

| Draft Regional Cycling Plan – August 2008 | | | | |
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| Summary of Submissions | | | | |
| Sub No. | Name(s) | Organisation | Summary of Submission | Comments in response |
| 1 | Kara Lipski | | Map of Strategic Cycling Network only shows coastal route into city - should include cycle routes to all suburbs. Requests dedicated cycle lanes to increase cyclist safety and use - in place of car parking | The map in the draft plan identifies the 'strategic' cycling network. Agree that routes to all suburbs are important and these should be identified as part of WCC cycle network maps |
| | | | Would like to see ability for bikes to go on buses to increase cycling use | This is included in the Regional Passenger Transport Plan for investigation |
| | | | Dedicated cycle lanes should be included as part of any road upgrades or new roads | This is a detailed matter for consideration through local strategies/plans and network reviews. These should be guided by best practice |
| | | | Curtail funding for large road ventures and put into cycle lanes and public transport instead | Considered as part of the Regional Transport Programme |
| | | | Supports cyclist training in schools | Noted |
| | | | Would like to see TV campaigns similar to those run by the sustainability council | This may be considered under the action area <i>education and awareness campaigns</i> , however given the likely cost of TV advertising this type of campaign may be more appropriately run at the national level |
| | | | Awareness campaigns and training should focus on car drivers opening doors, drivers passing cyclists, high school pupils, bus drivers | Noted - refer comments to GW Implementation team |
| | | | Need maps of city and suburbs identifying cycle lanes to help cyclists plan their route | Regional journey planner will enable this and supplement any hard copy maps produced by TAs or other groups |
| 2 | Julian Boorman | Victoria University | Add cycle route from Island Bay to CBD | This is a local route most appropriately addressed by WCC strategy/plan |

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| | | | WCC needs to be forced to have more ambitious cycling objectives and genuinely seek to achieve them | The draft plan signals the need for TAs to develop local strategies with objectives and targets, there is no mandate to direct TAs to do this – identifying local priorities and setting local objectives and targets is the responsibility of TAs, responding to their local community needs |
| | | | More emphasis on parking restrictions and "road space allocation" | Issue to be addressed under the action area <i>Improve the Cycling Network</i> through cycling network reviews |
| | | | Improving integration - train staff need to be less resistant to putting bikes on trains, bikes on buses = good, and safer locking of bikes at rail station | Noted - GW will continue to work with rail and bus operators and local authorities to progress these matters |
| | | | Stage "events" where some major roads or lanes on major roads are made cycling-only for a few hours | Noted - this currently happens for some events |
| | | | General comment on need to show leadership on climate change and reducing GHG | Noted |
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| | | 3 John Pfahlert | Plan focuses on co-ordination and talking about improving cycling rather than doing things to on the ground | This is a strategic high level plan which seeks to coordinate the 'on the ground' interventions by signalling the range of required interventions and promoting a consistent approach, best practice and setting targets and timeframes for those interventions |
| | | | Normal road maintenance and footpath improvements not enough - need to invest significantly to achieve change | Agree - the actions <i>Improve the Cycling Network</i> and <i>Seek Adequate Funding</i> signal the need to address this issue |
| | | | Cycleway from Lower Hutt to Wellington offers poor level of service - narrow, one way, often littered with rubbish, glass, and other debris. Recommends plan include provision for investigating a major upgrade of foreshore to provide for effective pedestrian and cycle use | Recommend plan be amended to include action to address Hutt to Wellington current 'gap' in the strategic cycle network |
| | | | Highlights Danube Cycle way and New Plymouth foreshore cycleway as good examples | Noted |

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| | 4 Garry Humpherson | | Concerned that developers between Newlands and Tawa not providing walking and cycling paths | This issue is addressed under the action area Provide for Cyclists in Land Development - TAs to include appropriate provision in District Plans, GW to advocate |
| | | | Cul de sacs in Aotea block represent poor planning and permission should not have been given until adequate provisions for walking, mobility scooters, prams, wheel chairs and cycles were provided for | Noted |
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| | 5 T Campbell | | Introduce Copenhagen-style bike lanes (b/t parked cars and walkway) | Noted - could be considered as part of cycle network reviews and improvements implemented by RCAs - the advantages and disadvantages of this type of facility are discussed in the NZTA Cycle Network and Route Planning Guide (Section 6.16 pg 42) |
| | | | Supports cycle parking at rail stations, multi-use spaces on trains for bikes, prams, walking frames | Noted |
| | | | Mentions Christchurch trial of bike racks on front of buses | Noted |
| | | | Focus on providing protected environment for cyclists, not just helmet laws | Local network reviews and improvements will address provision of safer cycling infrastructure |
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| | 6 rebeccajspeirs@hotmail.com | | The plan should include Great Harbour Way | The Great Harbour Way concept is of relevance to a variety of sectors including tourism, recreation and transport. The focus of this plan is transport, while recognising the wider benefits of increased recreational cycling. A new action is recommended in the draft plan to highlight the need to address deficiencies in cycling network connectivity between Wellington and Hutt cities |
| | | | Include commitment to connectivity b/t bus and train and cycling | Covered under action - Improve Cycling and Public Transport Integration |

