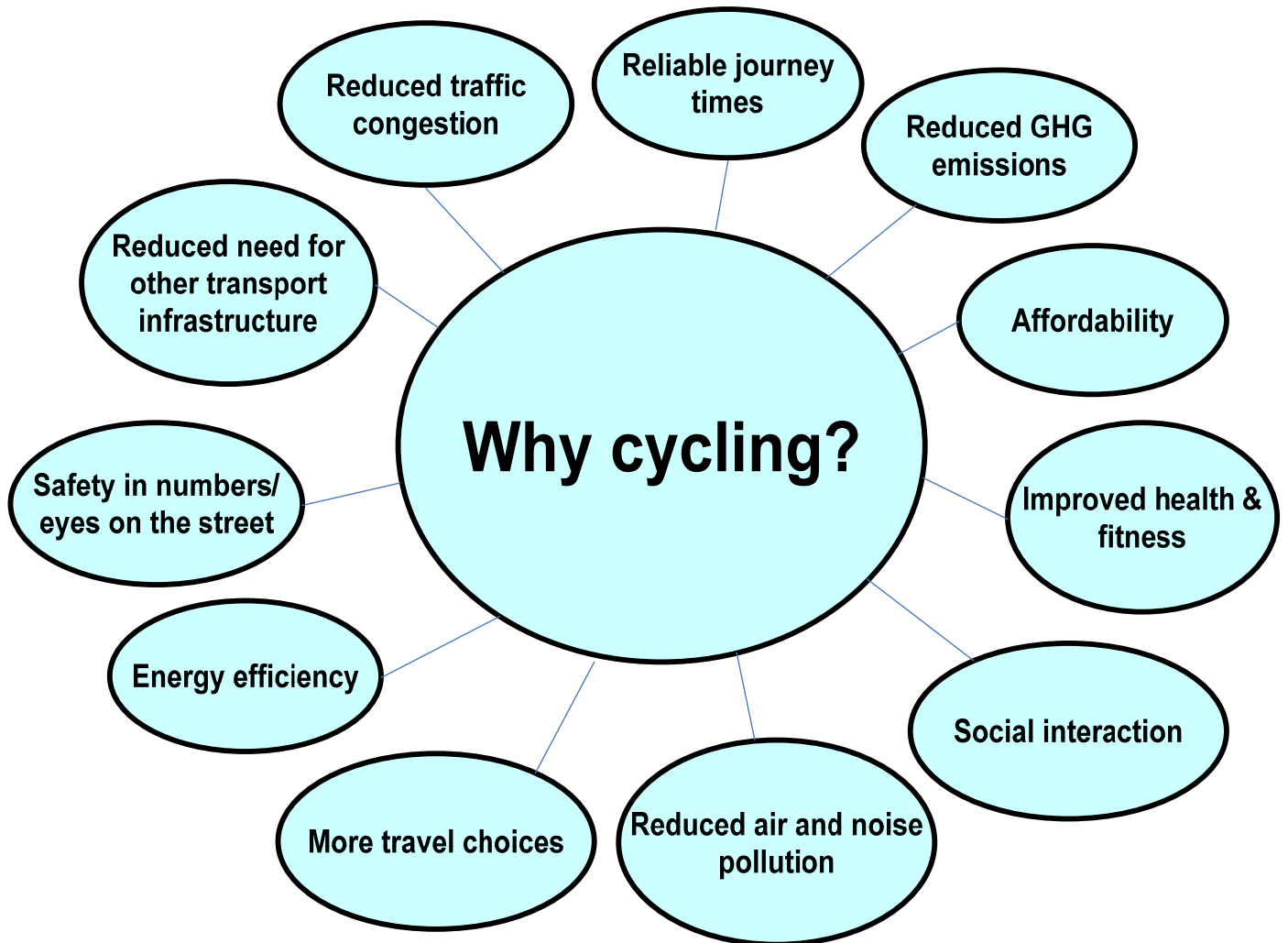


# Regional Cycling Plan

December 2008

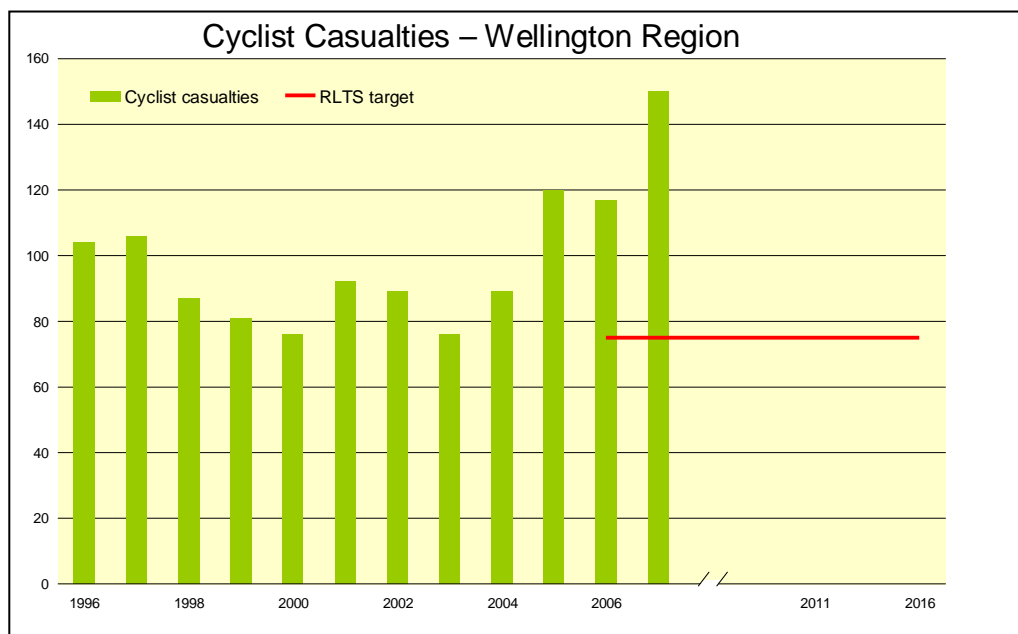
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## Regional Cycling Plan

Our communities currently face many serious challenges and our transport system needs to respond to these. There is a need to address climate change and be resilient to fuel price volatility, to improve public health and fitness, and to support continued economic growth. Cycling is a means of transport that is non polluting, energy efficient, improves people's health, fitness and wellbeing, is relatively affordable, and allows reliable journey times. Encouraging greater use of cycling as a means of transport in our region will help us to respond to the above challenges. Perceptions of safety when cycling in our region are very low. Understandable when regrettably 2007 cyclist casualties rose alarmingly to twice the Regional Land Transport Strategy (RLTS) target level. Considerable energy needs to be focused towards providing a safe and pleasant cycling environment that will encourage more people to cycle while reducing the number of cyclist casualties in our region.



The Cycling Plan responds to these issues and the policy framework for cycling set out in the Wellington RLTS. It sets out an action plan with a series of high level initiatives aimed at contributing to the outcomes of the RLTS. This plan has been developed collaboratively by the agencies represented on the Regional Transport Committee (RTC) with input from other interest groups and the wider community through consultative processes. The plan is collectively owned by the RTC and all partner agencies are expected to proactively implement the plan.

The aspiration for walking and cycling as set out in the RLTS vision is:

*People will generally walk or cycle for short and medium length trips. Pedestrian and cycling networks will be convenient, safe and pleasant to use.*

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
- Fewer than 75 cyclists injured in the region per annum
- All of the strategic cycle network provides an acceptable level of service.

In addition to the above RLTS targets, this implementation plan seeks to achieve ‘an increase in total cycling trip numbers in the region across all trip purposes’ in accordance with the signals in the Government Policy Statement and New Zealand Transport Strategy 2008. In order to meet the targets, the Wellington City Council will need to continue its strong growth in cycling activity and other TAs will need to arrest the declining trend and start to grow cycling use in the short – medium term.

