



greater WELLINGTON
REGIONAL COUNCIL

Regional Cycling Plan

Adopted February 2004

For more information, contact:

Greater Wellington
142 Wakefield Street
PO Box 11646
Manners Street
Wellington 6142
T 04 384 5708
F 04 385 6960

Published August 2007
GWTS-D-G-07/181

info@gw.govt.nz
www.gw.govt.nz

Regional Cycling Plan

This Cycling Plan (formerly known as the Regional Cycling Strategy) was developed to improve the regional level of service for cycling, to promote cycling as an activity and mode of transport and improve the safety of cycling. It sets out a vision shared by the region's key agencies involved in cycling and sets objectives

and desired outcomes for the promotion and development of cycling.

The plan was adopted by the RLTC on 27 February 2004. Ensuring alignment with the strategic framework provided by the RLTS 2007 – 2016 will be carried out as part of the plan's next review.

The objectives of the RLTS are:

- Assist economic and regional development
- Assist safety and personal security
- Improve access, mobility and reliability
- Protect and promote public health
- Ensure environmental sustainability
- Ensure that the Regional Transport Programme is affordable for the regional community.

The RLTS outcomes of particular relevance to this implementation plan are:

- Increased mode share for pedestrians and cyclists
- Improved level of service for pedestrians and cyclists
- Increased safety for pedestrians and cyclists.

The RLTS 2016 targets of particular relevance to this implementation plan are:

- Active modes account for at least 15% of region wide journey to work trips
- All of the strategic cycle network provides an acceptable level of service
- Fewer than 75 cyclists injured in the region per annum.

Cycling Vision

The evolution of a cycling culture where cycling is a recognised and valued transport mode that is safe, accessible and pleasant throughout the region.

Objectives

- Create an advocacy ethic that facilitates coordination among lead agencies.
- Enhance cycling safety throughout the region via education initiatives and improved infrastructure.
- Increase accessibility, integration and safety for cycling.

- Improve awareness of all forms of cycling - commuting, recreational and tourism.

Outcomes

- Improved level of service for cycling
- Increased mode share for cycling
- Improved perception of cycling safety, convenience and ease
- Increased safety for cyclists.

The plan takes a balanced and integrated approach incorporating physical works, education and promotion to achieve these outcomes. No element on its own will achieve

the gains desired for the region. Critical to this integrated approach and the plan's effectiveness are three interventions outlined in the action programme on the following pages. These are political advocacy, Road Controlling Authority (RCA) cycling work programmes and a Regional Cycling Coordinator.

Cycling conditions are affected by a number of agencies including RCAs, Regional Public Health, Land Transport NZ, schools and user/advocacy groups. Agencies involved in the development of this plan discerned a clear need for education and promotional initiatives to be centrally coordinated. The success of these activities relies upon ongoing and active support from the above groups. However, this can be best facilitated by a position dedicated to coordinating relevant strategy actions.

Advancing the vision of a cycling culture also requires RCAs to engage in dedicated work programmes and active coordination to ensure ongoing improvements to the cycling network. Coordinated initiatives, particularly those with region wide or cross-boundary implications, are likely to hold more weight politically. GWRC is

in a position to advocate at political levels for adequate funding, locally for RCA programmes and centrally for ongoing cycling funding. The creation of a cycling culture in the region is explicit in the vision and stems from the region wide decline in cycling and the desire for improved cycling safety.

Monitoring

Greater Wellington Regional Council will have responsibility for monitoring the progress of actions in the cycling action programme against respective performance measures on an ongoing basis. Monitoring of system wide cycling indicators will be undertaken within the RLTS Annual Monitoring Report process.

The system wide indicators are:

- Level of service for cycling
- Proportion of all trips cycled
- Perception of cycling safety, convenience and ease
- Relative risk of cycling as a transport mode (measured against vehicle, pedestrian and bus travel).