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| | | | Seeks requirement for cycle storage provision in new residential development | This should be a consideration for TAs and District Plans under the action <i>Provide for Cyclists in Land Development</i> |
| | | | Need financial incentives to commute to work by cycle | Best addressed as part of workplace travel plans, but will be dependent on the priorities identified within each organisations individual action plan |
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| | | 7 Anthony Britton | Believes plan should be changed to implement strategies from countries that have a cycling culture need fundamental shift to change NZ attitudes - Examples below: | Overseas case studies and best practice examples were considered as part of the background paper for the review - and applied where appropriate - changing attitudes are best addressed through local/regional/national awareness campaigns and travel behaviour change programmes |
| | | | Drivers licence tests should include demonstration of passing cyclists | This issue is outside the scope of the plan as it is addressed through legislation - it could be a matter for advocacy if agreed through the cycling forum |
| | | | Enact Dominant Vehicle Act (like Holland) where motorists held responsible for all collisions with cyclists or pedestrians | As above |
| | | | Present cycling as an everyday fun and safe activity | Noted - could be covered as part of awareness campaigns |
| | | | Gladiatorial fixation on helmets and special gear should be done away with | Comment noted |
| | | | Provide specific tips for courteous driving for motorists | Noted - currently covered through 'share the road' awareness campaigns |
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| 8 | Lynn Sleath (Mr) | Kapiti Cycling Inc | <p>Network Map has significant omissions:</p> <ol style="list-style-type: none"> 1. Paekakariki Hill Road is used in preference over SH1 by cyclists 2. Akatarawa Road 3. Coastal cycle route north of Waikanae to Peka Peka (on the KCDC cycle route map) 4. Coastal route to Eastern suburbs via Petone and Eastbourne (Great Harbour Way) | <p>The routes identified by these submitters are not considered to be omissions – the Regional (Strategic) Cycling Network map identifies the key cycle network connections linking centres within the region for the purpose of transport. The additional routes identified by the submitter form part of adjacent local networks, or are primarily recreational cycling routes and not the most direct link between centres</p> |
| | | | <p>Attitude of Tranz Metro staff is a major deterrent to cycle commuters - timing should not be "ongoing" does not address the issue</p> | <p>Noted - GW will continue to work with Tranz Metro to address these matters</p> |
| | | | <p>More cycle facts are required at bus and rail terminals - cycle lockers are worth the effort to administer</p> | <p>Comment referred to Metlink marketing officers. Covered under the action to improve PT and cycling integration</p> |
| | | | <p>Acknowledge Kapiti Cycling Inc as an advocacy group alongside CAW. Add Sport Kapiti alongside Sport Wellington</p> | <p>Noted - recommend plan be amended accordingly</p> |
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| | | | Supports Delivery of Cyclist Skills Training Programme and facilitating information sharing | Noted |
| | | | Supports cycle events/participation "Safety in numbers" is a good way to promote cycling b/c motorists learn to expect cyclists on roads | Noted - agree |
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| | 10 Penny McCaul | | Cycle lanes need to be regularly maintained - free from vegetation, glass, rocks, and other debris | Noted - this is a detailed matter to be addressed by relevant RCAs |
| | | | Best to provide for cycles on roads rather than dedicated cycleways - cyclists more visible and therefore safer | Note that this view differs amongst other submitters and amongst cyclists |
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| | 11 Suri Mues | | Strongly support bikes on trains - should be no arbitrary limit | Noted |
| | | | Strongly support bikes on buses | Noted |
| | | | Strongly support bike storage facilities | Noted |
| | | | Support raising driver awareness | Noted |
| | | | GW should take a more "hands on" approach with WCC to get something done and be a leader on cycling issues | The draft plan signals the need for TAs to develop local strategies with objectives and targets, there is no mandate to direct TAs to do this – identifying local priorities and setting local objectives and targets is the responsibility of TAs, responding to their local community needs |
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| | 12 otauera@xtra.co.nz | | Suggests better signage should encourage cyclists to use Rimutaka Incline track rather than the Rimutaka Hill Road - more scenic, less dangerous | Noted - however the road and incline track provide very different levels of service - cyclists on road bikes unlikely to use incline track for this reason |
| | | | Improve Rimutaka Incline track to facilitate easy cycling (and walking) | This is a matter outside the scope of the plan - appropriately addressed in the relevant park management plan |
| | | | Signage should also alert drivers that cyclists do use Rimutaka Hill Road | This matter is appropriately considered by NZTA as part of their network review and improvements |
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| | 13 Jane Dawson | | Would like to see 'users' involved in cycle network audits - as used overseas in countries such as Netherlands | Agree - The NZTA best practice guide referenced in relation to this action recognises the need to involve users in the audit/review of networks |
| | | | Supports better integration of cycling and PT | Noted |
| | | | Commends GW's recent move to make carriage of bikes on trains free - but more space for bikes on trains needed and clear system/markings for loading | Noted - GW will continue to work with rail operators to address these matters |
| | | | Better management of cycle lockers required by GW | GW are currently considering various ways to better manage cycle lockers and facilities at railway stations |
| | | | Bike racks on buses a no-brainer - should be installed on all routes, starting with hilly routes | Noted - Plan includes investigation of this initiative |
| | | | Missing is development of good cycling access between residential areas and PT stops | This is identified as a potential priority area to be considered in local strategies under the first action to <i>Improve the Cycling Network</i> - and has been identified by WCC in their recently released Draft Cycling Policy |
| | | | Supports action around providing for cyclists in land development - suggests looking at overseas example where developer incentives are used | Noted |
| | | | Supports local/regional input into central government policy development | Noted |
| | | | Supports action to seek adequate funding but notes need for all transport projects to devote time and money to improving conditions for cycling | Noted |
| | | | Supports delivery of the Cyclist Skills Training Programme - training should also be available for adults | Noted - addressing cycling skills for young people is recognised as an urgent need to overcome barriers to parents letting children cycle to school - however the programme can be utilised for adults and may be appropriate as a longer term action |
| | | | Supports action to facilitate information sharing, awareness campaigns, the journey planner tool and cycling events to encourage participation. | Noted |

