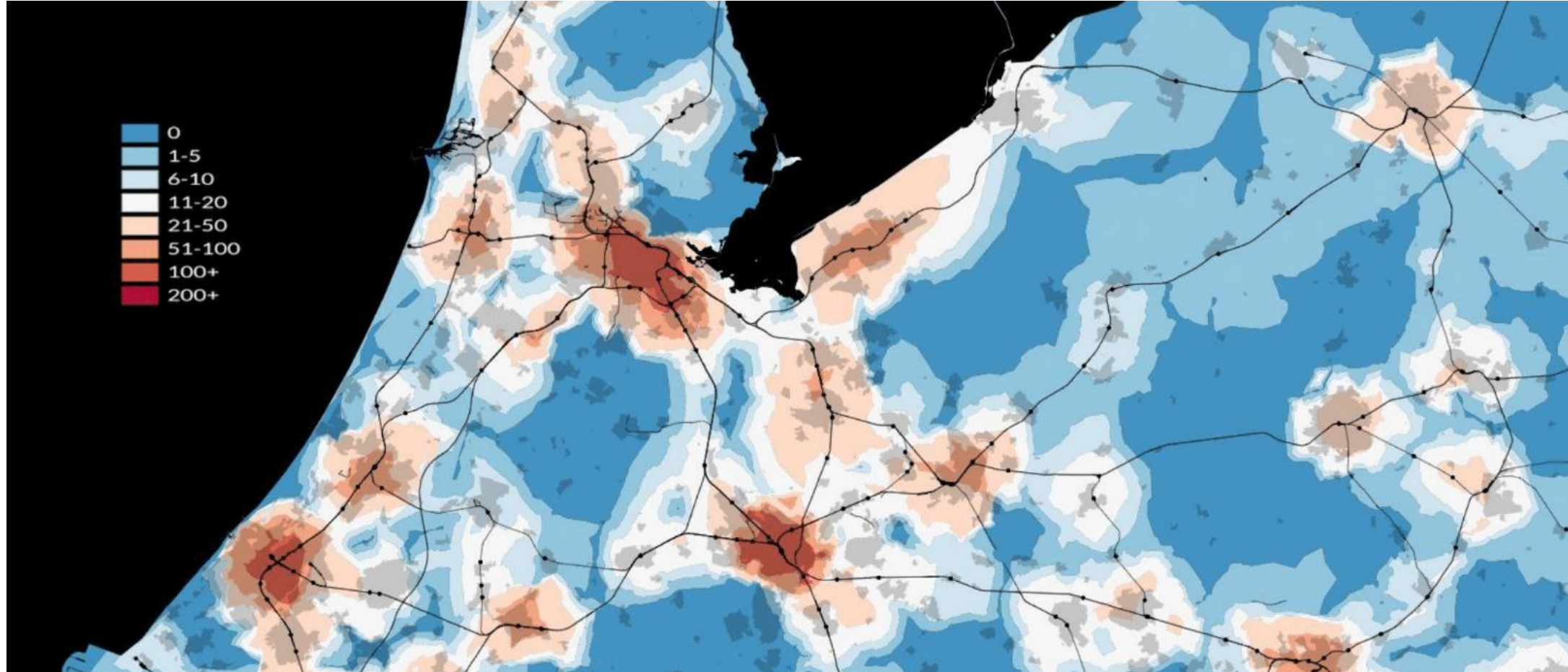
Distance
Speed



Mutual support

(Bertolini & le Clercq, 2003)

Introducing.....the bicycle train.



Number of departing trains within 20 mins of cycling (5km)

