The Future of Transport:
Why the future may be a bit like the past

Alison Lee | Principal, Transport Planning, Auckland
Melbourne: Prioritising space efficient modes

“Addressing road congestion by prioritising space-efficient transport modes”

- City of Melbourne, 2006 Transport Policy
Walking and cycling commuters have doubled

Method of travel to work in the City of Melbourne, 2001, 2006, 2011

- **2001** - 240,970 journeys to work
  - 47.8% Car
  - 34.6% Train
  - 0.6% Motorcycle
  - 8.6% Tram
  - 2.2% Bus

- **2006** - 262,910 journeys to work
  - 42% Car
  - 36.6% Train
  - 0.8% Motorcycle
  - 8.4% Tram
  - 2.1% Bus

- **2011** - 320,257 journeys to work
  - 37.7% Car
  - 39.5% Train
  - 0.9% Motorcycle
  - 8.8% Tram
  - 2.1% Bus

Source: City of Melbourne, 2014, Walking Plan, Citing data from (Source: ABS, 2011a; 2006; 2001)
Trips into the City have grown by all modes

% Growth in daily commute trips between 2001-2011, City of Melbourne

Source: City of Melbourne, 2014, Walking Plan, Citing data from (Source: ABS, 2011a; 2006; 2001)
Additional trips have almost entirely been by space efficient modes

Additional daily commute trips from 2001 to 2011, City of Melbourne

Source: City of Melbourne, 2014, Walking Plan, Citing data from (Source: ABS, 2011a; 2006; 2001)
2015: 2000+ cyclists in 2 hours

Source: Bicycle Network Australia, Super Tuesday Bike Counts, 2015, Bicycle Network
Auckland – what’s happening?
The inner suburbs are the traditional walking and cycling commuter transport base.
Auckland city – view from the west
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Auckland city – view from the east
Auckland city – view from the south

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Bike infrastructure - Auckland style

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From Kingsland to Waterfront *almost* entirely separated from traffic
Alison Lee | Principal, Transport Planning, Auckland

@alisonjlee

nz.linkedin.com/pub/alison-lee/2b/a21/440

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