

Submissions on the  
Draft Regional Cycling  
Plan 2008



**Therese Morris**

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**From:** consult@gw.govt.nz  
**Sent:** Sunday, 24 August 2008 10:07 a.m.  
**To:** Info  
**Subject:** Feedback Form: Draft Regional Cycling Plan

Feedback form from the web site for Natasha Hayes

Survey Response: Draft Regional Cycling Plan Draft Regional Cycling Plan Response  
 GUID: 67269f6e-11f1-4930-9af7-5c77d0fac063  
 Started: 24/08/2008 9:48:07 a.m.  
 Completed: 24/08/2008 10:06:48 a.m.

#### Improve the Cycling Network

The map shown on your PLAN only indicates a coastal route into the city from the eastern suburbs. In order to increase the numbers who cycle into the city, cycle routes through ALL SUBURBS must be developed. To make it safer for the average cyclist to cycle uphill on main routes (such as Crawford Rd), a dedicated cycle lane must be ASAP (presently cars tend to be parked on what could be a perfect cycle lane)

#### Improve Cycling and Public Transport Integration

We used to have hooks on the back of trolley buses for prams - why not reintroduce hooks for bicycles, so that in very wet weather, cyclists will be able to chose whether to risk a ride to work (or home) in the wet OR use the bus to get through areas which do not have sufficient room for dedicated cycle lanes.

#### Provide for Cyclists in Land Development

When changes to an existing road (or a completely new road) is planned, require the planners and developers to include dedicated cycle lanes.

#### Influence Central Government Policy

Curtail funding for large roading ventures - instead put the funding into public transport and cycle lanes

#### Support Delivery of Cyclist Skills Training Programme

Include cyclist training at school

#### Facilitate Information Sharing

Run a TV campaign similar to that run by the sustainability council.

#### Improve Driver and Cyclist Awareness

Many accidents occur when drivers open their car doors without looking, or pass the cyclist at speed when going up a hill. Include cyclist specific awareness training in high school driver training. Decrease the maximum speed of cars around streets which have blind corners (e.g. the Evans Bay coastal road)

#### Improve Information for Cycling

Develop maps for city and suburb which clearly identify where cycle lanes exist so that cyclists can plan their route

#### Encourage Participation in Cycling

You won't increase participation unless more cycle lanes exist

#### Any other comments

Some bus drivers are excellent (when passing cyclists) - but most are not. Initial training of bus drivers must include how to safely pass a cyclist (especially if they are having a tough time getting up hill.

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Do you want to present your submission orally

No

## Therese Morris

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**From:** consult@gw.govt.nz  
**Sent:** Tuesday, 26 August 2008 11:10 p.m.  
**To:** Info  
**Subject:** Feedback Form: Draft Regional Cycling Plan

Feedback form from the web site for Natasha Hayes

Survey Response: Draft Regional Cycling Plan Draft Regional Cycling Plan Response  
 GUID: 3ee885a9-b96d-418f-bb36-347b9019d1eb  
 Started: 26/08/2008 10:28:13 p.m.  
 Completed: 26/08/2008 11:09:47 p.m.

### Improve the Cycling Network

#### Regional (Strategic) Cycling Network Map.

I would like to see in the Regional Cycling Network a cycle route from Island Bay (in southern Wellington) to Wellington CBD. I know this is more a comment for Wellington City Council (WCC), but I want GW to know too.

1. "consideration given to prioritising... other routes with high existing or potential cyclist volumes" This needs to be stronger. WCC needs to be forced to have more ambitious cycling objectives and to genuinely seek to achieve them.
3. More emphasis needs to be placed on "Road space allocation" and parking restrictions. For example, Wallace Street (Mount Cook) is too narrow for all the cars parked on both sides and cycling and cars and trucks and buses. Parking should be sacrificed for safer cycling. I know this sounds extreme, but global warming is extremely bad. People in rich and poor countries are already dying because of climate change. Emissions need to be reduced drastically and cars are a big part of the problem.

### Improve Cycling and Public Transport Integration

- a) Yes. It was good to get cycles on trains at no extra charge, but the train staff need to not be resistant to cycles on trains.
- b) bikes on buses? I'd never thought of that. Could be a good idea.
- c) Safer locking of bikes at Wellington Railway Station (WRS) is needed. I don't want my bike vandalised if I lock it at WRS for a few hours on Friday nights.

### Facilitate Information Sharing

2. Yes. Encourage participation of cycling groups in relation to network issues.

### Encourage Participation in Cycling

Have monthly, quarterly or annual "events" where some major roads or lanes on major roads are 'cycles only' for a few hours. The purpose is to make motorists notice cycling, to inconvenience motorists, and discourage the use of private transport which contributes to global warming and climate change.

### Any other comments

Climate change is seriously bad for all the world and it is happening. Urgent action is needed to reduce greenhouse gas emissions drastically. Strong courageous leadership is needed from all levels of government to force a huge reduction in the use of vehicles that emit carbon dioxide (and other greenhouse gases). Cycling, as an efficient, non-carbon emitting alternative transport should be made much more attractive in the Wellington region.