Source: Verdus 2015, www.fietscommunity.nl/projecten/bicycle-train-combination

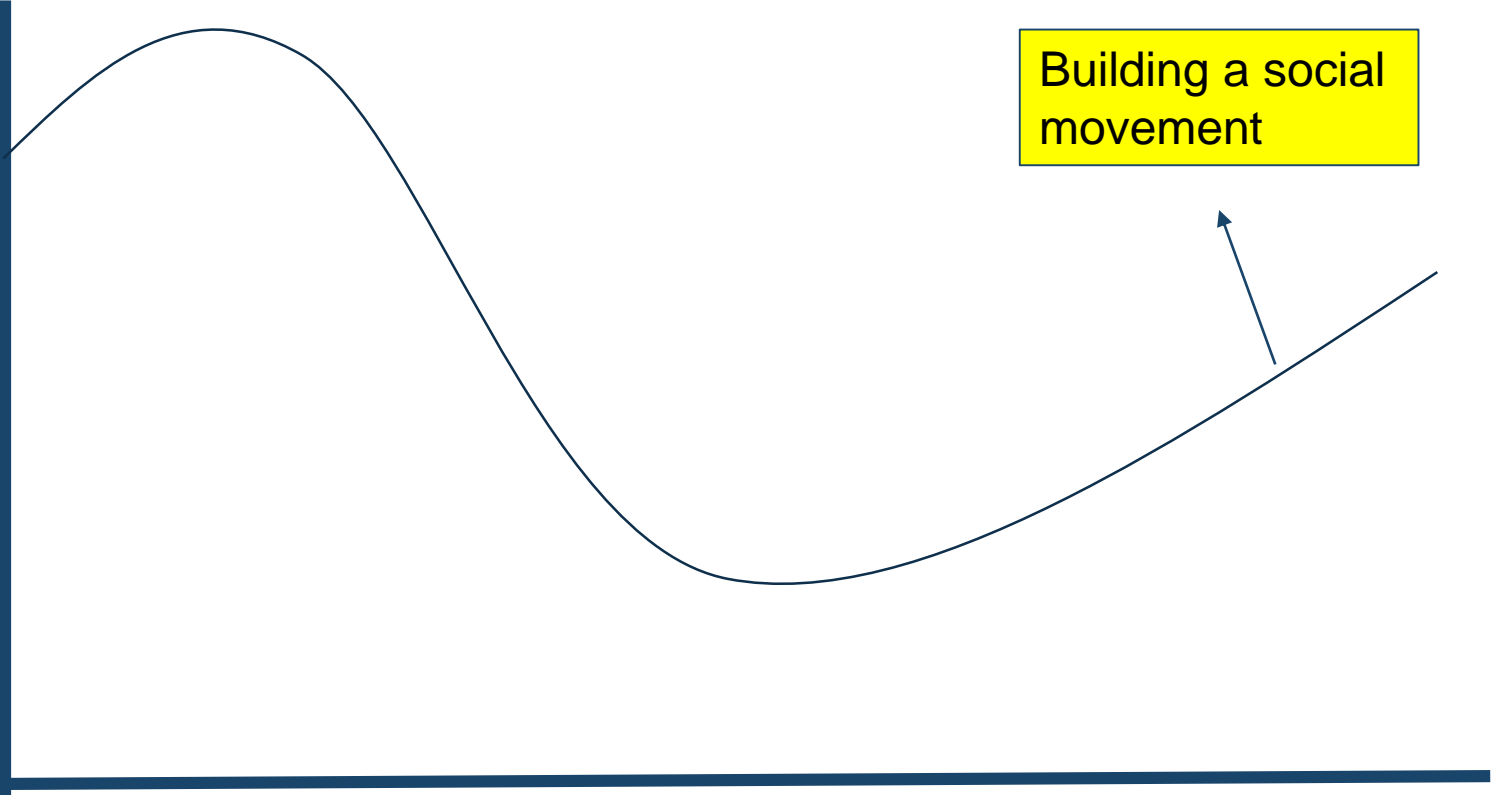


30 km/uur



50 km/uur

Excitement graph



Lesson 1: Optimise the human, marginalise the machine

Reframed from
conflict to social
friction

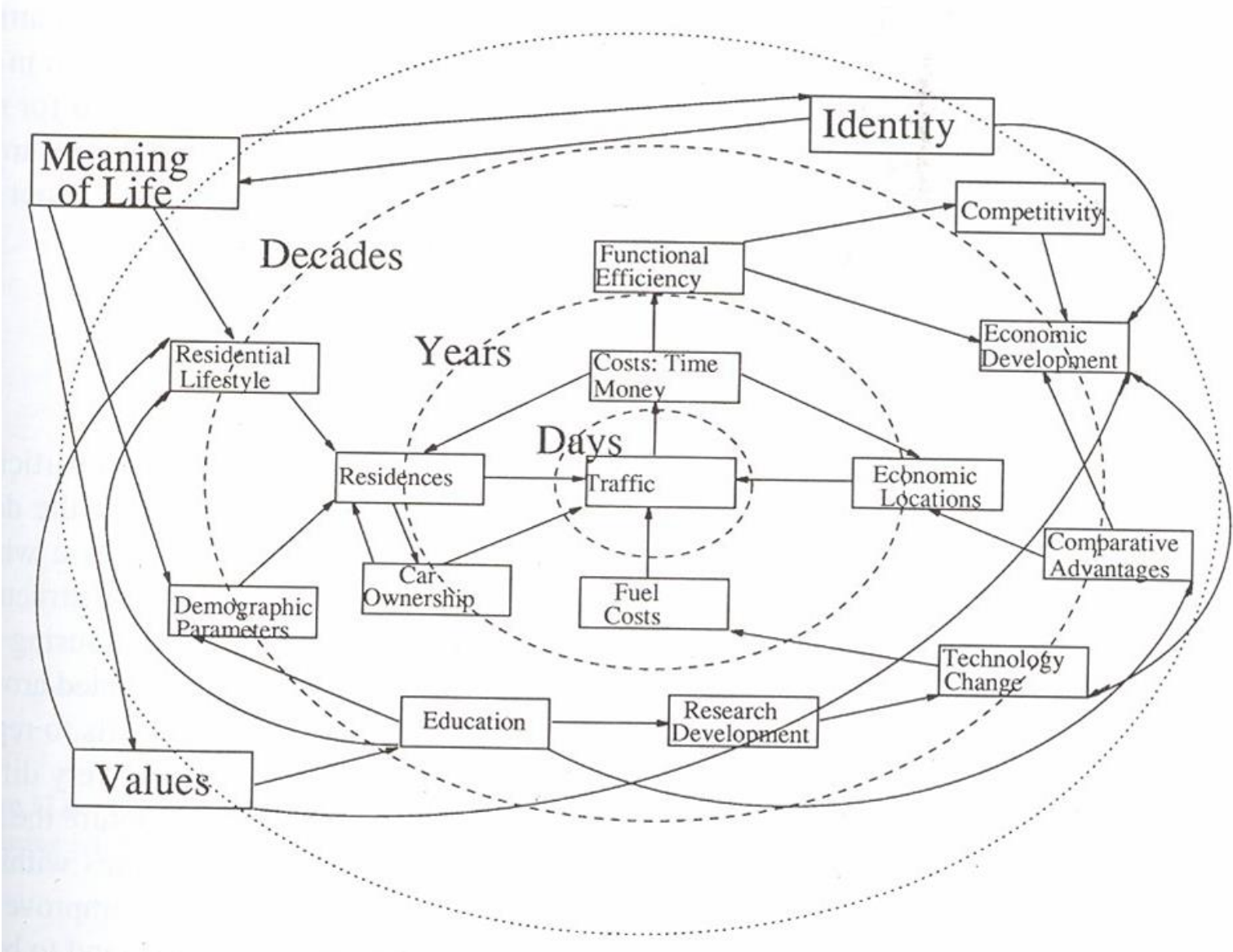


Lesson 2: All models are wrong, however, some are useful,

George Box, 1978

Reframed: Time travel savings to meaningful mobility

(Allen, 1997)

