

***Walking and cycling:
Getting the mainstream planning right***

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2 walk and cycle conference
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Planning for walking and cycling

- It's not about cycleways or walkways
- It's all about planning
- ***Walking and cycling are best helped by programmes other than walking and cycling programmes***



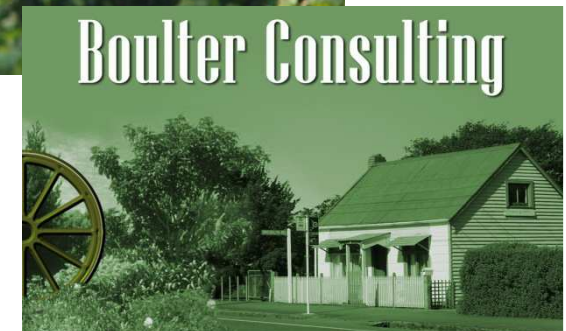
Challenge 1: History

- Planning for cycling – since 1970s (e.g. Geelong Bike Plan 1977, Delft cycle network)
- ‘Back street’ or off-road routes (Australasia/ UK/ North America) ***kept the car king***
- Mid-1990s lesson: reduce and slow traffic helps cyclists most – ***Netherlands, Denmark, had changed how they planned the road traffic network (not just cycle route network)***



Challenge 2: Philosophy

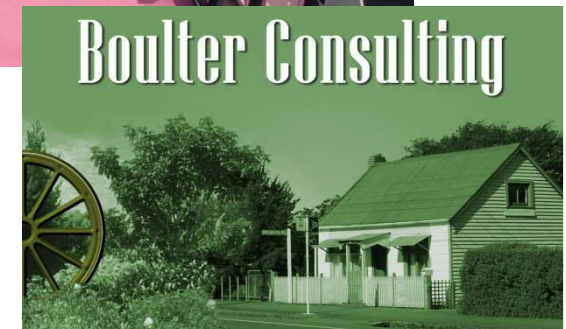
- Evolution, Friedrich Nietzsche (late 1800s) and the 'Ueberschensch' ('over-person')
- Max Weber (late 1800s) 'hierarchy' concept – 'fast'/'slow' modes
- Third Reich 1930s motorways ('autobahns') and cycleways – *kept cycling subservient*



Challenge 3:

Mainstream transport planning

- Chicago USA ‘four-stage modelling’
- Demographic, economic, land use, traffic generation rate data central
- ‘Predict and provide’ – pejorative term, but ***still central to NZ mainstream transport planning practice***
- All about motor traffic



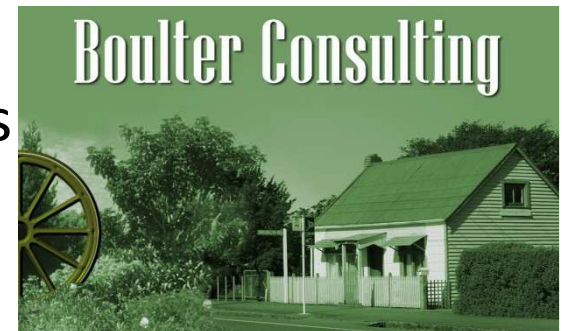
The good news: exciting times

- Since mid-1990s, changed image of the car – ‘progress’ (1960s) to ‘been there, driven that’
- Growth in urban design/ ‘place-making’; urban and inter-urban rail; trams and light rail; ‘transit-oriented development’; public space turned over from cars to people on foot (and separated cycleways)
- ***No appreciable change in thinking on planning for the car*** (except increased modelling sophistication)



Conclusion: take-away message

- Transport planning in NZ has not appreciably shifted away from its main basis of planning for the car
- Yet trends since 1990s, internationally, mean the time is ripe for this
- ‘Road user hierarchy’ (foot/ cycling first, public transport second, car last) – ***why not?*** (reverse of 1930s ‘fast/slow modes’ hierarchy)
- ‘Too hard’ – ***no, it isn’t*** – essential if for cycleway and walkway programmes success



Thank you!