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Do you want to present your submission orally  
Yes

Wellington Regional Council

28 AUG 2008

26 August 2008

*Regional Cycling Plan submissions*  
 Freepost 181120  
 Greater Wellington Regional Council  
 PO Box 11-646  
 Wellington

Dear Sir

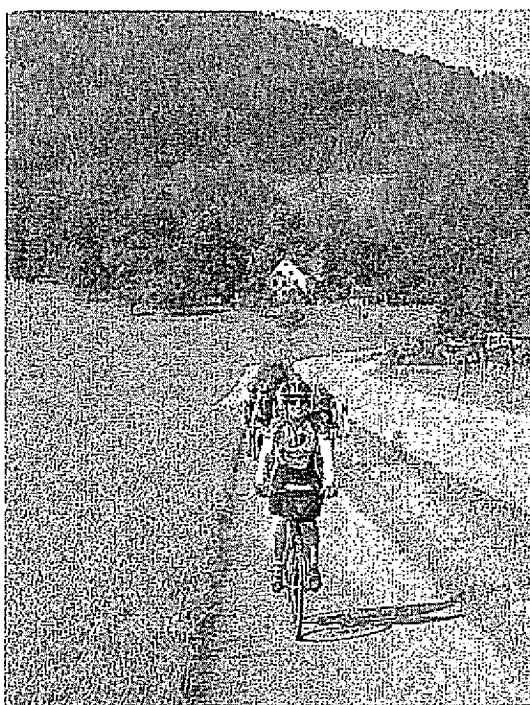
**Submission: Draft Regional Cycling Plan**

This submission is made on the draft regional cycling plan. This submission is made as an individual.

I travel almost daily to work from Lower Hutt to central Wellington by bicycle, and have done so for some years. I take an active interest in the state of the road and in planning by various authorities responsible for transport planning.

Even for those with an interest in making submissions to planning documents I sometimes wonder whether it is worth the effort. This document, like those of the NZ Transport Agency and the Lower Hutt City Council, is focused on co-ordination and talking about improving cycling, rather than actually doing something on the ground.

Counting money spent on normal road maintenance and footpath improvements as a financial contribution to cycling is simply playing with mirrors. Until Councils take the issue seriously and invest significant resources nothing will really change.



The so called cycle way from Lower Hutt to Wellington is a bit of a joke. Virtually no one uses it because it's too narrow, goes only to the South, and is frequently covered in rubbish. The highway verge where we are forced to ride is frequently littered with glass and debris from cars.

It strikes me that if the various authorities charged with improving facilities for cyclists can't deliver a proper cycle way along this route where hundreds every day ride to work, then there is little hope for effective delivery elsewhere.

My wife and I have recently returned from a cycle ride across Europe, covering 4000km from Paris to Istanbul. 1400km of this trip was down the Danube Cycle way. I have included photos of a portion of the

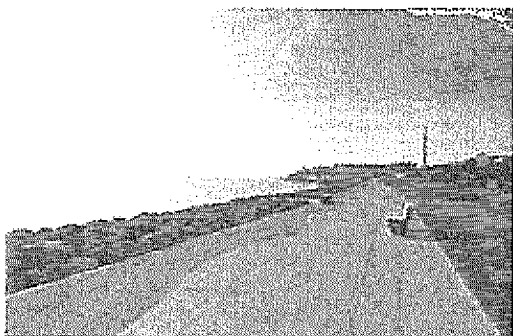
cycle way as an example of what can be done with money and a vision. Whilst a route of this scale is not required in New Zealand, surely building 10km or so to link the two main cities in the Wellington region is not too much to ask.

Another example of good urban design providing for cycles is in New Plymouth where a 6 km long foreshore cycle way has been constructed. (See below)

At the end of the day planning is just that, planning.

I suggest the Council lift its sights and develop a somewhat bolder vision of what might be possible in the Wellington Region for cycling. The adage "build it and they'll come" was adopted when you planned for a new stadium. That was a spectacularly successful strategy.

I suggest a similarly bold approach to a new foreshore redevelopment from Wellington to the Hutt could see the entire region benefit.



I suggest to you that thousands of people would use such a walkway and cycle way if the Council were to build a facility such as that which New Plymouth has done.

**Recommendation**

That Council includes in the plan provision for investigating a major upgrade of the entire foreshore between Lower Hutt and Wellington City to make provision for effective pedestrian and cycle use.

I wish to be heard in support of my submission.

John Pfahlert  
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Lower Hutt  
Email: [pepanz@xtra.co.nz](mailto:pepanz@xtra.co.nz)



**Therese Morris**

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**From:** Natasha Hayes  
**Sent:** Monday, 1 September 2008 9:08 a.m.  
**To:** Info  
**Subject:** FW: Regional draght plan walking and cycling

Good morning Alison - can you please log this email as a submission to the Draft Regional Cycling Plan. Many thanks, Natasha -----Original Message-----

**From:** Garry Humpherson [mailto:ghumpherson@hyper.net.nz]  
**Sent:** Friday, 29 August 2008 07:23 p.m.  
**To:** Natasha Hayes  
**Subject:** Fw: Regional draght plan walking and cycling

----- Original Message -----

**From:** "Garry Humpherson" <ghumpherson@hyper.net.nz>  
**To:** <natash.hayes@gw.govt.nz>  
**Sent:** Friday, August 29, 2008 2:35 PM  
**Subject:** Regional draght plan walking and cycling