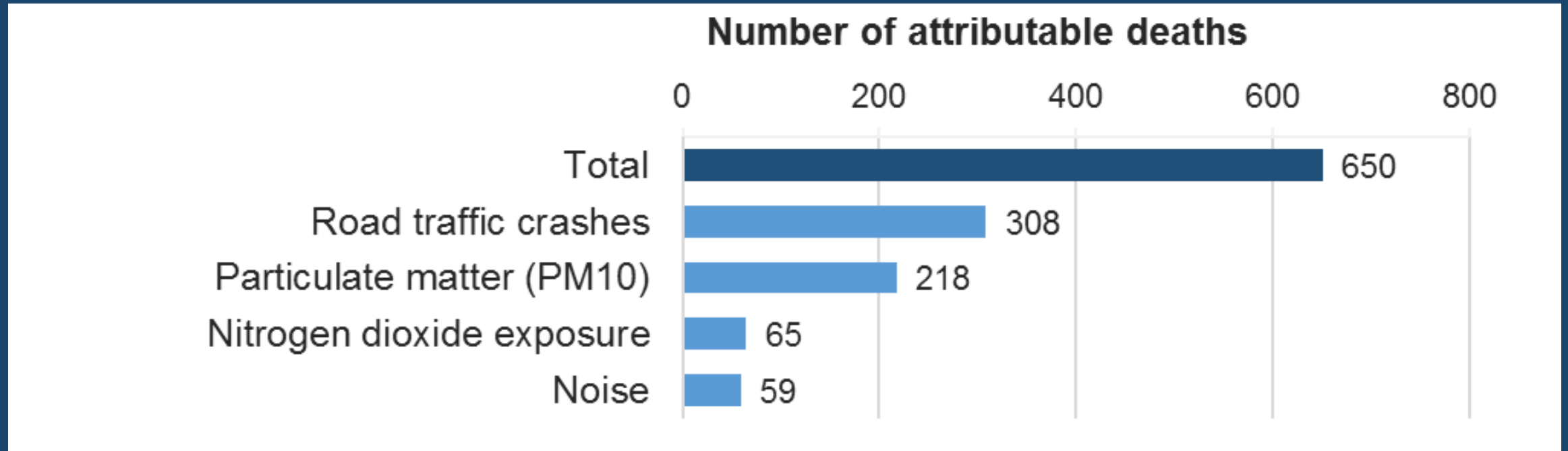


Lesson 3: Safety is cultural but slower speeds don't need to be

Reframed: Slow speeds to healthy streets



Health burden of road transport in New Zealand



Briggs, D., Mason, K., Borman, B. (2016). Rapid Assessment of Environmental Health Impacts for Policy Support: The Example of Road Transport in New Zealand. *International Journal of Environmental Research and Public Health*, 2016; 13(1): 61

