

**2walk and cycle conference, Dunedin**  
**March 19, 2021**

## **Why is it taking so long to deliver an urban cycling network?**

**Pippa Coom**  
**Councillor - Waitematā and Gulf Ward**  
**Auckland Council**

A safe, attractive, connected network matters





# Healthy Streets and sustainable transport



# Roads are 'too narrow'



Photo credit: Liz Allen



Photo credit: Patrick Reynolds





Wellesley St West

Metro

1604

# Community 'opposition'

Protestors impede removal of pohutukawa for Auckland cycleway







There is 'no demand'



Photo credit: Kent Lundberg



Photo credit: Kent Lumberg



Photo credit: Kent Lumberg

# The organisation

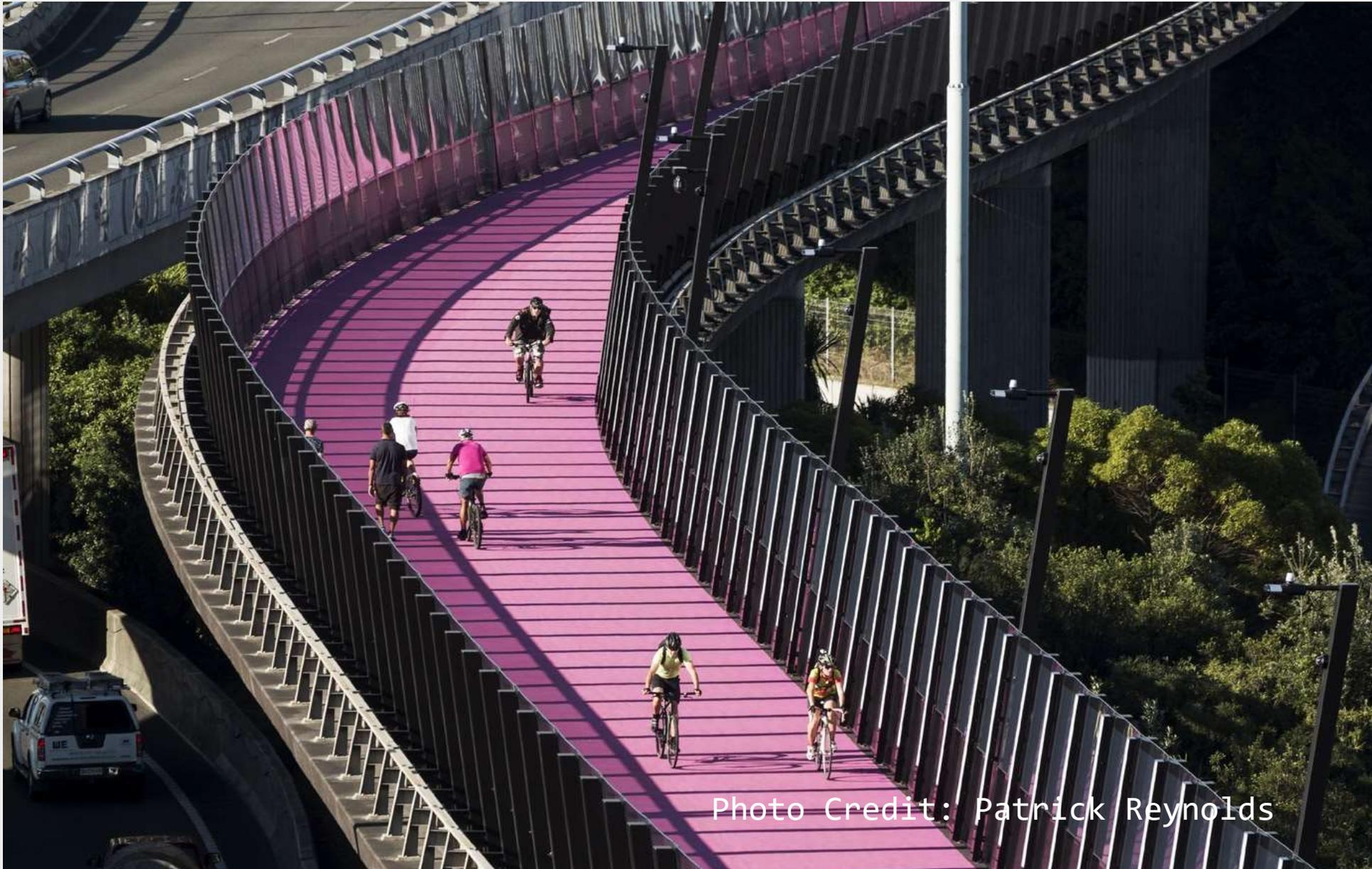


Photo Credit: Patrick Reynolds



WOF



What is the target?





# The network effect “I’ll just take the bike”

LIGHTPATH AND NELSON ST CYCLEWAY

NORTHWESTERN PATH

People on bikes made up



14.3%

of all inbound morning peak traffic via Upper Queen St

TO CITY CENTRE →

UPPER QUEEN ST

78

2013

392

2017



▲ 403%  
CHANGE SINCE 2013

## THE NETWORK EFFECT

2017's new openings continue to establish Auckland's network of interconnected paths and cycleways.

Dedicated cycle paths create a quicker, easier and safer ride in and out of the city centre.

As the network continues to grow cycling becomes a more convenient option for those commuting into the city centre – we call this the network effect.

