

# **ACTIVE: Evaluation of government-funded cycling and walking infrastructure, and implications for Auckland**

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**Sustainable Cities**

**te pokapū rōnaki tāone-nui**

# The Activating Communities To Improve Vitality and Equality (ACTIVE) study

- The Model Communities programme led to considerable investment in two New Zealand cities
- \$ 1.5 million for publicity and awareness campaigns and \$ 7.3 million for infrastructure, funding period 2010-2012
- This was supplemented by local funds, energy and commitment by the local authorities
- We report on the first stage of this evaluation – change in active travel behaviour relative to control areas
- A quasi-experimental community study
- Led by Otago in collaboration with Victoria, Auckland and Massey Universities



**The question: did the ACTIVE package of interventions cause a change in walking and cycling?**

# Methods

Treatment  
group

New  
Plymouth

Hastings

Control group

Whanganui

Masterton

# The intervention - Hastings

- Safe cycling spaces on four key arterial roads
- On-road cycle improvements on key collector routes
- Shared pathway projects
- Footpath renewal, connectivity and lighting
- A network of information signs, bike stands and seats
- Comprehensive education programme

# Data

- Home interviews 2011, 2012, 2013
- NZ Household Travel Survey interviews 2010/11, 2011/2012, 2012/2013

**Treatment and control cities were reasonably well-matched on baseline measures**

## Crude results: % trips active

	Intervention		Control	
	Pre	Post	Pre	Post
ACTIVE study	19.7%	17.8%	19.4%	15.0%
NZ Travel Survey	13.8%	13.2%	14.8%	8.2%

# Adjusted survey-specific and meta-analysis results: pre-intervention to post-intervention

	odds	95% CI
ACTIVE	1.35	(1.00-1.82)
Travel Survey	1.40	(0.95-2.05)
Overall	1.37	(1.08-1.73)

**Variables included in the model –  
treatment/control, age, sex, year, time of year**



# Summary – results of ACTIVE study

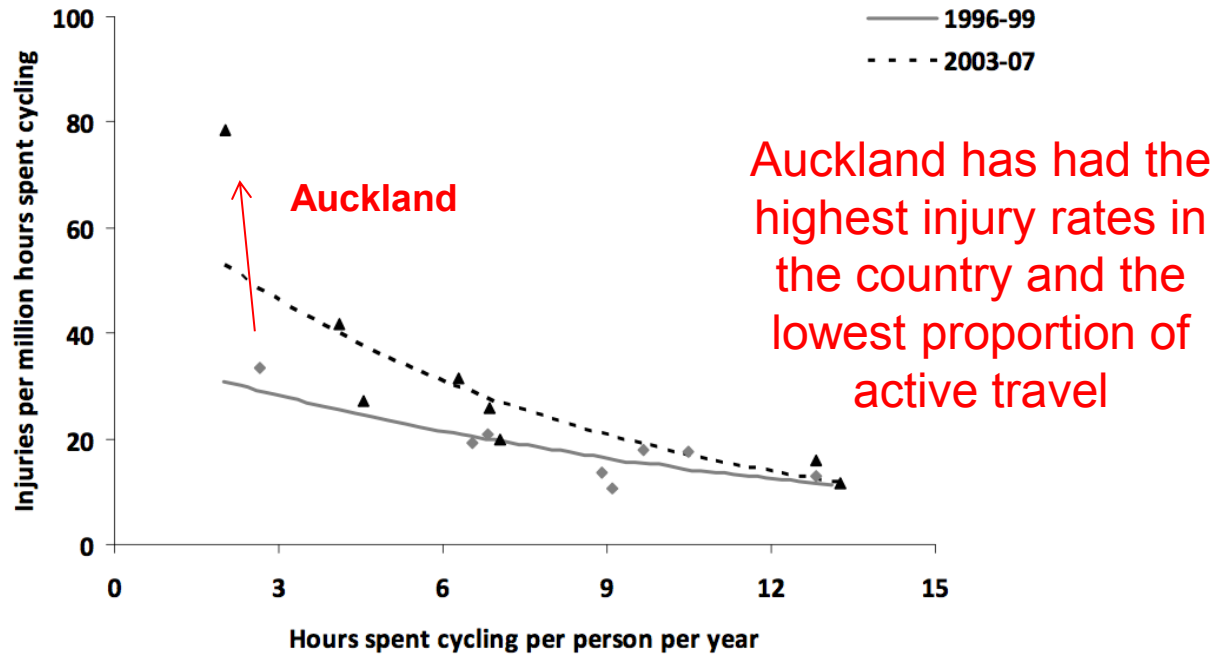
- Active travel diminished over the study period, but this occurred more rapidly in the control cities than the treatment cities
- The intervention was associated with a 37% increase in the odds of active travel mode choice, with a 95% confidence interval of 8% to 73%

# Some remaining questions

- How did the programme have an effect on active travel?
- Did the economic benefits outweigh the costs?
- Will these (relative) gains in active travel be sustained? Will they increase?