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| | 14 R Lawn & J Harvey | | Supports improving network. Link on and off road networks. Further consideration to routes for beginner cyclists. | Noted - agree need to provide routes that cater for cyclists with different levels of confidence - NZTA best practice guide referenced in the draft Plan recognises this |
| | | | Support Great Harbour Way concept. | The Great Harbour Way concept is of relevance to a variety of sectors including tourism, recreation and transport. The focus of this plan is transport, while recognising the wider benefits of increased recreational cycling. A new action is recommended in the draft plan to highlight the need to address deficiencies in cycling network connectivity between Wellington and Hutt cities |
| | | | Supports improved cycling and public transport integration - happy with progress on allowing bikes on trains for free | Noted |
| | | | Seeks greater allocation of funding on fewer initiatives to make greater difference - improving safety and improving the cycling experience are top priorities | Noted |
| | | | Agree with action to encourage participation in cycling | Noted |
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| | 15 Anne Hare | | Does not support shared ped/cycle lanes due to risk of conflict, prefers on-road cycle lanes | Noted - matter to be considered by RCAs as part of network reviews |
| | | | Supports or strongly supports most actions in the plan | Noted |
| | | | Suggests drivers should also receive training - e.g. defensive driving - prior to licensing | This could be an issue for GW and others to advocate to central government for -discuss through cycling forum first to seek consensus views |
| | | | Suggests Council's support events rather than organise them - in conjunction with NZ Bike and others | Noted - it is likely that TAs role in organising or supporting events will depend on the situation and need |
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| | 16 Stu Kilmister | Kapiti Coast District Council | Overall feels the draft plan is disappointing, Some sections can be supported (actions around information sharing and education) but much more emphasis needed on improving the cycling network and increased role for GW in this. Seeks redrafting of the plan to address the following: | The first action in the draft Plan focuses on improving the network - it signals the need for TAs and the NZTA to identify priorities, review and improve the local and strategic networks that they manage. GW can assist and support these agencies where appropriate, but is not a road controlling agency or a funding agency and the responsibility for GW in the draft Plan reflects this |
| | | | Explanation of the proposed regional cycling network, review of implementation issues at key points on the network, and options for action around implementation. A clear statement of implementation actions and priorities for completing the network, including links to current funding and programmes | The Regional (Strategic) Cycling Network map in the draft plan identifies and provides an explanation of the network. Identifying the key issues/deficiencies and options for addressing those will be part of TA and NZTA network audits and improvements as signalled under the first action area in the draft plan |
| | | | A process for engagement with key implementing agencies, particularly along SH routes | Consultation on local council cycling strategies is one method - the Regional Cycling Forum can also assist this engagement process |
| | | | A clear statement that GW will take an active role in negotiating (and potentially funding) implementation along these routes | As above - GW can assist and support implementing agencies, but is not a road controlling agency or a funding agency and the responsibility for GW in the draft Plan reflects this |
| | | | A tone which conveys the urgency with which these issues need to be addressed and the significant community interest in seeing progress | Recommend adding a new section at the beginning of the plan that conveys the compelling need to address cycling issues as identified through the cycling review workshops |
| | | | A statement of the approach GW will take on land under its control | Outside the scope of this plan - addressed through the relevant management plans, eg - parks, transport procurement, and flood protection |
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| | 17 Graeme Lyon | | Supports improvements to cycle network as soon as possible, particularly between Petone and Wellington | Noted - new action proposed to address deficiency between Petone and Wellington |

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| | | | Seeks improved bicycle provision on new trains and bike carriage on buses, particularly for longer distance services. Cycle parking at transport hubs also useful | Noted - these initiatives are all covered in the Plan's action programme |
| | | | Supports other actions in the plan - new land developments need cycle paths, continue awareness campaigns, regional cycle maps are good | Noted |
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| | 18 Edward Griffiths | | Concern about backward step to limit number of cycles carried on trains - is counterproductive to encouraging cycling | Noted - comment referred to PT Division |
| | | | Seeks painted cycle lanes on Old Hutt Motorway and Thordon Quay to clearly identify use | This issue is covered under the first action in the plan around cycling network review and improvements |
| | | | Christchurch has good examples of safer cycling infrastructure - clearly marked cycle lanes and cycle crossings at traffic lights | Noted |
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| | 19 Paul Whitham | Mana Coach Services | Cyclists should be made to use a cycle lane when one is provided (e.g. Hutt road between Thorndon Quay and Ngauranga) as buses often have difficulties passing cyclists on narrow sections of road | Different types of cyclists have different needs and some prefer to ride on the road due to the level of service it provides - rather than force all cyclists to use an off road cycle lane, road networks should provide sufficient shoulder or on road lanes to allow buses to pass safely wherever possible - this issue is covered under the first action in the plan regarding cycle networks |
| | | | Councils must enforce parking rules on cycle lanes - cars parked in cycle lanes often cause cyclists out into the general traffic stream in conflict with other road users | Noted - issue for local authorities - this is identified in WCC's recent Draft Walking and Cycling Policies |
| | | | Cyclists should be banned on certain roads - e.g. Golden Mile - for safety reasons | This would only be appropriate if cyclists were provided with a high quality, safe and direct alternative/adjacent route - issue for local authorities in network reviews |

