



Report 08.456
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Committee Regional Land Transport
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Draft Regional Cycling Plan

1. Purpose

To seek the Committee's agreement to release the draft Regional Cycling Plan (**Attachment 1**) for public consultation.

2. Significance of the decision

The matters for decision in this report **do not** trigger the significance policy of the Council or otherwise trigger section 76(3)(b) of the Local Government Act 2002.

3. Background

The existing Regional Cycling Plan was adopted by the Regional Land Transport Committee (RLTC) in February 2004. The plan was subsequently reformatted and published alongside the current Wellington Regional Land Transport Strategy (RLTS) in August 2007. The RLTS noted the need to review all implementation plans to ensure they are aligned with the strategic framework provided by the current RLTS. Review of the Regional Cycling Plan was signalled to take place in 2007/08.

The Regional Cycling Plan has been reviewed with the assistance of a technical/stakeholder group comprised of representatives from Greater Wellington, the region's Territorial Authorities (TAs), Transit New Zealand, Land Transport New Zealand, Ministry of Transport, Regional Public Health, Wellington Chamber of Commerce, Automobile Association, Sport Wellington, Accident Compensation Corporation, New Zealand Police, and several cycling advocate groups.

The review process has involved two workshops. The first was to review the relevant background statistics and identify the issues to be addressed (refer **Attachment 2**). The second workshop developed ideas for the cycling action programme to address identified issues. A first draft plan was then circulated to the technical/stakeholder group for further input.

The draft plan is now presented to the Committee for consideration and agreement to release for public consultation.

4. RLTS policy framework for cycling

The policy framework for the Regional Cycling Plan is provided by the vision statement, objectives and outcomes of the Wellington RLTS.

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 the cycling plan are:

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

The 2016 targets for cycling identified in the RLTS 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.

The RLTS policies of particular relevance to cycling are:

- 8.1 Support continuous development of the cycling network and integration with other modes
- 8.2 d Support the uptake of cycling and pedestrian travel, particularly for short trips
- 8.3 c Support improved safety of cyclists from risks posed by traffic and other hazards
- 8.4 f Support the use of transport modes that are not dependent on fossil fuels, including active transport modes
- 8.7 b To prepare and review implementation plans for pedestrians, cycling, road safety, travel demand management, passenger transport and

freight, in accordance with the regional framework provided by this strategy, that identify the needs and proposed actions specific to each mode.

The Regional Cycling Plan responds to the above policy framework by providing a series of actions which seek to contribute to achieving the RLTS outcomes. These actions will both support and be complemented by initiatives in the Regional Travel Demand Management Strategy.

5. Comment

5.1 Issues identified

The following key issues were identified from a review of the relevant regional statistics and gap analysis on provisions in the current plan and progress to date:

- Low and declining cycling mode share
- Poor 'level of service' for cyclists in some areas
- Perceptions of cycling as unsafe
- Low proportion of children cycling to school
- Low rates of physical activity in daily routines
- Relatively low expenditure by road controlling authorities.

The draft cycling plan includes an action programme to address these specific issues, respond to the policy framework of the RLTS, and reflect best practice guidance.

5.2 Action programme

The cycling action programme sets out an integrated package of interventions under the following areas:

- (a) Improve the cycling network
- (b) Improve cycling and public transport integration
- (c) Provide for cyclists in land development
- (d) Influence central government policy
- (e) Seek adequate funding
- (f) Support delivery of cyclist skills training programmes
- (g) Facilitate information sharing
- (h) Improve driver and cyclist awareness
- (i) Improve information for cycling
- (j) Encourage participation in cycling

Some action areas involve new initiatives which did not appear in the existing plan. Other action areas have been updated or amended to provide greater

clarity, to respond to experience and current information or to reflect changes in national or regional policy and procedures.

5.3 Roles and responsibilities

The effectiveness of the plan relies on commitment from all key stakeholders. Feedback through the quarterly agency reporting process and through the stakeholder workshops to date suggests that much more work is needed to progress implementation of many of the initiatives identified in the action programme.

The stakeholder technical working group noted the vital role that local councils play in relation to cycling. TAs own and manage most of the region's cycling network (primarily roads) and are regulators of land use development activities. The role of TAs has been clarified and strengthened within the revised cycling plan to reflect this.

The action programme identifies the need for TAs to adopt their own cycling strategies by December 2010, develop a programme of reviews for their networks, and to implement the required infrastructure improvements on an ongoing basis. TAs will need to address the issue of adequate funding through their Annual Plans and LTCCPs to progress these improvements. TAs are also identified in the plan as the lead agencies for ensuring land use development provides for the needs of cyclists and supports bikeability.

Greater Wellington's primary role is to facilitate and monitor the plan's implementation. In addition to a number of advocacy responsibilities, Greater Wellington's activities in coordinating the region's travel plan programme under the Regional Travel Demand Management Strategy will complement many of the actions in this Regional Cycling Plan. As the key agency responsible for passenger transport activities, Greater Wellington also has an important role in implementing actions relating to improved integration of cycling and public transport.

Other agencies will have a supporting role to play in relation to various initiatives in the action programme.

6. Next Steps

- Draft strategy released for consultation August 2008
(pending approval by the Committee)
- Submissions received (4 weeks) September
- Hearings if required October
- Submissions considered and plan amended as necessary Oct/Nov
- Revised plan received and considered by the Committee for adoption. 10 December 2008

7. Communication

The plan will be communicated to the public and feedback invited via:

- Media release
- Public notice
- GWRC website (plan available as a pdf)
- Mail out to all key stakeholders.

8. Recommendations

That the Committee:

1. *Receives the report;*
2. *Notes the content of the report;*
3. *Agrees to release the Draft Regional Cycling Plan, as set out in Attachment 1, for public consultation; and*
4. *Delegates to the Chair of the Regional Land Transport Committee authority to approve any final amendments to the draft plan resulting from this Committee meeting.*

Report prepared by:

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Attachment 1: Draft Regional Cycling Plan – August 2008

Attachment 2: Background issues paper – May 2008