



Integration of Cycling and Public Transport

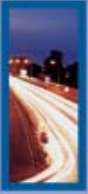
Matthew Ensor





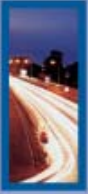
Context for research

- Little integration of cycle and public transport in New Zealand
- Little information on forecast benefits of investing in cycle integration
- Research objective is to provide justification for trialling cycle-PT initiatives.



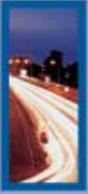
Secure Bike Storage





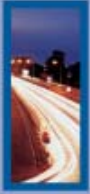
Front mounted cycle rack





Cycles on trains

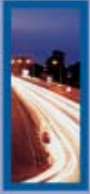




Desired Outcomes

- Estimation of likely:
 - Level of usage of storage lockers
 - Likely increase in public transport
 - Intangible benefits (*e.g.* CO₂ reduction)
 - Implementation costs

- Justification for spending money on Cycle – PT initiatives



Increased PT Patronage

- Expansion of catchment
- Mode shift to PT
- Mode Share





Capital Costs

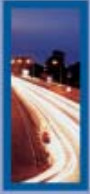
- \$6,000 per bus
- Reduced Park & Ride Costs (1/50th)
- 50% of P&R Vehicles are local and within easy cycling distance
- Opportunity costs of land near stations





Bus video – time test





Safety

Barrier to new initiatives in New Zealand?





Key Findings to date

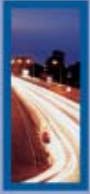
- Cost savings – Bike parking cheaper than carparks
- Increased catchment area for public transport (3-4 times larger)
- Increased bus patronage
- Some mode shift – slight, but comparatively inexpensive
- Positive public and operator response where undertaken



Conclusion

- There is a compelling case for further investigation of integrating cycling and public transport in New Zealand





Next Steps

- Combine international research with New Zealand data and experience to produce economic justification for Cycle-PT initiatives...



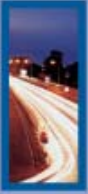


Back to the Future...



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Bus slide rack