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| | | | In relation to the action to investigate bikes on buses - cost is not 'administrative' - estimated cost of fitting Newlands fleet is over \$40,000 - if Council wishes to require bikes on buses it will have to fund the cost of them | Noted |
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| | 20 Lee Davidson | | Major deficiency in the current network is Petone to Ngauranga - like to see GW support proposal and help ensure funding and coordination | A new action is recommended in the draft plan to highlight the need to address deficiencies in cycling network connectivity between Wellington and Hutt cities - GW can assist and support the implementing agencies where appropriate, but is not a road controlling agency or a funding agency and GW's responsibility in the draft Plan reflects this |
| | | | New policy of free carriage of bikes on trains great - supports further action around integration of cycling with trains and buses | Noted |
| | | | GW should help lobby central govt for additional funds to develop cycling network - in particular Petone to Ngauranga | This is a matter to be considered through the upcoming Regional Land Transport Programme review |
| | | | Supports actions in the plan - notes best way to encourage participation in cycling is to provide better and safer facilities | Noted |
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| | 21 Wendy Moore | Hutt City Council | Fully supports the Plan. HCC have already implemented or are in the process of implementing the actions identified and look forward to working collaboratively with GW on this important plan | Noted |
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| | 22 Alastair Smith | Great Harbour Way coalition | Believe the Regional Cycle Network should explicitly include the Great Harbour Way (GHW) - the plan should include proposals for a high standard cycling/walking route around the harbour | The Great Harbour Way concept is of relevance to a variety of sectors including tourism, recreation and transport. The focus of this plan is transport, while recognising the wider benefits of increased recreational cycling. A new action is recommended in the draft plan to highlight the need to address deficiencies in cycling network connectivity between Wellington and Hutt cities |
| | | | In particular, plan should: a) urgently address section between Petone and Wellington. b) provide directional signage and logo to identify GHW. c) ensure route is adequate for two-way walking and cycling. d) improve route between Seaview and Eastbourne. e) include route in new developments in container terminal area. f) improve route/address choke points along Wellington Waterfront. g) develop high quality walking/cycling route around Evans Bay. h) ensure developments on Mirimar Peninsula take account of GHW | Noted - see comment above |
| | | | Supports proposals for improved integration with PT. This has obvious advantages for cyclists to combine GHW route and PT for parts of trips | Agree |
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| | 23 Lois Pitt | | Submitter is a recreational cyclist using roads around southern Wairarapa | Noted |
| | | | Supports further education and awareness campaigns | Noted |
| | | | Seeks road shoulder design, construction and maintenance that provides for safe cycling - including sealed shoulders and adequate drainage | Matter for RCAs as part of network reviews and improvements |
| | | | Seeks more cycling signage to inform cyclists of road conditions and alert other road users of cyclists | Matter for RCAs as part of network reviews and improvements |
| | | | Please make travelling on the train with a bike appealing and freely available | Noted - addressed under ongoing action to improve cycling and PT integration |

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| | | | Commends GW for their cycling strategy | Noted |
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| | 24 Illona Keenan | | GW needs to do more to ensure RCAs actually make improvements to the cycling network - eg. Between Hutt City and Wellington | GW does not have a mandate to make RCAs improve their networks, however GW will continue to work with RCAs to encourage and support implementation of network improvements. A new action is proposed in the Plan to address network deficiencies between Petone and Wellington City |
| | | | GW should assist RCAs other than Wellington with collecting information on cycling in their districts and systems for improving level of service | It is the responsibility of all agencies to collect and monitor cycling information - GW currently collects info via the short trip active mode survey & transport perceptions survey and reports a number of other active mode indicators through the Annual Monitoring Report on the RLTS |
| | | | Ensure review programmes include targets and funding to implement the improvements specified | These matters are addressed in the Plan under actions to <i>Improve the Cycling Network</i> and <i>Seek Adequate Funding</i> |
| | | | Supports action to improve cycling integration with PT - should be progressed and budgeted for by GW. applauds move to free cycle carriage on trains - need to work on better storage provision for cycles on trains and greater flexibility around numbers allowed on carriages. GW should advocate to RCAs to provide safe routes to/from PT | Noted - GW is identified as the lead agency for progressing PT and cycling integration actions in the Plan and is working on ensuring increased storage on the new trains. The first action area <i>Improve the Cycling Network</i> asks RCAs to consider prioritising routes to key destinations and public transport services |
| | | | Supports actions to provide for cyclists in land development, influence central govt policy, seek adequate funding, deliver cyclist skills training programme, improve awareness, improve information and encourage participation | Noted |
| | | | Supports continuation of Regional Cycling Forum with review of terms of reference - important to include advocacy groups while recognising they are voluntary groups | Noted - a survey of existing members has recently been carried out to obtain views on the best format and way to involve advocacy groups and this will inform the new terms of reference |

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| | | | Seeks inclusion of 'cycling is a recognised and valued transport mode' in plans aspiration | An appropriate vision for the cycling plan was discussed during the workshop and using the aspiration expressed for walking and cycling in the Wellington RLTS was agreed as appropriate - this aspiration recognises the important role of walking and cycling |
| | | | Seeks specific objectives for the cycling plan to enhance direction of action programme | The Wellington RLTS provides the policy framework for walking and for cycling. The Regional Cycling Plan implements the RLTS |
| | | | Seeks inclusion of system wide indicators for cycling in the plan | A number of system wide indicators relating to cycling are reported annually by GW through the AMR on the RLTS - these include: cycling journey to work mode share; Wgtn CBD cyclist cordon counts; short trips by bike; perceptions on level of service, ease and safety for cyclists; cycling casualties; child cyclist safety. |
| | | | Seeks inclusion of the Great Harbour Way in regional cycling network map and in the action programme - GW as lead agency to advocate and seek funding - priority is section between Petone and Kaiwharawhara | The Great Harbour Way concept is of relevance to a variety of sectors including tourism, recreation and transport. The focus of this plan is transport, while recognising the wider benefits of increased recreational cycling. A new action is recommended to highlight the need to address deficiencies in cycling network connectivity between Wellington and Hutt cities. |
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| | 25 Graham Ibell | | Supports the spirit behind much of the plan | Noted |
| | | | Shocked at lack of drivers awareness of cyclists in the region compared with Bristol, UK | Noted - issues to be addressed through awareness campaigns |
| | | | Impression is that cycling commuters have louder voice and profile around Wellington - would like to see cycling for children given more emphasis | The Plan includes the implementation of Cyclist Skills Training Programme in schools. It also identifies routes to education facilities as a priority for network improvements. School Travel Plans developed under the Regional TDM Strategy will play an important role in increasing cycling to school |