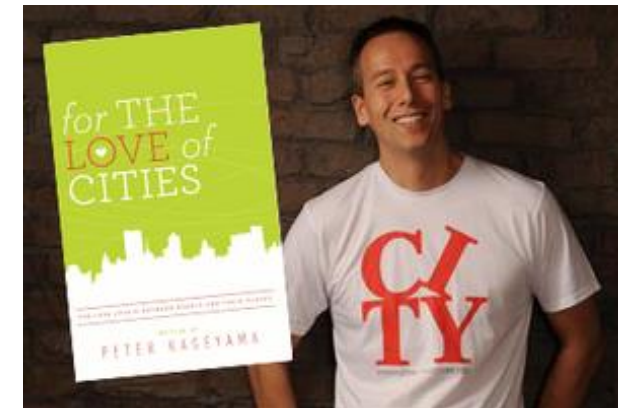
Lesson 4: Taming a hostile media



Reframed: From media beat up to becoming a reliable source of constructive news

Lesson 5: There is no recipe

Reframed: From technical problems to adaptive change



~~RAACISM~~



Technical problem or adaptive challenge?



Diagnosing the problem.....

Technical Problems	Adaptive Challenges
Easy to identify and define problems	Difficult to identify or define
Can often be solved by an expert	Can require changes in values, belief, roles, relationships & approached to work
Technical Solutions	Community solutions, consultation, multi-disciplinary
Implementation often quick and easy - clear	Change in numerous places required – across organisational boundaries
Require change in one or a few isolated places	Solutions often experimental, discoveries, can take a long time to implement
Requires expertise	Requires leadership

Heifetz and Linksy,
2002

How to identify an adaptive challenge

- **Gap between aspiration and reality**
- **Current repertoire of interventions inadequate**
- **Stakeholders across boundaries**
- **Longer timeframe**
- **Disequilibrium experienced as sense of crisis starting to be felt**
- **Difficult learning required**

Aspiration vs. reality

	Private Vehicle	Public Transport	Cycling	Walking	Sustainable Mode Targets
Tauranga City	90%	2%	3%	4%	20%
Auckland	84%	8%	1%	5%	45%*
Hamilton City	86%	3%	4%	7%	29%**
Wellington City	53%	21%	4%	21%	59%***
Christchurch City	84%	4%	7%	5%	32%
Dunedin City	82%	3%	3%	12%	40%

* Trips in the morning peak from 23% baseline

**Proposed

***cordon count not JTW

Best Investments for Physical Activity

Infographic created by  

- 1 Communication and public education**
Consistent public education, including use of mass and social media
- 2 Transport and the environment**
Transport policies and systems that prioritise walking, cycling and public transport
- 3 Urban design and infrastructure**
Provide safe and equitable access for recreation and physical activity across the life course
- 4 Healthcare and health education**
Ensure assessment and advice about physical activity is a routine part of healthcare services
- 5 Education**
Make regular physical activity in schools and places of learning normal
- 6 Community-wide programs**
Work with communities to provide appropriate local solutions, aiming to mobilise large numbers of people
- 7 Sport and recreation**
Sport systems and programs that promote "sport for all" and encourage participation across the life span