### Responsibilities

A lead agency is generally identified for each action in the action programme. While it is the responsibility of the lead agency to pro-actively progress the subject action, in most cases commitment from a number of agencies will be needed to deliver effective solutions. For those agencies with financial accountability for actions in the plan, primarily road controlling authorities (RCAs) and Greater Wellington, determining how far and how fast those actions are progressed will largely be determined through Annual Plan and LTCCP processes.

### **Territorial Authorities**

Territorial Authorities (TAs) have the most significant role in implementing the actions in this cycling plan. As part of their mandate to serve their local community’s needs, TAs own and manage most of the region’s cycling infrastructure. It is their responsibility to maintain and improve the existing road network and to respond to community needs and desires for local cycling investments. TAs regulate land use activities through development of District Plans and processing resource consent applications. Therefore they also have an important role in the way land use development supports active mode use. TAs are encouraged to set local targets that contribute to the achievement of the RLTS active mode targets and develop local cycle network maps as part of their local strategies. TAs also have an important role to monitor progress in relation to their strategies, networks and activities.

### **New Zealand Transport Agency (NZTA)**

This new agency, formed from the merger of Transit New Zealand and Land Transport New Zealand on August 1 2008, has the combined role of these former organisations in relation to cycling.

The NZTA is the road controlling authority (RCA) responsible for managing the state highway network. Their role in implementing this cycling plan is to carry out improvements to the cycling network where appropriate and feasible on or across the state highway network, and to assist and advise TAs make improvements broadly parallel to state highways. This will primarily be the urban and peri-urban environment and will seek to address needs identified by TAs and the local community. NZTA have an important role to monitor progress in relation to their strategies, networks and activities.

The NZTA is also the central government agency responsible for land transport funding and safety matters. They are identified in the plan as providing funding support for many of the initiatives in this cycling plan. They also have a road safety role and are responsible for progressing the initiatives in the

*Getting There - on foot, by cycle* Implementation Plan (June 2006) which will help towards many of the actions in this regional cycling plan.

### **Greater Wellington Regional Council (Greater Wellington)**

Greater Wellington has a key leadership role in advocating for implementation of this cycling plan. This will be achieved by facilitating regional coordination through the regional active mode forum, advocacy to central government policy development and funding processes, advocacy to local land use planning and funding processes (consistent with regional policy adopted under the RLTS and the RPS), implementing actions relating to the integration of cycling with the passenger transport network and working closely with schools and workplaces to encourage and support the development of school and workplace travel plans.

Greater Wellington also manages large areas of recreational land in the form of regional parks, forests and river trails which provide opportunities for walking and cycling.

Greater Wellington will have the primary responsibility for monitoring the overall progress of actions in this plan against respective performance measures. This takes place on an ongoing basis through quarterly agency reports and through reporting on a comprehensive list of cycling indicators in the Annual Monitoring Report on the Regional Land Transport Strategy.

### **Other Agencies**

Cycling plays a role in supporting the objectives of many other national and regional strategies and the various activities that fall under these. Therefore, a number of other agencies in the region have a role to play in encouraging cycling and supporting implementation of the actions in this plan.

New Zealand Police and Accident Compensation Corporation (ACC) have a role in promoting and encouraging cyclist safety.

Schools and workplaces have an important role in increasing cycling trips through participation in the regional travel plan programme.

Capital and Coast DHB, Hutt Valley DHB and Wairarapa DHB are each implementing Health Eating Healthy Action (HEHA) strategies of which walking and cycling will make a key contribution to increased levels of physical activity.

Sport Wellington (along with Sport Kapiti) is overseeing the implementation of the Wellington Urban Region Physical Activity Strategy known as "At the Heart". Increasing the levels of walking and cycling is an essential part of this strategy. Greater Wellington and the region's local councils are partner agencies in developing and implementing 'At the Heart'.