> Hi Natasha.  
> Ross Jackson sent me an email with the above plan asking me for comment.  
> I do have a concern that developers currently working north between  
> Newlands and Tawa provide user friendly walk and cycle connecting  
> paths between blind streets enabling residents to be able to get to  
> public transport or just for walking exercise etc. For instance a  
> flight of steps have been put in by the developer between Bing Lucas  
> and a cul de sac below which are useless for mobility scooters and  
> children on cycles. I believe there should have been a zig zag put in with no steps.  
> I have also cycled around the Aotea block and found streets ending in  
> cul de sacs with no connections to other streets. I believe this is  
> very poor planing and permission should not have been given until the  
> developer provides adequate public access ways for foot,mobility  
> scooter, prams, wheel chair and cycle .  
>  
> cheers  
> Garry Humpherson  
>

**Therese Morris**

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**From:** consult@gw.govt.nz  
**Sent:** Wednesday, 3 September 2008 9:55 a.m.  
**To:** Info  
**Subject:** Feedback Form: Draft Regional Cycling Plan

Feedback form from the web site for Natasha Hayes

Survey Response: Draft Regional Cycling Plan Draft Regional Cycling Plan Response  
GUID: 350a3043-3fd2-4987-8e0b-b6c4f5e3ddaa  
Started: 3/09/2008 9:44:47 a.m.  
Completed: 3/09/2008 9:55:17 a.m.

**Improve the Cycling Network**

Please introduce Copenhagen style bicycle lanes. That is where the cycle lane is between the parked cars and footpath as have recently been introduced into Melbourne. <http://www.bv.com.au/change-the-world/11522/>. As in the EU cyclists should NEVER have to cycle between parked cars and general traffic!!

**Improve Cycling and Public Transport Integration**

Secure cycle parking facilities at all train stations and proper multi use spaces on trains for bikes as well as prams walking frames etc. Cycle racks on the front of buses as being trialled in Chch.

**Influence Central Government Policy**

Follow the EU and Put the focus on providing a protected environment for cyclists rather than helmet laws.

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Do you want to present your submission orally

No

**Therese Morris**

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**From:** consult@gw.govt.nz  
**Sent:** Wednesday, 3 September 2008 1:04 p.m.  
**To:** Info  
**Subject:** Feedback Form: Draft Regional Cycling Plan

Feedback form from the web site for Natasha Hayes

Survey Response: Draft Regional Cycling Plan Draft Regional Cycling Plan Response  
GUID: ec291c29-3c8b-4c22-9c7a-7e47f43de77f  
Started: 3/09/2008 12:37:42 p.m.  
Completed: 3/09/2008 1:04:20 p.m.

**Improve the Cycling Network**

The plan should include the Great Harbour Way

**Improve Cycling and Public Transport Integration**

The plan should include a commitment to connectivity between bus and train use and cycling

**Provide for Cyclists in Land Development**

I'd like to see a stronger commitment to mandating the provision of cycle storage facilities in residential apartments, new homes and office buildings, for example with homes if a house/apartment has a garage/secure parking but no room to park a car on the driveway, the developer should have to provide the ability to store a minimum of up to four bicycles for a house and two for an apartment on the property in a way that is easily accessible for getting them in and out on a daily basis.

**Encourage Participation in Cycling**

I would like to see some policy around financial incentives for people to commute to work by cycle

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Do you want to present your submission orally

No

## Therese Morris

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**From:** consult@gw.govt.nz  
**Sent:** Wednesday, 3 September 2008 5:26 p.m.  
**To:** Info  
**Subject:** Feedback Form: Draft Regional Cycling Plan

Feedback form from the web site for Natasha Hayes

Survey Response: Draft Regional Cycling Plan Draft Regional Cycling Plan Response  
GUID: 98e24253-4351-4b23-a2c9-eb3c84406105  
Started: 3/09/2008 4:49:21 p.m.  
Completed: 3/09/2008 5:26:16 p.m.

### Any other comments

It is hard to comment on current categories as I believe it so much misdirected. For this reason I believe the WRC should seek and present information and implement strategies from countries that have a cycling culture. For example, I don't believe, with all the education in the world, that the pervasive attitude in New Zealand towards cycling and cyclists will change unless there are fundamental shifts like: 1. As in Germany, driver (motorists) license tests require demonstrated skills in driving around cyclists. 2. Enact a Dominant Vehicle Act (as in Holland and other European countries), where motorists are held responsible for collisions with cyclists or pedestrians, regardless of whether the cyclist or pedestrians are acting within the road code. 3. Present cycling as being an everyday fun and safe activity (rather than placing the gladiatorial emphasis on helmets, special gear, lights, etc.). 4. Present \*real\* statistics -- for example that 92% of cyclists killed were wearing helmets. involved in crashes (Ministry of Transport figures), yet the MOT has a fixation on helmet usage. Even when cyclists are well light up they are being killed or maimed. This firmly points to other factors, outside of the cyclist's control; rather than the current underlying assumption that cyclists are at fault. 5. Include sepcific tips for courteous driving for motorists with cyclists in mind, for example, at traffic lights or traffic queues, keep to the right to allow a gap for cyclists (currently need to weave through traffic).

### Name

Anthony Britton

### Organisation

PS On this page you say 'Regional Walking Plan'. I though it was cycling? Sorry if it walking!