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| | | | Supports actions to improve ease of taking bikes on public transport, particularly trains. | Noted |
| | | | Need to resolve issues with train guards being resentful about carrying cycles on trains and look for solutions | Noted - GW will continue to work with rail operators to address these matters |
| | | | Work towards bikes on buses | Noted - this is identified in the Plan |
| | | | Need to improve cycle locker administration - suggests monthly or bi-monthly hire | GW are considering various ways to better manage cycle lockers and facilities at railway stations |
| | | | Folding bikes should be actively promoted, excluded from the defn of 'bike', and considered as hand luggage | Noted - comment referred to PT Division for consideration |
| | | | Seeks more, visible cycle parking | Addressed in Plan under cycle network reviews and improvements |
| | | | Seeks safer route between Petone and Wellington - supports an on-road shoulder and the Great Harbour Way initiatives - for commuting and recreation | A new action is recommended in the Plan to address cycle network deficiencies between Petone and Wellington City |
| | | | Would like to see Cycling Plan linked to wider community outcomes - eg. Community cohesion and more local employment and facilities | Noted - The relationship between active modes and these community and land use outcomes is recognised through other council documents including the RLTS and Regional TDM strategy, the RPS and LTCCPs |
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| | 26 Helen Topham | Regional Public Health | Supports development of a Regional Cycling Plan - acknowledges pivotal role of local councils in providing for active modes | Noted |
| | | | Recommend GW move to take a stronger leadership role within the new statutory environment | The RLTS and Regional Cycling Plan provide the framework and guidance at the strategic level for improving cycling outcomes. However, GW is not a road controlling agency or a funding agency and GW's responsibility in the draft Plan reflects this |
| | | | Supports the action areas in draft plan | Noted |
| | | | Recommends the plan reflects targets in the updated NZTS and new GPS | Work has been done by NZTA to regionalise the GPS targets and the RLTS targets for active modes are well aligned (in fact more ambitious than) with these |

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| | | | Recommends the plan recognise and incorporate actions that support cycling for recreation as well as transport | The Regional Cycling Plan recognises the wider benefits of cycling for recreation, but as a plan to implement a transport strategy has a greater focus on cycling for transport - for a variety of trip purposes |
| | | | Improve the cycling network - notes that many actions under here are to develop strategies and reviews but there is urgent need to implement improvements now | This action clarifies the steps to improving the cycling network as requested by the working group through the workshop process. This involves identifying the local priorities and an order in which to review and improve the network. GW will advocate for improvements identified by the by audits to be implemented as soon as possible - but this is a matter subject to community Annual Plan and LTCCP processes |
| | | | Recommends GW take a stronger role in ensuring completion of a regional cycling network - prioritising actions and engaging with key players e.g. between Wellington and Petone | The first action in the draft Plan focuses on improving the network - it signals the need for TAs and the NZTA to identify priorities, review and improve the local and strategic networks that they manage. GW can assist and support these agencies where appropriate, but is not a road controlling agency or a funding agency and the responsibility for GW in the draft Plan reflects this |
| | | | Recommends plan include specific actions and targets associated with lowering road speeds | This type of action may be proposed as part of local council plans/strategies - eg WCC draft Walking and Cycling Policies |
| | | | Supports actions to improve cycling and PT integration - increase bike storage on trains, progress cycle carriage on buses, increase bike storage at key public transport nodes | Noted |
| | | | Support GW advocacy role to landuse development processes | Noted |
| | | | Support GW advocacy role in central govt policy and seeking adequate funding - focus should be on funding aspect | Noted |

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| | | | Support delivery of cyclist skills training programmes - suggest pilot focuses on schools in higher deprivation areas first - adult training also important to support workplace travel plans | Noted |
| | | | Support actions and GW lead role around - information sharing, awareness campaigns, cycling information and encouraging participation | Noted |
| | | | Reiterate importance of ensuring high quality network & facilities and an environment conducive to cycling in first instance | Noted |
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| | 27 Andre Cymbalista | Cycle Aware Wellington | Believes that the Regional Cycling Plan is inconsistent with the Wgtn RLTS because it does not include any specific projects to improve cycling in the region - it 'passes the buck' to road controlling authorities when it comes to implementing improvements to the cycling network | The Regional Cycling Plan is a strategic plan identifying the range of interventions for cycling in the region to implement the RLTS. The plan is jointly owned by all agencies represented on the Regional Transport Committee. Road controlling authorities are the only agencies who can implement improvements to the cycling network. |
| | | | Contends that GW should take an active role in provision of cycling infrastructure - advocating alone will not achieve the NZTS targets | See comment above |
| | | | Draft Cycling Plan does not include specific targets for cycling consistent with national targets - and action plan not strong enough to deliver ambitious national targets | The Wellington RLTS targets for active modes are considered to be more ambitious than those set out in the GPS. An additional target statement is recommended seeking an increase in all trip purposes consistent with the GPS. The range of interventions identified in this strategic plan have the potential to get us to the ambitious regional and national targets, however this will be dependant on the commitment of all implementing agencies and the extent to which they are willing to progress those initiatives |