4x

Due to the network effect there are four times as many cyclists entering the city centre via Upper Queen St in morning peak time than in 2013.

GRAFTON GULLY PATH

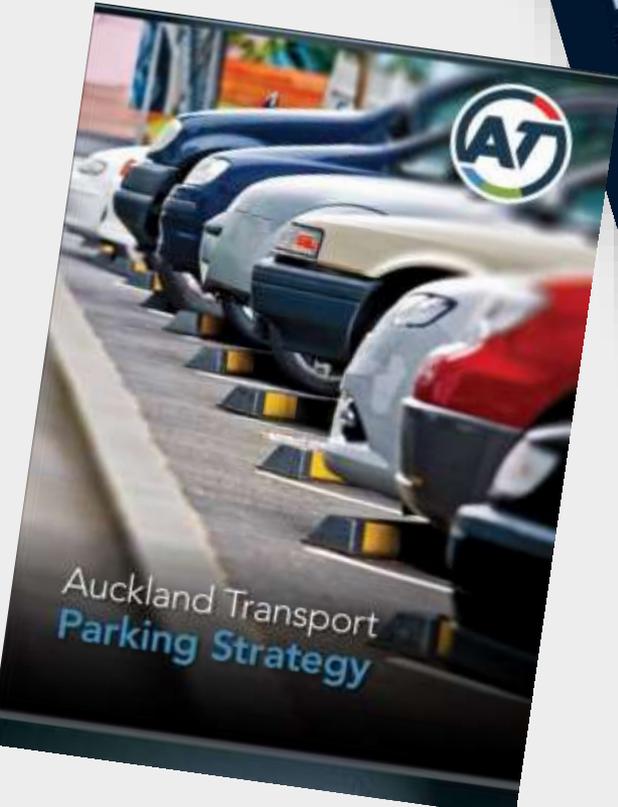
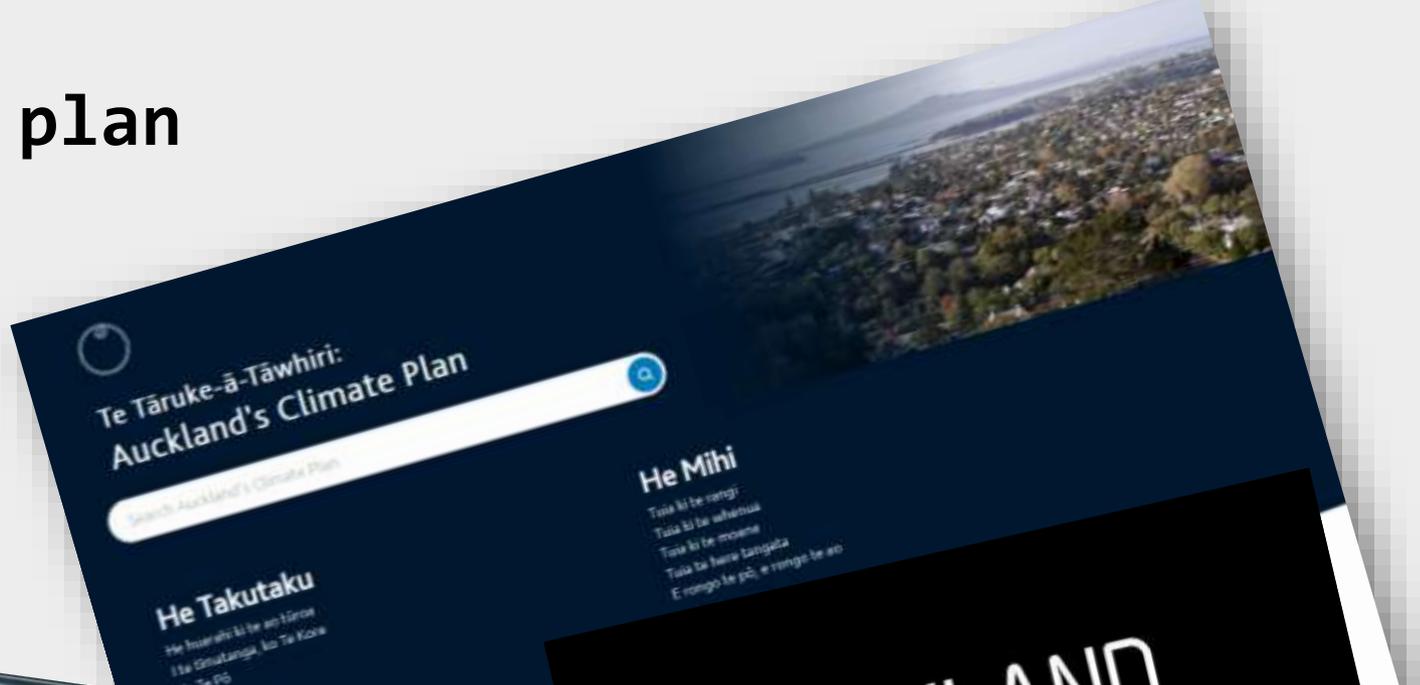
**Budget: \$8m a kilometre ?**







We have a plan



# Leadership and accountability





# Because children can't vote



Photo credit: Alec Tang

# Sexism



Video credit: Alec Tang

# Winning the hearts and minds



Look what you're missing!



Hakan Nedim  
photography



ST. KEVINS ARCADE

1924

zone law

BNK

LORD OF THE FRIES

PHONE ZONE

Original Recipe

Thank you