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Do you want to present your submission orally

No

**Therese Morris**

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**From:** consult@gw.govt.nz  
**Sent:** Friday, 5 September 2008 2:06 p.m.  
**To:** Info  
**Subject:** Feedback Form: Draft Regional Cycling Plan

Feedback form from the web site for Natasha Hayes

Survey Response: Draft Regional Cycling Plan Draft Regional Cycling Plan Response  
 GUID: 1c8f3199-73f3-4635-be52-67e2f5d3d134  
 Started: 5/09/2008 1:41:52 p.m.  
 Completed: 5/09/2008 2:06:28 p.m.

#### Improve the Cycling Network

The Network Map supplied with the policy has significant omissions.

1. Paekakariki Hill Road is used by almost all road cyclists in preference to SH1 between Paremata and Paekak. Regularly 100 cyclists per day at weekend.
2. Akatarawa Road is regular link between Hutt and coast for most road cyclists.
3. Coastal cycle route north of Waikanae to Peka Peka. This is on the KCDC cycle route maps - how could it be missed?
4. Coastal route to Eastern suburbs via Petone and Eastbourne. This is now known amongst cycle advocates as the Great Harbour Way.

#### Improve Cycling and Public Transport Integration

Attitude of Tranz Metro toward cycle commuters is a major deterrent that is completely usurping the recent GW policy for free cycles on trains. The train staff are grumpy and abusive to cyclists. Please don't say "ongoing" as this is not addressing the issue.

More cycle facs are required at bus and rail terminals. GW officials are of the opinion that cycle lockers are a pain to administer - but everything that contributes towards sustainability will require a resource. It is good for the planet.

#### Any other comments

Acknowledge Kapiti Cycling Inc as an advocacy group alongside CAW. This omission is insulting. Add Sport Kapiti alongside Sport Wellington.

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Do you want to present your submission orally

Yes

**Therese Morris**

---

**From:** consult@gw.govt.nz  
**Sent:** Saturday, 6 September 2008 1:39 p.m.  
**To:** Info  
**Subject:** Feedback Form: Draft Regional Cycling Plan

Feedback form from the web site for Natasha Hayes

Survey Response: Draft Regional Cycling Plan Draft Regional Cycling Plan Response  
GUID: d8f42862-2b3f-4f66-9745-3c05f64f82f8  
Started: 6/09/2008 1:04:07 p.m.  
Completed: 6/09/2008 1:39:18 p.m.

**Improve the Cycling Network**

I support the breadth of the this action programme, especially the full list of things to consider when reviewing the cycle network. I would feel much happier about this programme if the Great Harbour Way were specifically listed. This is the single most important improvement for the region: it would be a great asset for recreationalists, including families and tourists, as well as commuters. With increased numbers of commuters cycling, the benefits apply to the full spectrum of travel management, such as reduced need for more roading and coping with cars in Wellington. Perceived safety, as described in the Background Issues document, would be hugely enhanced.

**Improve Cycling and Public Transport Integration**

I support the 3 items listed in this programme. The problems of bikes on trains, which was unfortunately and perhaps unexpectedly not fixed by eliminating the fee, needs to be solved. And it is important that free bikes on trains does not replace bike lockers.

**Provide for Cyclists in Land Development**

I support this programme. Every change made must be an improvement to the cycle network. No road or building or any other development should result in degradation of cycling there. Indeed, every development should consider the opportunity to improve cycling.

**Seek Adequate Funding**

Yes, do all you can to ensure implementation of projects in the programmes.

**Support Delivery of Cyclist Skills Training Programme**

I think this idea is well worth trying.

**Facilitate Information Sharing**

As part of cycling promotion, this is essential. Also, collaboration with community groups will result in better outcomes: the policy-makers, planners and developers can't be expected to know about everything that affects cyclists.

**Improve Driver and Cyclist Awareness**

This will serve towards the cycling promotion effort.

**Improve Information for Cycling**

good for promoting cycling

**Encourage Participation in Cycling**

Absolutely! I totally support the promotion of cycling, and many of the above programmes serve that goal. All the research I've read shows that increased numbers of cyclist improve cycling safety. Motorists instinctively know to expect cyclists on the road. Also, the more cyclists, the more likely cyclists needs will be met by all providers, such as work place facilities and shops. These benefits are self-perpetuating in increasing cyclist numbers, which is why promotion is so important.

Any other comments

The cycling network must be promoted and improved until the uptake reaches its potential. As noted in the Background Issues document, the benefits of cyclists to the cyclist and the community are manifold. And the more the better.

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Do you want to present your submission orally

Yes

**Therese Morris**

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**From:** consult@gw.govt.nz  
**Sent:** Monday, 8 September 2008 5:22 p.m.  
**To:** Info  
**Subject:** Feedback Form: Draft Regional Cycling Plan

Feedback form from the web site for Natasha Hayes

Survey Response: Draft Regional Cycling Plan Draft Regional Cycling Plan Response  
GUID: b848516c-0370-45e6-b0e8-0a5d494f778c  
Started: 8/09/2008 5:16:43 p.m.  
Completed: 8/09/2008 5:22:21 p.m.

Improve the Cycling Network  
where already established, regularly maintain the existing cycle ways to be free from vegetation, glass, rocks and other debris. The cycle ways are awful to cycle on, contribute to many flat tyres and force cyclists out on the road.