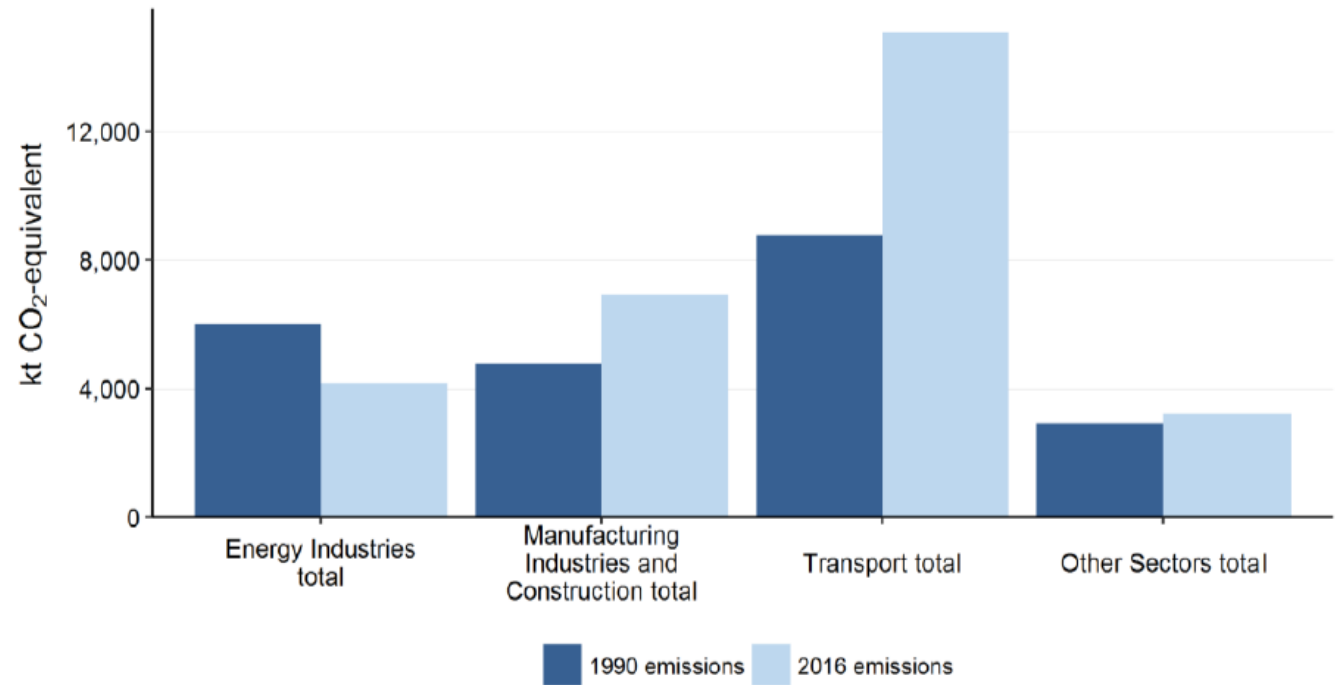
ISPAH
International Society for Physical Activity and Health
www.ispah.org

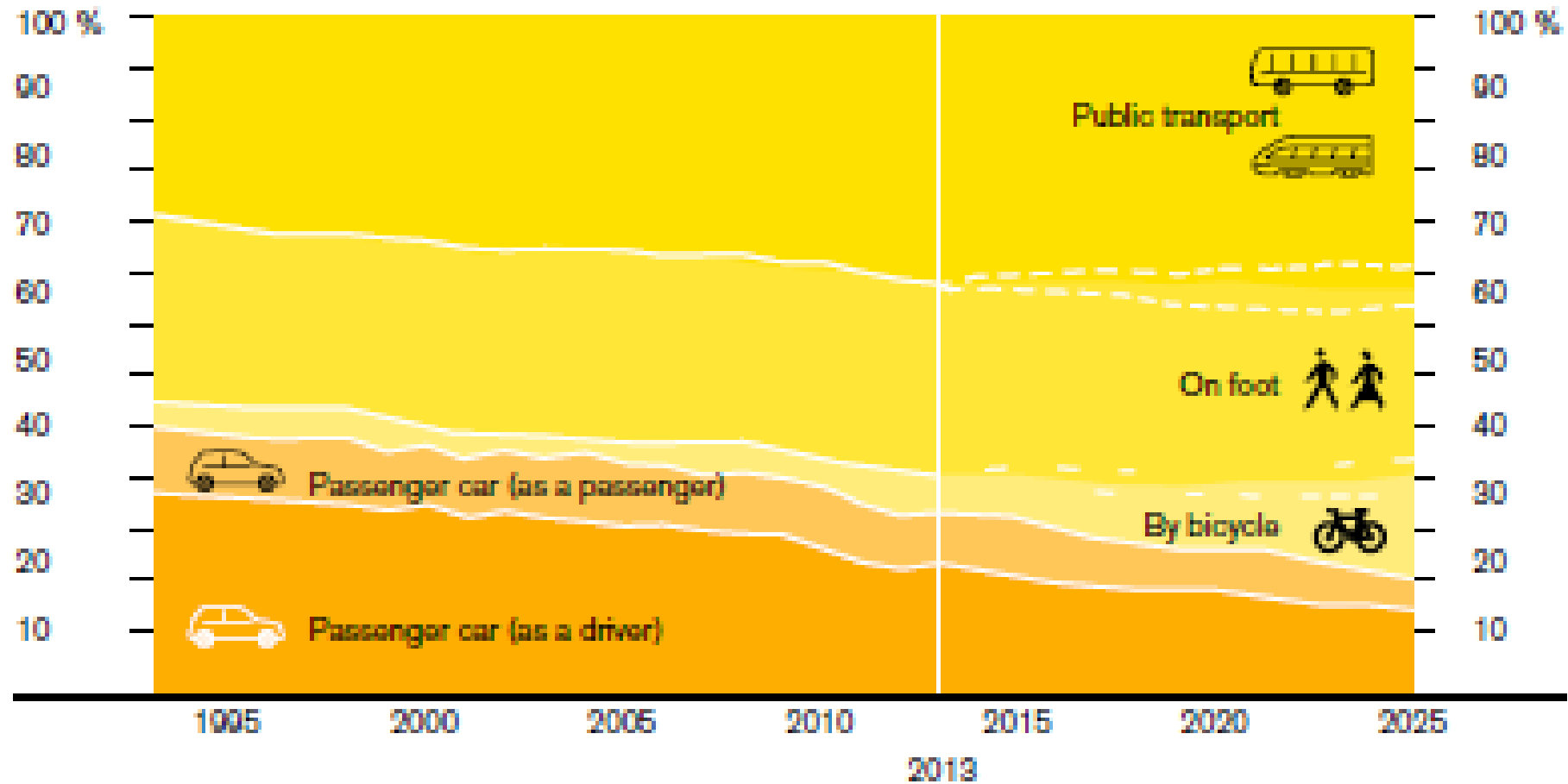
We need action to achieve the goal of 10% increase in participation by 2025