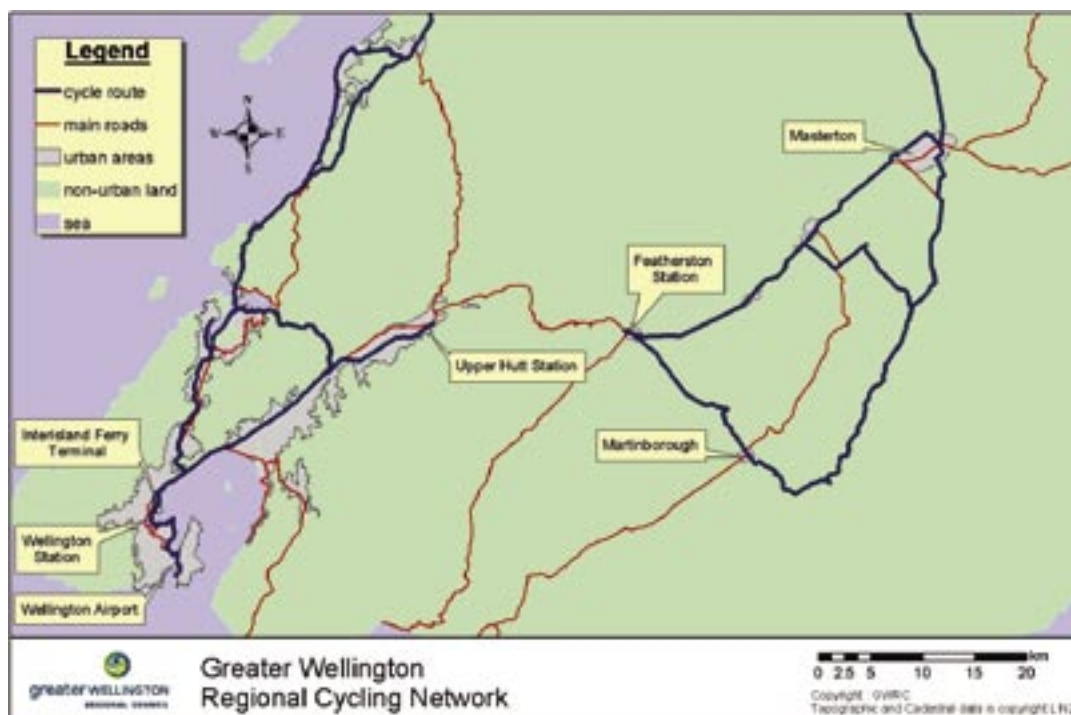


Figure 1: Wellington's strategic cycling network.

Cycling Action Programme

Objective: Advocacy

Create an advocacy ethic that facilitates coordination among lead agencies.

Actions	Responsibility	Timing	Cost	Funding	Target	Performance measures
Local level programme implementation Advocacy at local political level during annual planning process for approval and funding RCA cycling programmes	GWRC	March 2004 & ongoing	Administrative	GWRC (Land Transport NZ subsidy)	Funding levels to meet that recommended in RCA cycling work programmes	Actual cycle programme funding in Annual Plans compared with that requested by RCAs
Coordinated programmes Regional Cycling Forum	GWRC Regional Coordinator	Quarterly, ongoing	\$1,000 pa	GWRC (Land Transport NZ subsidy)	Host quarterly	Cycle Forum continues 20 – 30 attendees per meeting
Regional Cycling Coordinator position	GWRC	July 2004	\$45,000 salary + budget support	GWRC (Land Transport NZ subsidy)	To start 04/05 financial year	Position appointed
Central Government Actively participate, where appropriate, in national level programmes/ strategy development that have regionally significant impacts on cycling	GWRC	Ongoing	Administrative	GWRC (Land Transport NZ subsidy)	Every opportunity to participate taken	Participation in policy development opportunities

Objective: Safety

Enhance cycling safety throughout the region via education initiatives.

Actions	Responsibility	Timing	Cost	Funding	Target	Performance measures
Driver education 3 year education campaign promoting 'share the road' ethic. Adapt "Don't Burst My Bubble" campaign.	GWRC Regional Coordinator Road Safety Coordinators	1. 2003/04 financial year 2. 2004/05 financial year 3. 2005/06 financial year	\$60,000 \$30,000 \$30,000	GWRC (Land Transport NZ subsidy)	Campaign implemented 1. 2003/04 financial year 2. 2004/05 financial year 3. 2005/06 financial year	Campaign implemented
Cycling skills for adults Assess and investigate the need for visibility/light use campaign	GWRC Regional Coordinator	2004/05 financial year	\$10,000	RSC GWRC	2004/05 financial year	Investigation complete
Investigate promotion of community education courses, e.g., "Cycling Skills in the City"	GWRC Regional Coordinator	2004/05	Administrative	(Land Transport NZ subsidy) GWRC	2004/05	Investigation complete
Kiwi Cycling (Bikewise) Determine a schedule of programmes in schools throughout the region. Set number of schools per year	GWRC Regional Coordinator (schedule set up)	2004/05 financial year + ongoing	Administrative	GWRC (Land Transport NZ subsidy)	Year 6 schedule established to begin 2005 school year	Schedule in place
Implementation of schedule (instructor time)	Bikewise Regional Coordinator	2005 + subsequent years	\$25,000 per annum	Health Sponsorship Council	90% of schools in schedule by third year of programme	Programme implemented at all scheduled schools 90% schools participate in schedule & programme

Objective: Accessibility

Increase accessibility, integration and safety for cycling.