Improve Cycling and Public Transport Integration  
the best thing is to provide for cycles on the road rather than dedicated cycleways, this way cycles are visible to motorists, motorists expect to see cycles, cyclists don't have fears about intersections of vehicle crossings and cycle ways

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Welling

Do you want to present your submission orally  
No



**Therese Morris**

---

**From:** consult@gw.govt.nz  
**Sent:** Wednesday, 10 September 2008 9:41 p.m.  
**To:** Info  
**Subject:** Feedback Form: Draft Regional Cycling Plan

Feedback form from the web site for Natasha Hayes

Survey Response: Draft Regional Cycling Plan Draft Regional Cycling Plan Response  
GUID: 4f93acd7-dc65-424c-92ce-a6795281cfd3  
Started: 10/09/2008 9:21:44 p.m.  
Completed: 10/09/2008 9:40:43 p.m.

**Improve Cycling and Public Transport Integration**

Strongly support bikes on trains. This should be free and there should not be an arbitrary limit on the number of bikes that each carriage can carry.  
Strongly support bikes on buses.  
Strongly support bike storage facilities.

**Improve Driver and Cyclist Awareness**

Support raising driver awareness

**Any other comments**

The GWRC has the opportunity to be a leader on cycling issues in the Wellington region. At present cycling services in the Wellington City area are very poor. GWRC needs to take a more hands on approach with WCC to get something done.

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Do you want to present your submission orally

No



**Therese Morris**

---

**From:** consult@gw.govt.nz  
**Sent:** Thursday, 11 September 2008 10:53 p.m.  
**To:** Info  
**Subject:** Feedback Form: Draft Regional Cycling Plan

Feedback form from the web site for Natasha Hayes

Survey Response: Draft Regional Cycling Plan Draft Regional Cycling Plan Response  
GUID: f42a76a4-bfb3-4e11-a65d-f1c777132c18  
Started: 11/09/2008 10:00:25 p.m.  
Completed: 11/09/2008 10:52:42 p.m.

**Improve the Cycling Network**

Living on the Rimutaka Hill road, my heart goes out to the cyclists I see pass by. Not only for the physical effort required but the narrow and blind corners which they share with cars and heavy trucks. Perhaps they should be encouraged with signage to use the Rimutaka Incline track, being more scenic and less dangerous (apart from the tunnels)

**Seek Adequate Funding**

Improve the Rimutaka Incline Track road and tunnel surfaces to facilitate easy cycling (and walking)

**Improve Driver and Cyclist Awareness**

Signage to alert drivers that cyclists do use the Rimutaka Hill road.  
Signage to recommend cyclists use as an alternative the Rimutaka Incline track.

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Featherston

Do you want to present your submission orally  
No

## Therese Morris

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**From:** consult@gw.govt.nz  
**Sent:** Monday, 15 September 2008 10:07 a.m.  
**To:** Info  
**Subject:** Feedback Form: Draft Regional Cycling Plan

Feedback form from the web site for Natasha Hayes

Survey Response: Draft Regional Cycling Plan Draft Regional Cycling Plan Response  
 GUID: 28e26b3a-2cdd-473e-bc1c-e6939c84138c  
 Started: 15/09/2008 9:34:04 a.m.  
 Completed: 15/09/2008 10:06:55 a.m.

### Improve the Cycling Network

I support the proposed Action Programme, but would like to see 'User Audits' included. The best way to find out which bits are good/bad/indifferent is by getting a cyclist to ride the route and note any problems or solutions. This technique is used overseas, e.g. in the Netherlands, to improve the monitoring of urban areas.

### Improve Cycling and Public Transport Integration

The intention of this section is good, and I applaud GW for recent improvements around charging for bikes on trains, but it needs to show much more leadership. Biking to a train station, taking your bike, and biking to your destination at the other end increases the catchment for public transport considerably without having to find more land for park-and-ride facilities.

The space for carrying bikes on trains must be improved, and marked on the train doors so we know where to go without holding the train up. The allowable numbers at peak hours (when cycle commuters travel) should be much higher. Having racks or hooks for bikes allows many more to be carried in the same space as the current two. The lockers are good (and generally nice and weather-proof) but need to be properly managed. I have heard so many people complaining that they can't get a locker and that they never see the ones that are there being used. Maybe they are, but maybe they aren't - GW should be monitoring this and retrieving the keys from people who no longer need them.

Bike racks on buses are a no-brainer, and should be installed on all routes as a matter of course, starting with the hillier routes. There are excellent, fast-loading designs around and in other countries (e.g. parts of the USA) they are absolutely standard on urban buses. Why not here?

The part that is missing in this section (for me) is the development of good access to/from residential areas and train (or bus) stations. This should be a priority. Encouraging people to bike to the train will increase the catchment for that train service.

### Provide for Cyclists in Land Development

I support these points. You could look at the system used in other places (Vancouver, I think) where developers can get priority treatment if they include measures to encourage sustainable transport modes.

### Influence Central Government Policy

I support this. It is really important to have local authority input to central government decision-making. It is much more useful to do that than to whinge later when strategies etc are issued.

### Seek Adequate Funding

I support this, but it isn't just funding for specific cycling projects. All transport projects (whether state highway interchanges or bus priority lanes) should be devoting time and money to improving conditions for cycling (i.e. not just making things 'not worse' but actively seeking to make things better).

### Support Delivery of Cyclist Skills Training Programme

I support this. Particularly now, when people are taking to cycling because petrol prices are high, we are seeing inexperienced cyclists on the roads. Cyclist Skills

Training should be for adults (wanting to learn on-road skills) as well as children. And it should be available cheaply.