Work together to make it happen

Global Advisory Council for Physical Activity (GAPAC), the Advisory Council of the International Society for Physical Activity and Health (ISPAH), NCD Prevention: Investments that Work for Physical Activity. Br J Sports Med 2012;46:8:769-712.
International Society for Physical Activity and Health | Designed by Chloe Schiphorst | British Journal of Sports Medicine 2016

Figure 3.3.1 Change in New Zealand's emissions from the fuel combustion categories (1990–2016)





Data Source: Modal split changes target, Urban Mobility Plan Vienna

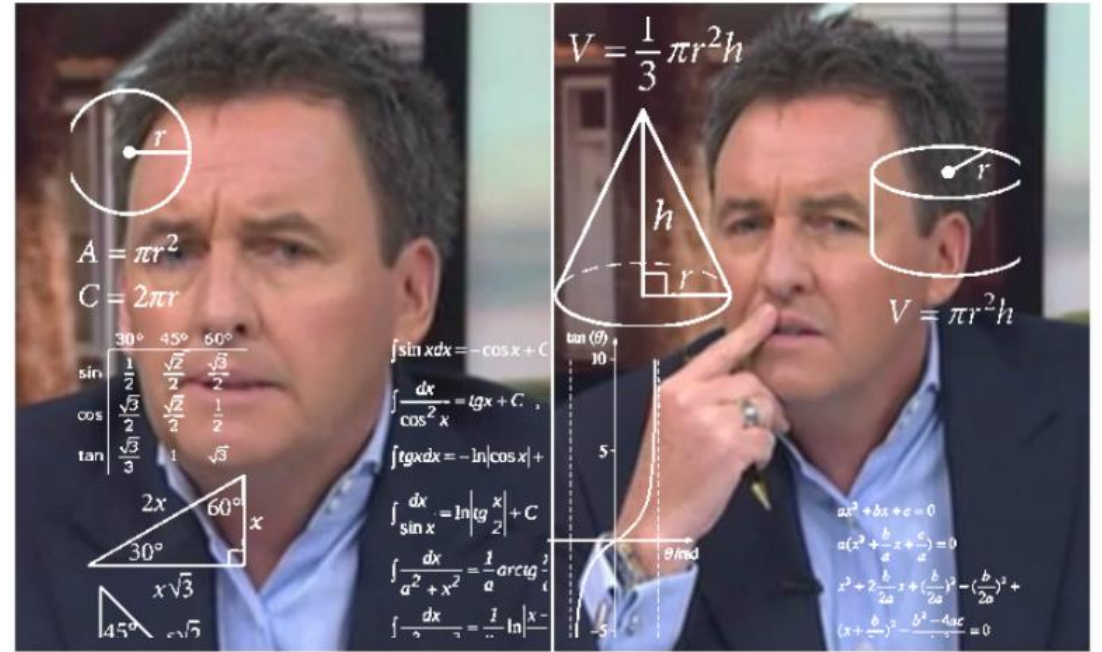
Cyclists in the firing line for new Wellington political party

Tom Hunt · 12:56, Dec 09 2018



STUFF

Digby Paape is also involved in the new group, Wellington First.