Regional Public Health (RPH) is the largest provider of health protection and health promotion services in the region. Some public health services are subcontracted to Wairarapa Public Health Service. RPH has an important role in promoting the health benefits of active modes throughout the region. There are several local NGO providers of health promotion services who have an interest in the promotion of cycling and walking as a form of physical activity. They include the Cancer Society, Heart Foundation and several Maori providers. Also Primary Health Organisations (PHOs) are implementing HEHA strategies.

### **Advocacy groups**

Cycling advocacy groups, such as Cycle Advocates Network, Cycle Aware Wellington, Kapiti Cycling Inc and other cycling clubs/groups have an important role in contributing to the understanding of cycling issues from a user perspective and in raising the profile of cycling as a valued and important mode of transport.

## Definitions

For the purpose of this plan a 'cycle' is defined as:

- (a) Means a vehicle having at least two wheels and that is designed primarily to be propelled by the muscular energy of the rider; and
- (b) Includes a power assisted cycle.

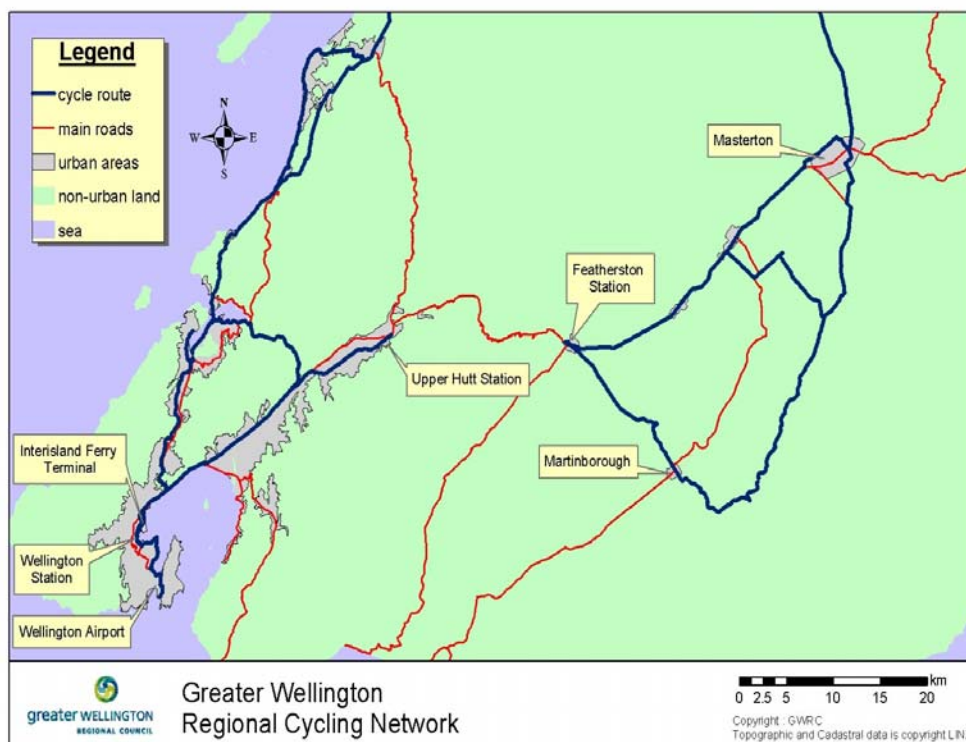
*Source: Land Transport NZ*

## Regional (Strategic) Cycling Network

The Regional Cycling Network map was developed collaboratively through the regional cycling forum. The map identifies the strategic cycling routes which link the region's territorial authorities from Wellington Airport in the south through to the Wairarapa and Otaki to the north. In many cases, the identified network follows the region's state highways. Alternative off-road routes are provided along some sections of the network.

The strategic network identifies the key cycle network connections linking centres within the region for the purpose of transport. We recognise that there is a much larger network of roads and off-road paths that make up the cycling network and provide connections for cycling trips. It is expected that each TA in the region will identify their important cycle routes through development of their local cycling strategies. Improvements to the local network are vital to complement the strategic network and provide for all cycling trips.