Facilitate Information Sharing

I support this. Having been involved in the Cycling Forum in the past, I know that it is a useful way of making connections between authorities and other groups. It may seem like just talking, but it is really important to put a human face on issues (both for the issues that cyclists face, and for the planning and regulation issues that local authorities face).

Improve Driver and Cyclist Awareness

I support this, and would like to see it tied in with the section on 'Influence Government Policy', as this should really be done on a national level as well. It should also be tied in with the Skills Training, and there should be an explicit intention to work with motorist organisations like the AA and Driver Education people to improve driver awareness. And the NZ Police also need to be upskilled in the issues - Cycle Aware Wellington has run training days for them in the past, with good results, and more of these sessions should be run.

Improve Information for Cycling

I support this. It would be great to see cycling integrated into the Metlink travel planner. I use that quite a lot.

Encourage Participation in Cycling

I support the continuation of the current recreational events. They send a very positive message.

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Do you want to present your submission orally  
Yes

**Therese Morris**

---

**From:** consult@gw.govt.nz  
**Sent:** Tuesday, 16 September 2008 9:28 p.m.  
**To:** Info  
**Subject:** Feedback Form: Draft Regional Cycling Plan

Feedback form from the web site for Natasha Hayes

Survey Response: Draft Regional Cycling Plan Draft Regional Cycling Plan Response  
GUID: 664620d1-0753-46cc-86cb-2f98c9718568  
Started: 16/09/2008 9:14:55 p.m.  
Completed: 16/09/2008 9:27:30 p.m.

**Improve the Cycling Network**

Yes approve further work on this - linking on and off road - would like further consideration to routes for beginner cyclists (i.e. children under 10)

Support Great Harbour Way concept.

**Improve Cycling and Public Transport Integration**

Yes support this - although happy with progress on allowing bikes on trains for free

**Seek Adequate Funding**

Would prefer to seek greater allocation of funding on fewer initiatives to make greater difference - improving safety and improving the cycling experience are top priorities

**Encourage Participation in Cycling**

Agree with this policy (please note that this policy is unfortunately at odds with the Wellington City Council's cycle policy that does not seek to increase numbers)

**Name**

Rachel Lawn and John Harvey

**Organisation**

N/a

**Email**

harveylawn@yahoo.com.au

Do you want to present your submission orally

No

**Therese Morris**

---

**From:** consult@gw.govt.nz  
**Sent:** Wednesday, 17 September 2008 10:27 p.m.  
**To:** Info  
**Subject:** Feedback Form: Draft Regional Cycling Plan

Feedback form from the web site for Natasha Hayes

Survey Response: Draft Regional Cycling Plan Draft Regional Cycling Plan Response  
GUID: 373b1e5c-89db-46a1-943d-d5752823a41f  
Started: 17/09/2008 10:14:02 p.m.  
Completed: 17/09/2008 10:27:11 p.m.

**Improve the Cycling Network**

I do not support shared paths - cyclists commuting to and from work should have space on the road and not have to share paths with pedestrians. The risks of hitting a person are too high. Would prefer to see a blue line painted down the left lane of the left lane on all main routes to indicate to cars to make room for cyclists.

**Improve Cycling and Public Transport Integration**

Suupport this with the addition of bike parks in other parts of the city.

**Provide for Cyclists in Land Development**

Agreed.

**Influence Central Government Policy**

Support.

**Seek Adequate Funding**

Support.

**Support Delivery of Cyclist Skills Training Programme**

Support provided drivers also receive training on how to take care with their vehicles i.e. undertake defensive driving course prior to receiving full licence.

**Facilitate Information Sharing**

Very much support and would be happy to be involved.

**Improve Driver and Cyclist Awareness**

Absolutley support.

**Improve Information for Cycling**

Definitely suupport.

**Encourage Participation in Cycling**

Support events rather than be an event organiser but that is up to the council but should be done in consultation with NZ Bike and other event organisers.