BEFORE YOU SAY IT, YES, WE KNOW THIS IS A TRIGONOMIC EQUATION

Summer reissue: Mike Hosking's brave battle with mathematics

Technical problem or adaptive challenge?



*“The single most common source of leadership failure is that people....treat adaptive challenges like technical problems”
Heifetz and Linsky, 2002*





(by: Depositphotos, Image ID 136186948)

How are we talking about road safety?



Word	# of mentions in Safer Journeys
Road	661
Car(s)/vehicle(s)	270
People	83
Cycle/cycling/cyclist	40
Walk/walking	25
Public transport	4

actions alcohol approach areas bac change cost **crashes** deaths distraction drink **drivers** driving drugs
 effectiveness fatal fatigue impact **improve** including increase initiatives **injuries** journeys km level limit lower motorcycle
 number people per percent rate reduce risk **road** safe safer **safety** serious **speed**
 support **system** travel users **vehicles** years young zealand



Image from:
<https://stories.woodlandtrust.org.uk/streetfighters/>

Optimise the machine, marginalise the human



Optimise the human, marginalise the machine



Optimising the human, marginalising the machine



Tips for managing adaptive challenges

- **Name the elephants in the room (or on the street)**
- **Authentic empathy – understand the losses**
- **Ripening the issue.**

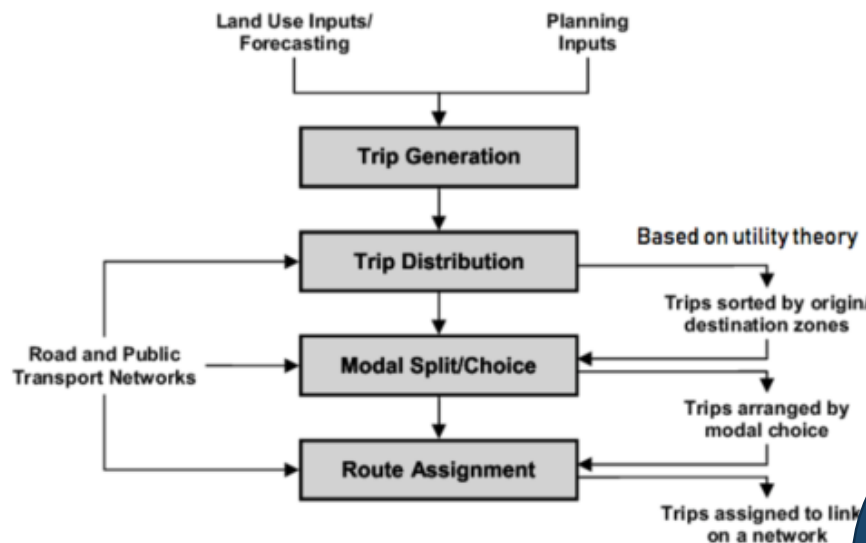


Elephants on the street?

Unlocking Transport Innovation: A Sociotechnical Perspective of the
Logics of Transport Planning Decision-Making within the Trial of a
New Type of Pedestrian Crossing

Simon Opit & Karen Witten

SHORE & Whariki Research Centre, Massey University



“What if our language does not simply mirror or picture the world but profoundly shapes our view of it in the first place?” – Fishcer & Forester, 1993:1

Understanding the losses







Understanding the losses



Understanding the losses



public-transit passengers – all street life – are natural enemies of this order”.

As she rolled out hundreds of kilometres of protected cycle lanes around the city and launched a massive public bike-share scheme, Sadik-Khan faced ferocious opposition, lawsuits and accusations she was trying to turn New York into Amsterdam. One highly contested section of cycleway was described by a local newspaper as “the most controversial slab of cement outside of the Gaza Strip”.

In building safe biking infrastructure, Sadik-Khan says, cities are “daring to take street space that for decades has been used exclusively by vehicles and do something else with it”. For some, that amounts to an “ideological war on cars”.

“Never underestimate the anger directed at bicyclists,” she writes. In New York and Melbourne, opponents laid tacks across new cycleways; in New York’s Central Park, an attacker strung a wire across the path of a cyclist.

Similar sabotage has occurred in London and Portland. On the last weekend of the last school holidays, around 30 tacks were found on the Island Bay cycleway.



From top, physician Marion Leighton, third from left, and Wellington Hospital senior colleagues make up Doctors for Active and Safe Transport; the Te Awa River Ride between Cambridge and Lake Karapiro; the Tamaki Drive cycle path along Auckland’s waterfront.

