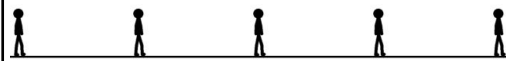


Why can't we walk?

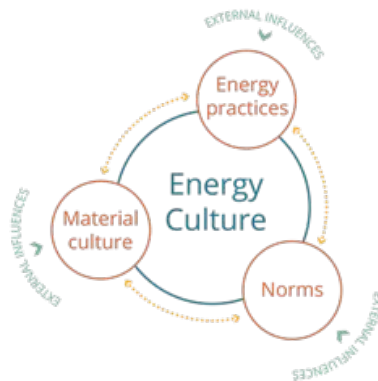
Assoc Prof Ben Wooliscroft
University of Otago



Everybody walks*

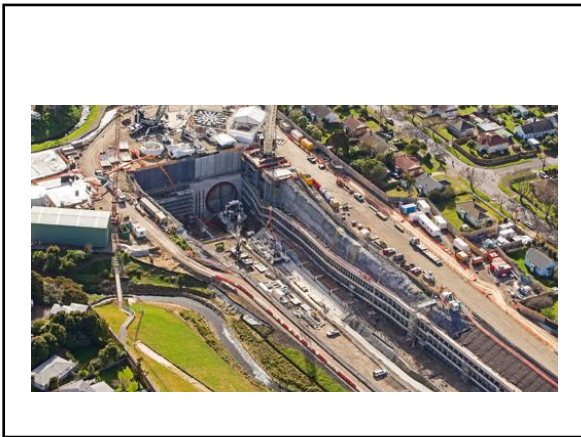
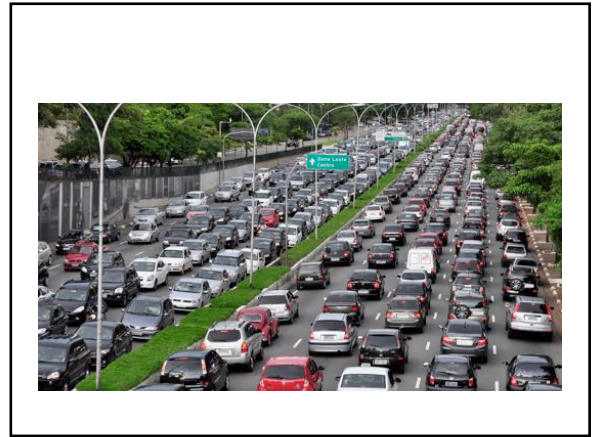
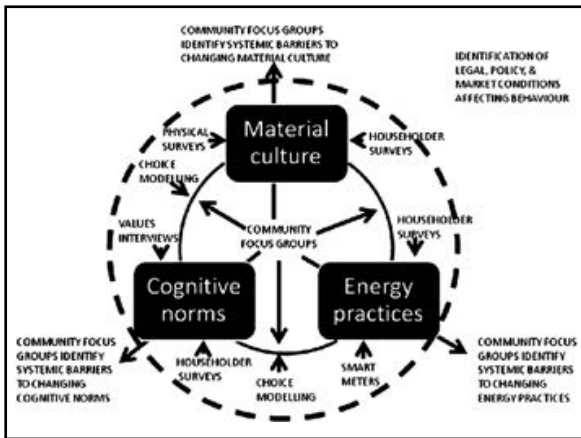
- Mobility is multimodal

* subject to ability



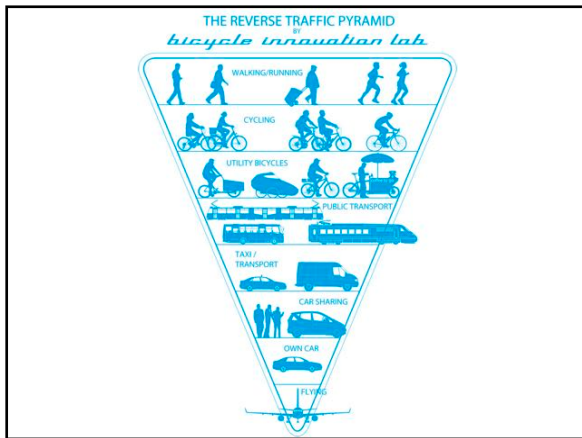
Our mobility culture

- What we have (roads, layout, vehicles)
- What we think is normal
- How we normally move



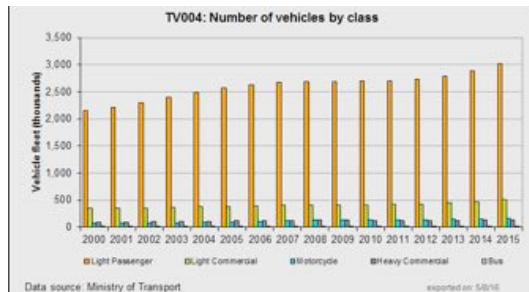
There is a movement





Counting...