A network priorities report was carried out on the strategic network in April 2004 to identify deficiencies and recommend improvements. Implementing these improvements is the responsibility of the road controlling authorities (NZTA and TAs).



## Great Harbour Way

This plan supports the Great Harbour Way concept '...that there will be a continuous, safe, signposted walkway and cycleway around the whole perimeter of Te Whanganui-a-Tara (Wellington Harbour) from Fitzroy Bay in the west to Sinclair Head in the east'<sup>1</sup>. The long term development of such facilities relies in the short term on the development of a comprehensive plan, integrated across TA boundaries. It is recognised that the most significant gap in this route is the section between Petone - Ngauranga and this plan calls for this to be addressed as a priority.

<sup>1</sup> From Great Harbour Way coalition's website at <http://www.greatharbourway.org.nz>

## Cycling Action Programme

Actions	Responsibility	Timing	Cost	Funding	Target
<p><b>Improve the Cycling Network</b> The cycling network includes the road network (except motorways) and other on and off-road cycling paths, and shared paths.</p> <p>1. Develop local cycling strategies that include<sup>2</sup>:</p> <ul style="list-style-type: none"> <li>• Vision and objectives</li> <li>• Policies</li> <li>• Quantifiable targets that contribute to the regional targets</li> <li>• Monitoring process</li> <li>• Local data and statistics</li> <li>• Network Plan that identifies important local routes &amp; connections</li> </ul> <p>These strategies should provide guidance on priorities within their identified cycling networks, with consideration given to prioritising routes identified as part of the regional cycling network and other routes with high existing or potential cyclist volumes and/or routes to key employment, educational, retail, health, recreational destinations, bus stops and public transport interchanges.</p>	TAs	December 2010 <sup>4</sup>	Administrative	TAs (NZTA subsidy)	Strategies adopted
<p>2. Develop a programme for reviewing the cycling network</p>	RCAs	December 2010	Administrative	RCAs (NZTA subsidy)	Review programmes developed
<p>3. Review the cycling network in accordance with the above programme and recognised current best practice guidelines<sup>3</sup> including consideration of:</p> <ul style="list-style-type: none"> <li>• Road space allocation</li> <li>• Surface quality and maintenance</li> <li>• Route directness and connectivity</li> <li>• Signage and information</li> <li>• Vehicle traffic speeds and parking restrictions</li> <li>• Crash and risk statistics</li> <li>• Cycle parking and storage facilities</li> <li>• Cycle priority measures</li> <li>• Segregated cycle facilities on high speed/high volume routes</li> <li>• Integration with public transport systems</li> </ul>	RCAs	Ongoing	Administrative	RCAs (NZTA subsidy)	Network reviews implemented
<p>4. Implement improvements to address any deficiencies identified through the above cycling network reviews</p>	RCAs	Ongoing	To be determined	RCAs (NZTA subsidy)	Network improvements implemented

<sup>2</sup> Macbeth, Ryan, Boulter (2005) New Zealand walking and cycling strategies – best practice. Land Transport NZ Research Report 274