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| | | | Would like to see GW invest in projects to improve cycling level of service - e.g. cycle lockers and public bike rental schemes, completion of cycle network, poor facilities between Petone and Wellington | GW's investment is limited to those activities related to its public transport and travel behaviour change responsibilities |
| | | | Would like to see GW advocating more efficiently with local authorities to meet national and regional targets - e.g. WCC Draft Cycling Policies | GW is pro-active in providing comments on plans and strategies by assessing their consistency with the RLTS and other regional plans |
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| | 28 Allan Brown | Rotary Club Of Eastern Hutt | Seeks endorsement of the Great Harbour Way concept - continuous walkway/cycleway from Lambton Harbour to Days Bay | The Great Harbour Way concept is of relevance to a variety of sectors including tourism, recreation and transport. The focus of this plan is transport, while recognising the wider benefits of increased recreational cycling. A new action is recommended in the draft plan to highlight the need to address deficiencies in cycling network connectivity between Wellington and Hutt cities |
| | | | Concept will be realised by a multi-body partnership approach | Noted |
| | | | Concept requires designation, signposting, solution for Petone to Horokiwi, and promotion | Noted |
| | | | Investment will be relatively low and benefits to commuting, recreational, tourist walkers/cyclists | Initial advice from NZTA suggests that the cost of improving the facility between Petone and Ngauranga alone will be very significant |
| | | | Anticipate involvement/role of the Rotary Club to be similar to that during establishment of Hutt River Trail | Noted |
| | | | Sets out the 10 year vision for the GHW concept | Noted |
| | | | Next steps - parts of the bikeway are in place but maintenance is not good - need work on solution for Horokiwi to Petone | Noted |
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| | 29 Mark McCrone | | Appears to be a lack of dedicated cycling infrastructure in Wellington - would like to see funding for cycle lanes and signage | Provision of cycle lanes and signage are expected to form part of the network reviews and improvements by road controlling authorities as signalled under the first action in the draft plan |

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| | | | Research suggests that cyclists more concerned about conflict with trucks/buses than cars and will often choose alternative routes to avoid larger vehicles - therefore combining bus and cycle lanes may not be appropriate | Noted - matter for consideration by RCAs |
| | | | Supports provision for cyclists in land development - including when designing new bridges | Noted |
| | | | Suggests driver/cyclist awareness campaigns have proven ineffective overseas and suggests funds better utilised on cycling infrastructure | Comment noted - the technical working group considered that both of these types of intervention are needed to contribute to the region's cycling outcomes |
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| | 30 Patrick Morgan | | Seeks an improved link between Hutt and Wellington - supports Great Harbour Way | The Great Harbour Way concept is of relevance to a variety of sectors including tourism, recreation and transport. The focus of this plan is transport, while recognising the wider benefits of increased recreational cycling. A new action is recommended in the draft plan to highlight the need to address deficiencies in cycling network connectivity between Wellington and Hutt cities |
| | | | Commends move to drop charge for bikes on buses need to sort out problems that limit 2 bikes per train. Supports other actions to improve cycling and PT integration | Noted |
| | | | Supports need for compact urban form and provision for cycling in new developments | Noted |
| | | | Seeks advocacy for a five fold increase in funding for cycling to achieve NZTA targets | Action in the draft plan identifies advocacy and allocation of adequate funding - agree that additional funding needs to be allocated to cycling to achieve RLTS/GPS/NZTS targets |
| | | | Supports implementation of a cyclist skills training programme in accordance with the new Guidelines | Noted |

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| | | | Supports continuation of Regional Cycling Forum, awareness campaigns, and GW's website for cycling. Update regional cycling maps | Noted |
| | | | Suggests GW lead by example to encourage cycling (eg. Publicise GW cycle parking/lockers and role in promoting cycling, continue car free day campaign, support local advocacy groups, attend NZ cycling conferences and offer staff and councillor training) | GW expects to continue: promoting cycling in the region, coordinating the regional cycling forum, progressing cycling/PT integration improvements, developing a regional journey planning tool, and supporting RCA cycling initiatives in the region |
| | | | Active modes should be given top priority as we seek to mitigate climate change, reduce oil dependence and enhance active lifestyles | Noted |
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| | 31 Paula Warren | | We need an ambitious cycle plan if we are to meet the ambitious targets for active modes in the RLTS | We believe the range of interventions identified in this strategic plan have the potential to get us to the ambitious regional and national targets, however this will be dependant on the commitment of all implementing agencies and the extent to which they are willing to implement those initiatives |
| | | | Submitter notes key reasons they do not cycle in Wellington - lack of road space, flat routes dominated by main roads, wind hazard, driver behaviour | Noted - these issues are generally identified as potential barriers in the background paper supporting the draft plan - cycling infrastructure and driver behaviour are targeted by actions in the draft plan |
| | | | Believes the needs of cyclists come under two criteria - fit, confident, mature cyclists who prefer to use road network - children, less fit or new cyclists who prefer to be off road and treated like pedestrians | NZTA best practice guide outlines three cyclist skill levels - 'novice', 'basic competence', 'experienced'. The guide suggests that cyclists with 'basic competence' are likely to be comfortable on quieter roads and using simple intersections, but prefer dedicated cycle lanes and facilities on busy or narrow roads and at multi-lane roundabouts/intersections |

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| | | | Submitter sets out the key features the would like to see the Wellington cycling network comprise of to address these needs, and seeks ability to carry bikes on public transport | The first action in the plan for RCAs to carry out network reviews and improvements, taking into account the NZTA best practice guide covers these issues. Note the draft plan includes PT and cycling integration action regarding carriage of bikes on PT |
| | | | In addition to TA actions to improve cycling network, submitter believes that GW should identify a number of key cycling routes and take responsibility for coordinating effective actions on those routes - eg. GHW, Paraparaumu to Wgtn, Wairarapa to Wgtn | The plan includes identification of the strategic regional cycling network as identified through the regional cycling forum - GW commissioned a report on this network to identify deficiencies and recommend priorities for infrastructure improvements (Bullen Report 2004) - GW has been advocating to and encouraging RCAs to progress the recommended improvements. |
| | | | Seeks stronger wording under the action Improve cycling and public transport integration - eg. replace 'investigate opportunities' with 'identify and implement' | While some of the initiatives identified under this action area are already being implemented and will continue to be, other initiatives require investigation around their feasibility - understanding the issues and impacts of a proposed initiative are important before a decision is made whether to implement - hence the current wording in the plan. |
| | | | Seeks reference to appropriate provisions in the Regional Policy Statement - to make provision of adequate footpaths and cycle facilities compulsory for all new developments | This has been recommended by transport policy officers through the current RPS review and is expected to be included in the new Proposed RPS |
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| | 32 Lachlan Wallach | Upper Hutt City Council | Supports the intent of the plan | Noted |