Actions	Responsibility	Timing	Cost	Funding	Target	Performance measures
Regional Cycling Network Identify the regional strategic network	GWRC	June 2003	Administrative	GWRC	Regional Network published in draft strategy	Network identified
Identify inadequate sections on the regional network. Investigate cost and feasibility of improving level of service on these sections. Prioritise based on strategic importance, lowest level of service and cost	GWRC	March 2004	\$17,000	GWRC	Network inadequacies identified and remedial actions prioritised	Report published and disseminated to RCAs
Implement identified improvements	RCAs	ongoing	To be determined	RCAs (Land Transport NZ subsidy)	All improvements implemented	All RCAs have work programmes in place
RCA work programmes Develop a work programme for improving the level of service for cycling on respective local networks. Programmes will recognise current best practice guidelines ¹ and should adequately consider the following service level elements: <ul style="list-style-type: none"> • Space allocation • Surface smoothing • Connectivity • Traffic calming measures • Bicycle detection at traffic signals • Maintenance • Links to and from public transport terminals • Priority on roading networks • Bicycle parking Incorporate cycle facilities auditing processes	RCAs	Programme by December 2004 ready for 2005/06 Annual Plan process Ready for 2005/06 financial year	Each RCA to determine	RCAs (Land Transport NZ subsidy)	All by start of 2005/06 financial year All RCAs have work programmes in place	

¹ Including New Zealand Cycle Design Guidelines (Transit New Zealand) and the Cycle Network Planning Guide (Land Transport NZ) when published and as appropriate.

Actions	Responsibility	Timing	Cost	Funding	Target	Performance measures
Public transport integration Facilitate cycle carriage on regional train services by reviewing the fare structure to: <ul style="list-style-type: none"> • Small charge for peak cycle carriage • Free off-peak cycle carriage 	GWRC Transport Procurement and Transport Service Design	During tendering/contract process with new operator	-	-	Specified in new contract	Specified in new contract
Survey <ul style="list-style-type: none"> • Perception of service levels into and out of stations/terminals for cyclists • Demand for cycle carriage on trains • Demand for cycle carriage on buses • Perception of how a cycling journey could be more attractive 	GWRC	July 2003 Issue of <i>Bikenet</i> s	-	Covered as part of standard \$700 monthly contribution	July 2003	Survey undertaken
Regional cycling maps Develop a set of maps for cyclists, covering the major regional areas	GWRC	Publish July 2004	\$25,000 (initial)	GWRC (Land Transport NZ subsidy)	July 2004	Maps published and distributed
Distribute in cycle shops, information centres, council offices & centres, etc Update in 2007	GWRC Regional Coordinator	July 2004 & ongoing	Reprints \$5,000			
Perception survey Undertake a survey to determine the perceived level of service for cyclists around the region and the perception of risk in cycling	GWRC Regional Coordinator	2007	Initial update \$20,000		Update 2007	Updates undertaken
	GWRC	July 2003, 2004, then 2 yearly	\$8,000 per survey	GWRC	Survey July 2003, 2004 then 2 yearly	Survey completed and results reported in AMR

Objective: Awareness

Improve awareness of all forms of cycling - commuting, recreational and tourism.

Actions	Responsibility	Timing	Cost	Funding	Target	Performance measures
Group rides Annual localised fun rides held in TA areas	GWRC Regional Coordinator RSC CAW RPH	Annual events in individual or combined TA areas as appropriate	\$10,000 each ride	GWRC (Land Transport NZ subsidy) TAs RPH	Increasing participation in each successive event. Four events held per year (accounting for combined TA rides)	Participant registration figures Four events held
Webpage Develop Greater Wellington webpage as the main Wellington Region cycling webpage	GWRC	December 2004	\$2,000 design & build, \$500 per annum updates	GWRC (Land Transport NZ subsidy)	Site redeveloped by December 2004	Site redeveloped