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**Address**

58 Waipapa Road

Hataitai

WELLINGTON

Do you want to present your submission orally  
Yes



**Submission to Wellington Regional Council**

**On the draft Wellington Regional Cycling Plan.**

**From Kapiti Coast District Council**

**For further information**

Stu Kilmister

Cycleways Walkways & Bridleways Implementation Coordinator

Kapiti Coast District Council

PO Box 601

Paraparaumu

T 04 2964 631

F 042964 830



**1. Introduction**

- 1.1 The Kapiti Coast District Council thanks Greater Wellington Regional Council for the opportunity to make a submission on the draft Wellington Regional Cycling Plan.
- 1.2 Along with other Territorial Authorities in the region, Kapiti Coast District Council acknowledges its role in implementing aspects of any Regional Cycling Plan. In this capacity, the Council owns and manages much of the relevant infrastructure and responds to the community's needs for local cycling investments. The exception to this is the State Highway which is the primary focus for the regional cycling network of this draft Regional Cycling Plan. Land use is also regulated through District Plan and processing resource consent applications, thus performing a further role in the way land development supports cycling.
- 1.3 The Kapiti Coast District Council has already taken positive action to encourage the community to increase its uptake of active transport modes. The Cycleways, Walkways, Bridleways Strategy (CWB) was adopted in March 2004 and the cycling network is being systematically implemented. The Strategy and network implementation will be reviewed in 2008/09.
- 1.4 School Travel Planning is well underway in Kapiti with three schools working through the process and a schedule for the rest of the schools in the district being developed.
- 1.5 The proposed actions include all local council's developing a review process for cycling enhancements to improve their cycling network, improving cycling access to public transport, providing for cycling in land use development, influencing central government policy, seeking adequate funding, facilitating information sharing and promotion and information on cycling trips and route planning.
- 1.6 Many of the interventions suggested in the Wellington Regional Cycling Plan are already in place in Kapiti through the Cycleways, Walkways, Bridleways (CWB) Strategy, the Road Safety Programme, footpath and lighting upgrade programme and Town Centre development planning. The CWB Strategy is due to be reviewed this year and this revision will include improved monitoring and quantifiable targets as suggested in the cycling plan and is considered to be best practice in New Zealand strategy revision guidelines. Council's District Plan and Subdivision Guides include provision for cycling priority and high levels of walking accessibility. A Design and Review team ensure that CWB issues are taken into account with new subdivision applications.

**Key Issue: – Regional Cycling Network**

- 1.7 Overall the draft Regional Cycling Plan is disappointing and feels like a document that has been developed primarily as a response to legislative requirements. There are sections which can be supported, such as actions around information sharing and education. However, no cycling strategy is

going to work if the cycling network is incomplete. From the point of view of the Kapiti Coast the main deficiencies are:

- **a very limited discussion of the regional cycling network**, its form and any explanation as why that approach was taken. This is important as the proposed regional network priorities are essentially improved cycling routes along the State Highway with some alternative off-Highway linkages. The Kapiti Coast vision (as set out in the CWB Strategy and the Sustainable Transport Strategy) does see the importance of access along the Highway but also identify key linkages which are not acknowledged in the proposed regional network. A key linkage point as set out in the Sustainable Transport Strategy is a 'commuter route' along the flatter parts of Queen Elisabeth park.
- There is no discussion of the distinction between cycle commuting between communities, to public transport, cycling for recreation, and what this means for priorities for action.
- **the GWRC hands-off approach to network implementation** and emphasis on the role of Greater Wellington Regional Council as a facilitator of the planning process. The current plan identifies a minimal role for GWRC in network implementation work.

Kapiti Coast District Council has had major problems in the past with persuading Transit New Zealand to design in good pedestrian and cycling access along the Highway, for example, at MacKays Crossing and Lindale. The emphasis on the State Highway as the regional cycling route (at least on the western corridor) route should be paralleled by active engagement by the Regional Council in working through these issues.

The Council is working with Transit NZ to improve levels of service at pinch points on the State Highway network. Greater Wellington Regional Council can take an active role in this, for example it is in a prime position to facilitate safe commuter cycling between Paekakariki and Raumati simply by opening up and improving the existing network of tracks on GWRC Land. The farm access track is a ready made commuter route north of McKay's Crossing with no capital investment required. When commuter tracks are built to appropriate standards then construction and maintenance costs can be eligible for 53% subsidy from NZTA. The remaining 47% would be split equally between Greater Wellington Regional Council and Kapiti Coast District Council and other fundraising organisations. The southern end of QE Park is a problem in terms of achieving an appropriate gradient for commuter cycling. Greater Wellington Regional Council may be in a position to offer grazing or similar incentives to encourage the adjoining land owner to facilitate commuter cycling on private property.

Work in conjunction with Transit NZ on State Highway 1 to provide provision safe cycling is particularly problematic on the Kapiti Coast as the Highway severs district. The Paraparaumu rail bridge project is being debated with the new NZTA regarding the accommodation of cyclists and pedestrians on a separate footbridge. Initial findings have a benefit cost ratio lower than that required to receive funding. This is disappointing given that the State Highway is identified on the regional (strategic) cycling network. The Cycling Plan needs to clearly state that GWRC will be a major player in negotiations such as these.

The Waikanae State Highway 1 river bridge is also dangerous for southbound cyclists where vehicle speeds are typically over 50km/hr. The NZTA is working with Kapiti Coast District Council to address these and other safety issues on the State Highway network. Kapiti Coast District Council is also working with Ontrack in Otaki to improve cycling safety by bypassing State Highway 1 south of Rahui Road and Arthur Street. Thus the specific mention of implementing improvements in conjunction with Ontrack, NZTA and any other network providers is supported and in evidence. GWRC also needs to play a role in this kind of discussion.

- **a primary focus on more development of strategies**, on developing a programme for reviewing the cycling network (each with goals to 2010), investigating opportunities for improved cycling/ public transport etc.

Kapiti Coast District Council adopted the Cycleways, Walkways, Bridleways (CWB) Strategy in 2004 and many of the initiatives mentioned in the Wellington Regional Cycling Plan are already being implemented in Kapiti, based on that document. If a key component of the Regional Cycling Plan is the implementation of a regional network, then this should be a major focus for action, not development of associated local authority strategies.

The Kapiti Coast does not need to spend another two years waiting for the Regional Cycling Plan to work through the strategising processes with other Councils (many of whom do have strategies of some kind) before actions can be focused down on implementation projects. The need around providing cycling facilities at rail stations (including Otaki) is well proven already and does not need further analysis.