- Cars, trucks, buses, but not bicycles and pedestrians
- Roads (by class), railway lines, but not footpath



Measuring...

- Delays for drivers, but not pedestrians
- How many people drive through an intersection, but infrequently how many walk through it

The problem with (no) technology

- Governments around the world are fascinated with “smart cities”, sensors, video, audio, GPS, monitoring. “It’s the way of the future”
- Walkers are innately low tech



Paying (sort of)

- We register cars, trucks, motorcycles, etc
- We don't register bicycles, skateboards, mobility scooters, segways, walkers

We ignore

- Externalities
 - Pollution
 - Congestion
 - Loss of space
 - Storing privately owned assets in public space (massively subsidised)
 - Dangerous practices (cellphone use in cars)

Accidents...

Mass	Speed	Kinetic energy
1000kg car	50	96451
1500kg car	50	144676
bullet 8 grams	1320	538
1500kg car	100	578705
55kg runner	14	412
80kg walker	4	49
Articulated lorry	100	25848807

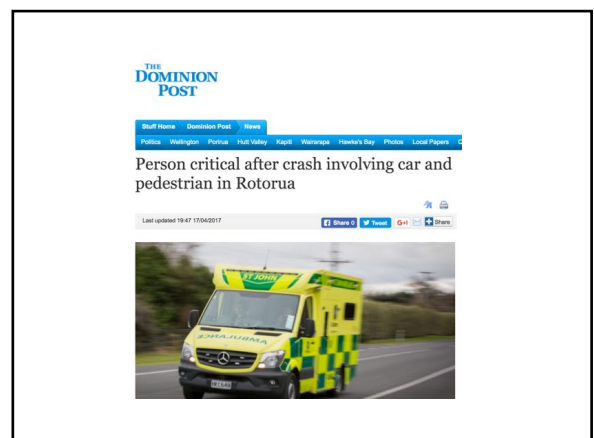
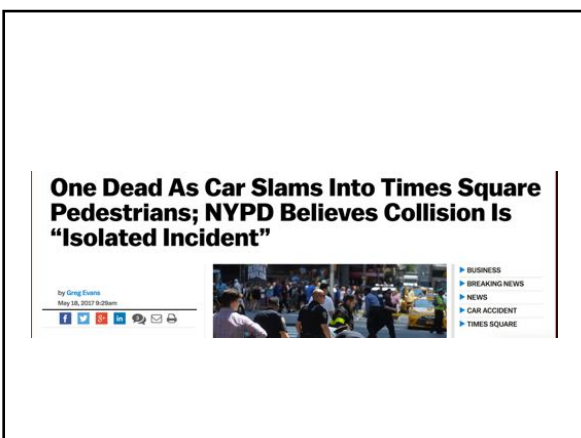
Energy and crime are disconnected

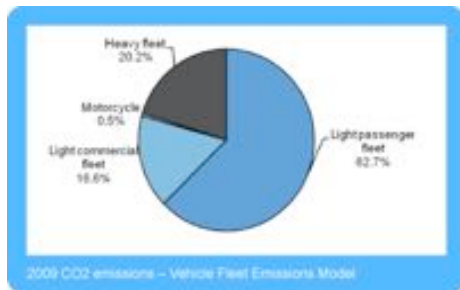
- Careless driving
- Dangerous driving
- Assault, firearms charges