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| | | | Notes that while the plan is strategic, the responsibility allocated to TAs in the plan is dependant on public approval through annual plan and LTCCP processes, TA priorities and affordability | Agree. The plan addresses the range of issues and proposed interventions at the strategic level, however the actions are framed in such a way to allow flexibility when the detail beneath them is developed by the responsible agency. In this way the plan recognises the differences between city and district council's in the region and enables them to decide the appropriate scope, focus and timeframe to suit their local community needs. |
| | | | Improve the Cycling Network - In relation to the steps to develop local strategies, network review programmes and carry out audits, submitter suggests the cost is significantly more than 'administrative' | Note that funding is available from NZTA to support this activity at a FAR of 75% |
| | | | Improve the Cycling Network - Suggests change to wording of the 3rd target under this action area to 'network reviews <i>implemented</i> ' to reflect timing is 'ongoing' | Recommend amendment to plan as suggested |
| | | | Submitter states the action around cycle parking at train stations and other PT nodes is not a TA responsibility - they will advocate and in some cases implement on GW approval | While GW are generally the lead agency for this action, in some locations there will be a need to work with TAs to implement |
| | | | In relation to 'Seek Adequate Funding' - point 2. - suggests the word 'allocate' be replaced by 'include' to signal the process depends on public consultation not just Council opinion. Also suggests related cost is not just 'administrative' and should have NZTA subsidy | It is appropriate that the cycling plan seeks adequate funding be allocated for cycling improvements - recognising that local Councils are subject to community consultation processes - no change to plan recommended |
| | | | Requests addition of 'NZTA subsidy' next to TAs under funding for local education and awareness campaigns | Agree - amendment to plan recommended as suggested |
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| 33 | Selwyn Blackmore | NZ Transport Agency | Submitter notes the role and actions identified for NZTA in the draft Regional Cycling Plan and advises that it's current work to develop a <i>Wellington Regional SH Cycling and Pedestrian Strategy</i> will respond and contribute to those actions | Noted |
| | | | Would like to see the final plan reflect the objectives, policies and targets of the updated NZTS and new GPS | While the draft Plan was developed in the months prior to the release of the updated NTZS and GPS 2008, it was developed under the framework of the Wellington RLTS 2007 – 2016 which is considered to be well aligned with these national documents. The RLTS targets for active modes, identified in the plan, are considered to be more ambitious than the short - medium term GPS targets. An additional target statement in the plan is recommended seeking an increase in all trip purposes consistent with the GPS. |
| | | | Would like to see greater clarity within plan as to how targets monitored on a regular basis and by whom - eg. Active mode JTW target are based on census - preferable to use dataset that is recorded annually. Also like to see 'acceptable level of service' defined for consistency across RCAs | The Annual Monitoring Report on the RLTS reports progress annually across a range of active mode indicators in addition to JTW census stats. This monitoring process is described in the draft plan. An appropriate definition of 'acceptable LOS' needs to be considered by RCAs through local strategy development - guided by Austroads Part 14 and the NZTA Best Practice document |
| | | | Provides suggested amendments to reporting structure and scope of the <i>Quarterly Agency Progress Report</i> - see full submission for details | Not relevant to review of the cycle plan - comments referred to relevant officers. |

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| | | | Believes that GW should strengthen their cycling facilitator role - empowering, encouraging, and where necessary supporting the region's implementing agencies to deliver the RLTS vision | GW is not a road controlling agency or a funding agency and GW's responsibility in the draft Plan reflects this, however GW will continue to work with RCAs to encourage and support implementation of network improvements. GW will also continue: promoting cycling in the region, coordinating the regional cycling forum, progressing cycling/PT integration improvements, developing a regional journey planning tool, and supporting RCA cycling initiatives in the region |
| | | | Believes NZTA should not be restricted to improvements to the strategic cycle network 'on or across the SH network' but should be broadened to include assisting and advising relevant RCAs to make improvements broadly parallel to SHs | Noted - recommend amending plan to include this change |
| | | | Suggests the 2004 network priorities report on the regional (strategic) cycle network needs to be updated in conjunction with RCAs and should reflect NZTA criteria - seriousness, urgency, effectiveness, efficiency | Note that NZTA have signalled in their submission an intention to review the SH elements of the strategic network |
| | | | Improve the cycling network - point 1: Develop local cycling strategies - NZTA should have a responsibility, suggests text changed to say RCAs. | At the regional level the NZTA should be guided by the RLTS and Regional Cycling Plan in terms of strategy. NZTA have a responsibility in review/audits and implementing improvements as identified. No change to draft plan recommended |
| | | | Improve the cycling network - point 2: <i>Develop a programme for reviewing the cycling network</i> - suggests reviews of networks should also require targets | Defining what needs to be done by when and by who is expected to form part of developing the network review programme |