Actions	Responsibility	Timing	Cost	Funding	Target
<p><b>Improve Cycling and Public Transport Integration</b></p> <p>Continue to investigate opportunities to improve the integration of cycling with public transport including:</p> <p>a) carriage of bikes on trains - adequate storage, appropriate charges and certainty</p> <p>b) feasibility of carriage of bikes on buses</p> <p>c) Sheltered, secure and visible cycle parking facilities at train stations and other public transport nodes</p>	<p>GWRC</p> <p>GWRC</p> <p>GWRC and TAs</p>	<p>Ongoing</p> <p>By Dec 2008</p> <p>Ongoing</p>	<p>Administrative</p> <p>Administrative</p> <p>To be identified as proposals are developed</p>	<p>GWRC (NZTA subsidy)</p> <p>GWRC (NZTA subsidy)</p> <p>GWRC (NZTA subsidy)</p>	<p>Potential barriers to cycle carriage on trains addressed</p> <p>Investigation complete</p> <p>Adequate facilities provided to meet demand</p>
<p><b>Provide for Cyclists in Land Development</b></p> <p>1. All District Plans and subdivision guides include provision for cyclists and high levels of cycling accessibility to be considered when assessing land use development proposals, consistent with best practice<sup>5</sup> guidelines.</p> <p>2. Advocate for cyclist priority and high levels of cycling accessibility in land developments by reviewing and commenting on plan changes and significant development proposals/ consent applications</p>	<p>TAs</p> <p>GWRC</p>	<p>At next review</p> <p>Ongoing</p>	<p>Administrative</p> <p>Administrative</p>	<p>TAs</p> <p>GWRC (NZTA subsidy)</p>	<p>Priority and accessibility for cycling included in all District Plans and subdivision guides</p> <p>Every opportunity taken to review and comment as part of the plan change/land development process</p>

<sup>3</sup> Land Transport NZ 'Cycle Network & Route Planning Guide' 2004; NZ Supplement to AUSTROADS Part 14: Bicycles (2005)

<sup>4</sup> Allows TAs to budget for this in their 2009/10 Annual Plans

<sup>5</sup> Land Transport NZ 'Cycle Network & Route Planning Guide' 2004; NZ Supplement to AUSTROADS Part 14: Bicycles (2005)

Actions	Responsibility	Timing	Cost	Funding	Target
<p><b>Influence Central Government Policy</b></p> <p>Actively participate, where appropriate, in national level programmes/strategy development that will have regionally significant impacts on cyclists and cycling.</p>	GWRC	Ongoing	Administrative	GWRC (NZTA subsidy)	Every opportunity taken to participate in national policy development opportunities
<p><b>Seek Adequate Funding</b></p> <ol style="list-style-type: none"> <li>1. Advocate to central government for adequate funding to be allocated to progress the Ministry of Transport's <i>Getting there</i> Implementation Plan</li> <li>2. Identify and allocate adequate funding in annual plans, LTCCP and RLTP processes, to enable the relevant cycling projects and improvements signalled in this action plan to be progressed (e.g. education and awareness activities, public transport integration and development of cycling networks)</li> <li>3. Advocate for adequate funding to be allocated for cycling in TA annual planning and LTCCP processes</li> </ol>	<p>GWRC</p> <p>RCAs, GWRC, &amp; RTC</p> <p>GWRC</p>	<p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p>	<p>Administrative</p> <p>Administrative</p> <p>Administrative</p>	<p>GWRC</p> <p>RCAs, GWRC &amp; NZTA</p> <p>GWRC</p>	<p>Adequate funding allocated by central government</p> <p>Adequate funding allocated for cycling projects</p> <p>Submissions made to TA annual plans</p>

Actions	Responsibility	Timing	Cost	Funding	Target
<p><b>Support delivery of cyclist skills training programmes</b></p> <p>1. Implement a pilot cyclist skills training programme in accordance with the Land Transport NZ 'Cyclist skills training' guide published in February 2008.</p> <p>2. Support schools in the region to implement a cyclist skills training programme in accordance with the Land Transport NZ 'Cyclist skills training' guide published in February 2008.</p>	<p>GWRC</p> <p>TAs</p>	<p>2008/09</p> <p>Ongoing</p>	<p>\$10,000</p> <p>To be determined</p>	<p>GWRC (NZTA subsidy)</p> <p>TAs (NZTA subsidy)</p>	<p>Pilot programme implemented</p> <p>Cyclist skills training programmes available throughout the region.</p>