Language Matters



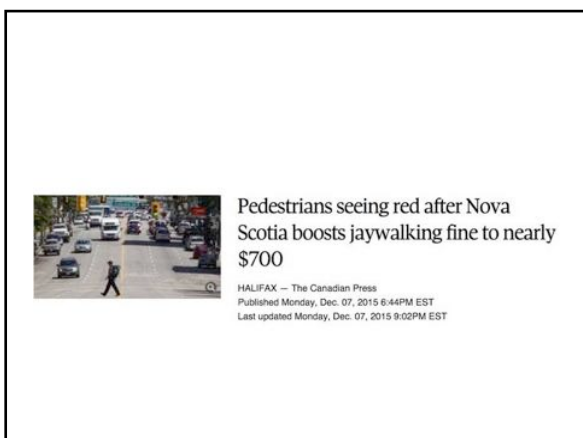
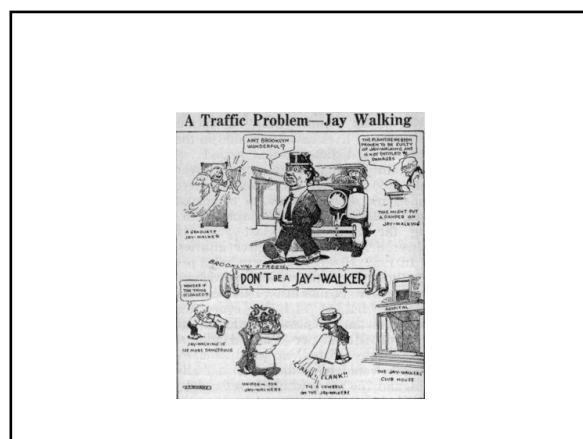
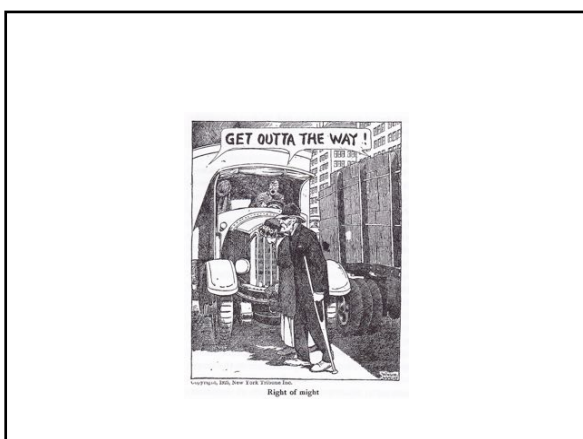
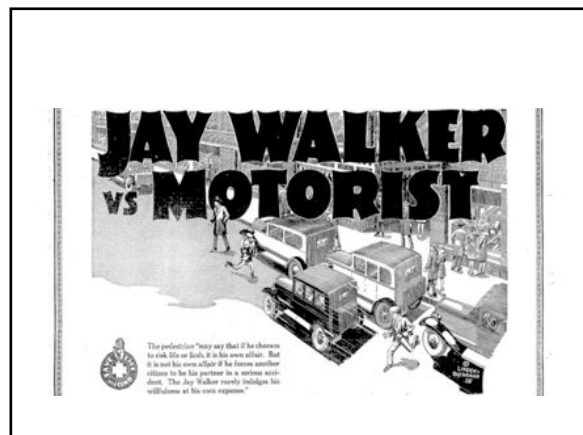


History was different

- And so can the future be



What happened in the middle?





Ministry of Transport Figures

- Vehicle Counts
 - Heavy Transport
 - Bus
 - Light Transport
 - Private Vehicle
- Where are the bicycles and shoes?

The Mobility Bill of Rights

- We have the right to be, safely
- We have the right to move under our own power, safely
- We have the right to move without endangering others
- We are **allowed** to use motor vehicles, subject to regulations and our continued good behaviour





What do NZ citizens say about mobility?

“Roads are first and foremost for cars”

- 733/2434 disagree or completely disagree
- 1006/2434 neither disagree or agree
- Those that agree are more likely to be male or to live in Auckland or Canterbury

“Government should prioritise people moving under their own power (walking and cycling) when making roading decisions

- 1111/2434 agree or completely agree
- These people are more likely to be in education, or to have a postgraduate degree
- 935 neither agree or disagree
- Those that completely disagree are more likely to be male, or to live in Auckland

The Millenials

- Putting off getting a vehicle licence
- And leaving home

What would increase Active Transport

- Supportive factors for AT:
 - Health benefits
 - Increased safety
 - Cycle lanes separate from the road
 - Helping the environment
 - AT infrastructure well integrated with PT

Active Transport continued

- Biggest barriers to AT:
 - Carrying the things I need for work
 - Safety
 - Too few cycle lanes
 - Lack of respect from drivers
 - Under “other” children and disability came up frequently

Children and AT

- 44% say there are safe routes for children to go to school (cycling or walking)
- 30% report above midpoint attractiveness of children cycling to school
- 52% report above midpoint attractiveness of children walking to school
- 36% scootering, 22% skateboarding

Children and AT continued

- Barriers to Children’s AT:
 - Dangerous drivers
 - Other safety
 - Distance
 - Lack of cycle lanes
- Supportive
 - More safety

“It is not safe for children to walk to school in NZ”

- 693/2434 agree or completely agree
- 797 neither disagree or agree
- Those that completely disagree are much more likely to be male
- 34% of parents (5-16year old children) agree or completely agree
- 34% of parents neither agree or disagree

What causes pedestrians?



Public Transport

- 69% of people who work don't have PT available to get to work
- 51% don't have PT available to get to school
- 39% don't have PT available to get to shops
- 69% have a PT stop within "reasonable walking distance"
- Over half have smartphone or internet tools available to help with PT planning

PT continued

- 42% report above midpoint (7point scale) **knowledge** about PT
- 44% report above midpoint **knowledge** about using mobile or internet tools with PT
- 27% report above midpoint **attractiveness** of Buses
- 53% report above midpoint **attractiveness** of Trains

PT continued

- Biggest barriers to PT use:
 - Flexibility
 - Reliability
 - Cost
- Biggest enablers to PT use:
 - Confidence that it will be on time, pick up and arrival
 - Cost relative to private vehicle
 - More options

PT continued

- 59% had not used PT in the past month
- 87% used it less than 10 times in the past month

(more)

Questions?