# Is this relevant to Auckland?

## Overall cycling injuries

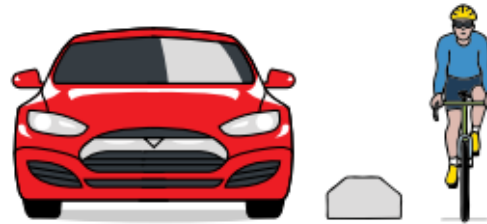


# Estimated number of Aucklanders who would cycle for everyday trips if the conditions were right – 258,000 (AT surveys)

## WHY AUCKLANDERS DON'T CYCLE

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43% said that current lack of separation between cars and bikes puts them off riding.



50% of the research group said that safety was the reason they wouldn't swap their car for a bike.



# Investment - \$200 million 2015-2018

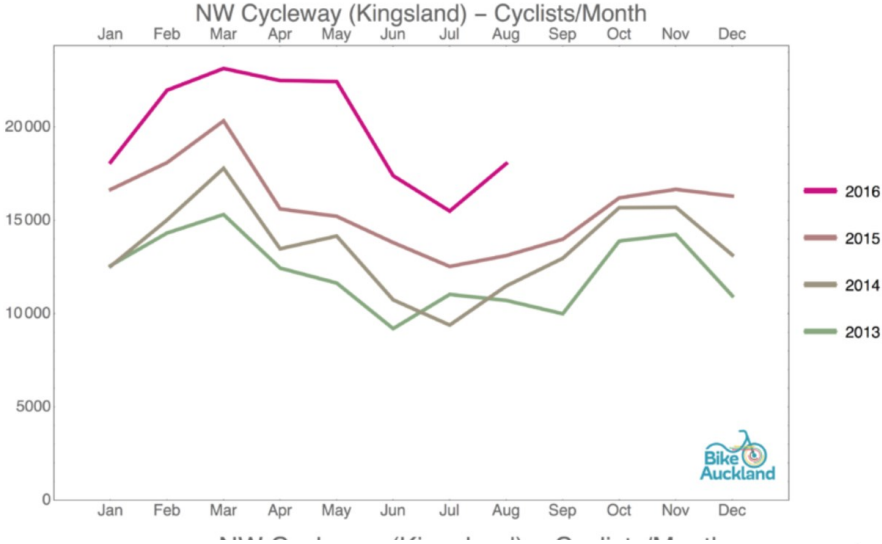




Source: AT

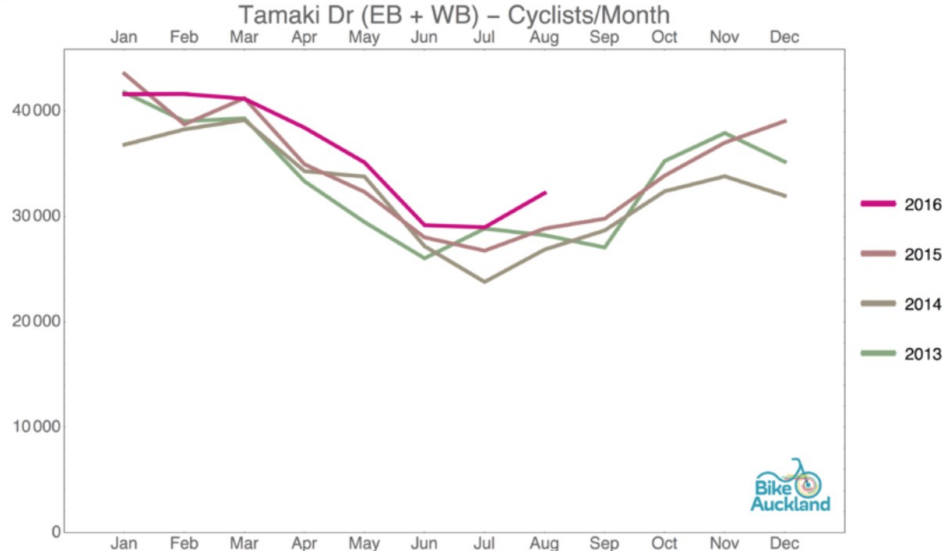
# Te Ara Mua - Future Streets

# Early indications – build it and they will come



**Northwestern  
Cycleway  
radical  
improvements**

**Tamaki Drive –  
piecemeal changes**





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