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| | | | Improve the cycling network - point 3: <i>Review (audit) the cycling network</i> - suggest considerations also include: crash records, relative risk, identified deficiencies, cycle flows and monitoring, temporary facilities | Recommend amending plan to add crash & risk statistics to the list of considerations for the review/audit. Identifying deficiencies is a key outcome of the network review rather than a network quality criteria. Cycle flows and monitoring are not network quality considerations - they should be addressed through local strategies when considering cycling priorities. Temporary facilities are part of standard RCA operating procedures beneath the scope of this plan |
| | | | Improve the cycling network - point 4: <i>Implement improvements</i> - this action is too vague and requires clarity | Recommend amending text in draft plan to: <i>Implement improvements to address any deficiencies identified through the above cycling network reviews</i> |
| | | | Provide for cyclists in land development: point 2, should be reworded to place onus on developers to take heed of planning comments - In addition, should be no detriment to cyclists from land development - eg. from road space allocated to parking | The cycling plan itself cannot directly influence developers - however it seeks good provision, accessibility and priority for cyclists in those planning documents that can influence land use development decisions |
| | | | Seek adequate funding - insert reference to new three year funding system | Recommend amendment to text under this action area to reflect the new Regional Land Transport Programme process |
| | | | Supports <i>delivery of cyclist skills training programmes</i> - similar action needed for training regional transport and planning officers in cycle facility planning and design | Noted. Professional development training opportunities are available and officers are encouraged to attend where appropriate - a bigger issue is the lack of resources being put into considering and addressing cycling needs |
| | | | Improve driver and cyclist awareness - ACC should be added to list of responsible agencies | ACC may be a partner agency for some campaigns but only the lead agency is identified in the plan |
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| 34 | | Wellington City Council | WCC is currently developing its own cycling policy for the city, expected to be adopted in November 08. This will respond to objectives of the WCC Transport Strategy and will form a key part of the actions arising from the Ngauranga to Airport Corridor Plan | Noted |
| | | | WCC is generally supportive of the draft Regional Cycling Plan and suggests it is well aligned with the above WCC documents. Notes WCC officers have been involved in developing the draft Plan | Noted |
| | | | WCC would however make the following comments and suggestions: | |
| | | | Notes that while active mode share trend is largely on track, safety stats are very poor for cyclists in region and Wellington City. Suggests that the focus of the draft Plan seems to be on increasing cycling mode share, although safety improvements are embedded in many initiatives. Suggests draft Plan is therefore misaligned with the strategic objectives of the RLTS and either need more emphasis on safety in plan or RLTS targets for cycling be revisited | The draft Regional Cycling Plan includes initiatives to improve cycling safety and will be supported by the road safety initiatives in the Regional Road Safety Plan. The proposed RCA cycling strategies identified under the first action area in the plan are expected to include infrastructure improvements to the cycling network to improve safety but should also consider initiatives such as awareness/education campaigns and programmes to address local safety issues for cyclists. The draft plan also identifies implementation of a cyclist skills training programme in schools. These initiatives are all aimed at contributing towards the desired RLTS outcome of improved safety for cyclists |
| | | | Strongly supportive of principle of regional cycle network and associated target. However clear that current network a long way off this target. For Plan to be credible, needs to ensure regional strategic network is enhanced. Request priority given by NZTA to constructing safe, useful link between Petone and Wellington City | Agree that the level of service provided by current regional cycling network is far from acceptable. The first action for RCAs seeks priority be given to improving the strategic regional cycling network as part of cycling network reviews and improvements. A new action is recommended to address the existing significant gap in the cycle network between Petone and Wellington City |

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| | | | Sub-regional targets – Notes that 2006 JTW figures show WCC is already exceeding the regional JTW target, while other TAs are some way from achieving it. Acknowledges that this is due to different conditions in other TAs. Suggests that it would be helpful to set sub-regional targets for cycling (in consultation with the relevant TAs) to focus attention and set individual accountabilities for achieving the regional target | It is not considered appropriate for the regional cycling plan to set specific walking targets for each TA in the region using a top down approach. These targets should be developed at the local community level as part of their local cycling strategies. Local targets should respond to local issues and priorities. Greater Wellington would be happy to assist TAs in developing their local targets through provision of available data and trends where these are available |
| | | | Contribution of Public Transport Integration - supports recent move to provide free carriage of bikes on trains and also supports investigating feasibility into bikes on buses | Noted |
| | | | Professional Development - Encourages GW to encourage officers from all relevant agencies to have appropriate training and education in relation to planning and design for cycling | GW will continue to promote opportunities for officers in the region to improve their knowledge of planning for cycling (and walking) |
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| | 35 Geoff Marshall | Porirua City Council | Supports the plan, subject to the following comments | Noted |
| | | | Funding - Large onus on TAs to fund projects but no indication of how they are to fund their local share. Funding suggested is over and above that identified in their LTCCP and it cannot be assumed that additional rates funding will be available or that local priorities will be the same as regional priorities. Funding should not fall on local ratepayers alone. Funding should also come from health authorities and central government. Projects with high regional priorities should be funded from regional or national sources | Noted - for local cycling improvement projects, local share may be supplemented by a subsidy from the NZ Transport Agency or by making a case for R or C1 funding during consideration and development of the Regional Transport Programme |

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| | | | Improve the Cycling Network - queries why the reviews are timed for Dec 2010, prefer timing was changed to June 2011 to inform LTCCP reviews in 2012 | It is vital that the planning work be programmed as soon as possible - the date has already been pushed back to Dec 2010 to allow TAs to budget for the strategy and programming work in their 2009/10 Annual Plans. Note the review/audits themselves and implementing improvements have a timing of 'ongoing' and are not subject to the Dec 2010 timeframe |
| | | | Improve the Cycling Network - believes this type of review is applicable to a mature cycling network, but networks in many parts of region are still being developed. Priority should be connectivity, with review of level of service later when core network in place | This action area and the associated best practice guide cover both existing and potential new network facilities. It will be up to TAs through their local strategies to determine priorities for their community |
| | | | Strongly supports bikes on trains and buses and cycle lockers at PT nodes. Applauds recent move to provide free carriage of cycles on trains, but associated reduction of capacity an urgent issue | Noted |
| | | | Supports ongoing facilitation of Regional Cycling Forum by GW - consider combining with walking | Noted - the intention to combine cycling and walking forums in some is signalled in the draft plan |
| | | | Supports principle of providing cycling information but believes an Online Journey Planner will have a high cost for minimal benefit - local cycling maps more effective | Recent technology advances mean that this type of application is relatively affordable compared with the existing Metlink journey planner. An online journey planning facility has many advantages over hard copy only maps, although we expect there will be a continued need for local hard copy maps produced by TAs |