Actions	Responsibility	Timing	Cost	Funding	Target
<b>Facilitate Information Sharing</b>					
1. Facilitate a Regional Cycling Forum <sup>6</sup> to: a) Provide opportunity for coordination, networking, information sharing & promoting best practice b) Support collaborative projects, events and education/awareness activities c) Inform members of upcoming opportunities to provide feedback on plans and policy documents with implications for cycling	GWRC	Ongoing	Administrative	GWRC (NZTA subsidy)	Regional forum continued
2. Encourage the engagement of cycling user groups and the local community in relation to local network issues	TAs	Ongoing	Administrative	TAs	Community and cycling user groups are provided with opportunities for discussing local network issues
3. Contribute information to NZTA's <i>Getting there</i> Information Centre where appropriate	All stakeholders	Ongoing	Administrative	All stakeholders	Information provided where appropriate
4. Monitor and report on progress in implementing this plan through input to the quarterly agency report to the RTC	All stakeholders	Quarterly	Administrative	All stakeholders	Information provided
5. Monitor and report on progress towards achieving local targets	TAs	Annually	Administrative	TAs	Progress against targets reported regularly
6. Continue to monitor and report on cycling trends in the Annual Monitoring Report (AMR) on the RLTS	GWRC	Ongoing	Administrative	GWRC (NZTA subsidy)	Cycling trends published in the AMR

<sup>6</sup> Possibly in conjunction with the Regional Walking Forum  
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Actions	Responsibility	Timing	Cost	Funding	Target
<b>Improve driver and cyclist awareness</b>					
Support national education and awareness campaigns relating to cycling	GWRC and TAs	Ongoing	Administrative	GWRC (NZTA subsidy)	National campaigns supported
Carry out local and regional education and awareness activities to address local and regional issues as required	GWRC and TAs	Ongoing	- \$30,000 per annum  - To be confirmed	- GWRC (NZTA subsidy)  - TAs (NZTA subsidy)	Campaigns implemented as required
<b>Improve Information for Cycling</b>					
1. Investigate the feasibility of developing an online 'Journey Planner' for cycling trips to provide information such as preferred cycling routes and cycling time/distance to destination.	GWRC	2008/09	Administrative	GWRC (NZTA subsidy)	Investigation complete
2. Update and distribute Regional Cycling Maps	GWRC	Ongoing	Included in the regional travel planning budget	GWRC (NZTA subsidy)	Updates undertaken as required
3. Continue to maintain and update the Greater Wellington website for cycling as a key source of information about cycling in the region.	GWRC	Ongoing	Administrative	GWRC (NZTA subsidy)	Site maintained and continually updated
<b>Encourage participation in Cycling</b>					
1. Facilitate cycling events	TAs	Ongoing	To be determined	TAs (NZTA subsidy)	Cycling events held in each TA
2. Support cycling events	GWRC	Ongoing	\$20,000 per annum	GWRC (NZTA subsidy)	Support provided for cycling events as appropriate

Actions	Responsibility	Timing	Cost	Funding	Target
<p><b>Improve Cycling Connections Between Local Networks</b></p> <p>Investigate high quality improvements to active mode facilities between Petone and Ngauranga that connect the adjacent local networks consistent with the vision of the Great Harbour Way</p>	<p>NZTA HCC WCC</p>	<p>Active mode facility component of the Ngauranga Triangle Strategic Study reported by Aug 09</p>	<p>Included as part of the Ngauranga Triangle Strategic Study</p>	<p>NZTA HCC WCC</p>	<p>Investigation complete</p>
<p><b>Support development of the Great Harbour Way</b></p> <p>1. Provide input to the development of a comprehensive plan that provides direction to the vision of the Great Harbour Way</p> <p>2. Ensure any improvements to the cycling and walking infrastructure are consistent with the vision of the Great Harbour Way</p>	<p>GWRC NZTA HCC WCC</p> <p>NZTA HCC WCC</p>	<p>By mid 2009</p> <p>Ongoing</p>	<p>To be determined</p> <p>To be determined</p>	<p>To be determined</p> <p>To be determined</p>	<p>Inputs to plan provided</p> <p>Active mode facilities being established consistent with the vision Great Harbour Way</p>