CHALLENGE TO THE STATUS QUO

In a recent research paper on bikelash, led by the University of Auckland’s Kirsty Wild, bike lanes are described as “sponges for a sea of latent cultural and economic anxieties ... Far from representing a ‘value-free’ reshaping of the streetscape, cycle lanes present fundamental challenges to existing power relationships within cities”.

International experience shows bikelash tends to come from four key groups, Wild says:

- **People who object to a loss of on-street parking.** They tend to overestimate the importance of parking to their customers and underestimate the number who come by bus, bike or on foot. Many studies have shown little change, and often an improvement, in retail trade after a bike lane goes in.
- **The second main group of objectors tend to be political conservatives,**

— LANE WITOUT SOCIETY INCUBATE

“bike lanes are sponges for a sea of latent cultural and economic anxieties...Far from representing a 'value-free' reshaping of the streetscape, cycle lanes present fundamental challenges to existing power relationships within cities“

Wild et al (2017)

Understanding the losses

Waterview Tunnel takes out top prize in civil construction awards

Catherine Harris · 11:57, Aug 07 2017



How ripe is the issue?



How love might help us...



What makes a loveable city?



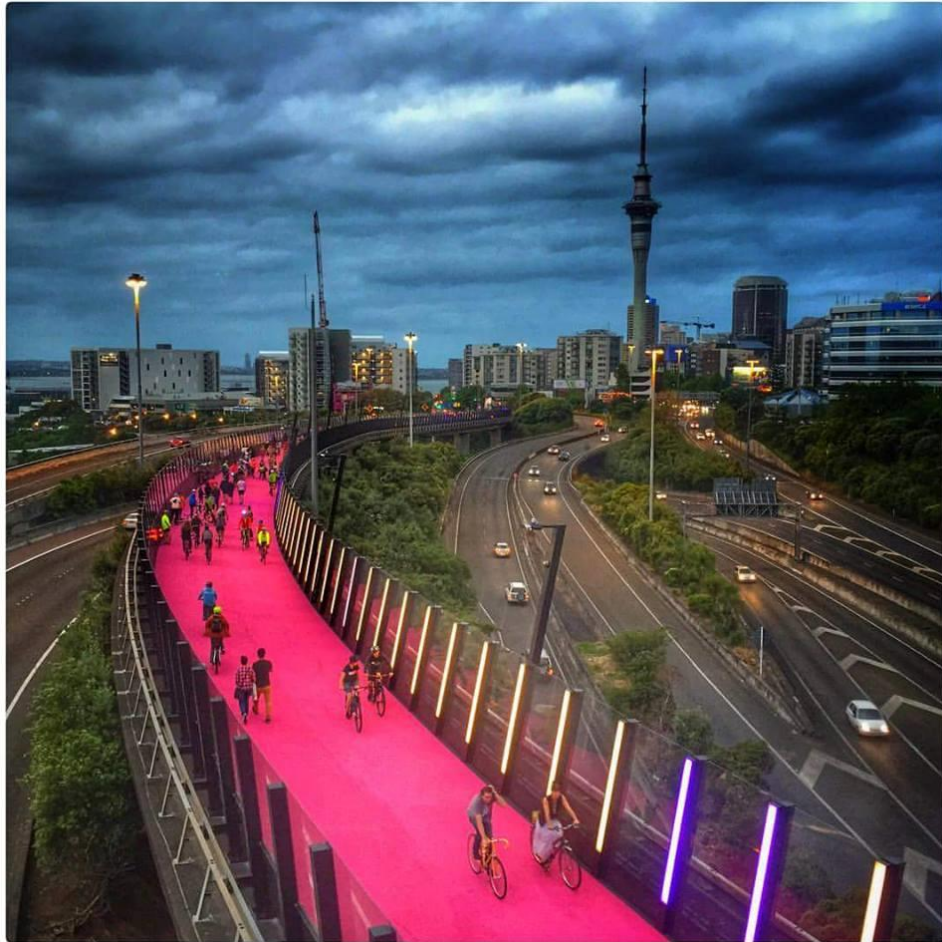
What makes a loveable city?



What makes a loveable city?



New Zealand love notes



So what?



Thanks and acknowledgments

Engineering NZ,
Marco te Brommelstroet (NL),
Luca Bertolini (NL), Mark Ames
(AUS), Giseline Kuipers (NL),
Roland Kager (NL), Robert
Weetman (UK), Alejandro Martin
(ESP), Mark Wagenbuur (NL),
Lucy Saunders (TfL), Peter
Kageyama (USA)