#### *1.7 Influence Central Government Policy and seeking adequate funding*

Council supports Greater Wellington taking every opportunity to participate in national policy development opportunities but believes that there is a broadly appropriate policy framework in place both locally and nationally sufficient to mandate action. The focus must now be on the construction and provision of

cycling facilities and network assets. Identifying and allocating funding in the annual plan and LTCCP is essential to enable cycling and walking projects and improvements to take occur, and KCDC is committed to this through the CWB network priorities and the' LTCCP

1.8 *Facilitate Information Sharing*

Providing region wide information about cycling is a useful function for Greater Wellington Regional Council to facilitate. Coordinating networking and information sharing through a Regional cycling Forum is regarded as useful. As is information on upcoming opportunities to provide feedback on plans and policy documents that affect cycling.

1.9 **Changes Sought**

Kapiti Coast District Council seeks withdrawal of the current draft Regional Cycling Plan and the development of a new draft Plan which addresses the following:

- explanation of the proposed regional cycling network;
- review of the key implementation issues at key points on the network;
- options for action around implementation of this regional network and at these key points;
- a clear statement of implementation actions and priorities for the achieving a full network, including how current funding and implementation programmes affect actions and priorities;
- identification of a process for engagement with key agencies which addresses implementation, particularly along the State Highway routes;
- a clear statement that GWRC will take an active role in negotiating (and potentially funding) implementation along these routes;
- a general tone which conveys the urgency at which these issues need to be addressed and the significant community interest in seeing progress;
- a statement of the approach GWRC will take on land under its control.

**Therese Morris**

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**From:** consult@gw.govt.nz  
**Sent:** Thursday, 18 September 2008 2:57 p.m.  
**To:** Info  
**Subject:** Feedback Form: Draft Regional Cycling Plan

Feedback form from the web site for Natasha Hayes

Survey Response: Draft Regional Cycling Plan Draft Regional Cycling Plan Response  
 GUID: dfafb681-bf5e-4bbd-af78-cb7caebf6e2c  
 Started: 18/09/2008 2:48:03 p.m.  
 Completed: 18/09/2008 2:57:03 p.m.

**Improve the Cycling Network**

This needs to be done as much as possible, especially Petone- Wellington link.  
 The Great harbourway may be the most suitable route and plan.

**Improve Cycling and Public Transport Integration**

Please ensure that new trains have provision for bicycle carriage, especially for long distance such as Wellington to Upper Hutt, Wairarapa and Kapiti coast.  
 Please ensure that some of the busses are capable of having bike racks, especially those purchased for routes such as to Eastbourne, or Upper Hutt, or Karori, where cyclists may desire to travel further.  
 Cycle parking at transport hubs is useful, and Hutt Railway stations have such. perhaps Queensgate could also?

**Provide for Cyclists in Land Development**

New developments need cycle paths.

**Seek Adequate Funding**

Yes

**Support Delivery of Cyclist Skills Training Programme**

Yes

**Facilitate Information Sharing**

Yes

**Improve Driver and Cyclist Awareness**

Publicity for cyclist awareness by motorists needs to continue.

**Improve Information for Cycling**

Your regional cycle maps are good.

**Encourage Participation in Cycling**

Yes

**Name**

Graeme Lyon

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**Address**

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Petone

Lower Hutt 5012

Do you want to present your submission orally  
No



**Therese Morris**

---

**From:** consult@gw.govt.nz  
**Sent:** Thursday, 18 September 2008 2:49 p.m.  
**To:** Info  
**Subject:** Feedback Form: Draft Regional Cycling Plan

Feedback form from the web site for Natasha Hayes

Survey Response: Draft Regional Cycling Plan Draft Regional Cycling Plan Response  
GUID: 505e5993-15eb-43d4-bd7c-22ca669f03de  
Started: 18/09/2008 2:39:12 p.m.  
Completed: 18/09/2008 2:48:59 p.m.

**Improve Cycling and Public Transport Integration**

I am particular concerned about the backward step that has been made about the limit of the number of cycles per train carriage. Until July this year my bike had often been carried on the trains with at least 2 others in a guard compartment without any safety hazards.

The limit of two cycles per two carriages is counter productive to encouraging people to use alternative transport means.

The only reason for limiting the number of cycles is so that the train guards can sit and read the newspaper or novels when they have finished checking tickets.

The guard rooms easily hold 3 bikes - and four is not difficult.

**Improve Driver and Cyclist Awareness**

The cycle lane along the Old Hutt Motorway should be painted a very bright colour so that motorists are left in no doubt that they are crossing a cycle lane. The little pictures of bikes painted on the concrete are simply not adequate.

A painted cycle lane could also be painted along Thordon Quay.

**Any other comments**

Christchurch sets a good example of what can and should be done to make cycling safer, including clearly marked cycle lanes, many cycle crossing traffic lights

**Name**

Edward Griffiths

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Do you want to present your submission orally

No



## Draft Regional Cycling Plan Submission

The Regional Cycling Plan, as presented in draft open for public submission, is at such a high level that it is rather difficult to make any meaningful submission to it, as the actual detail is still to be developed.

Therefore in this submission we have concentrated on potential outcomes that could develop as part of the plan.

The submission is made under the major section headings.

### a) **Improve the Cycling Network**

Mana Coach Services is all in favour of any actions that are made to improve the roading network throughout the Capital and Regional, as this should make it safer for all users and not just cyclists. The sheer size of our vehicles poses a major risk to cyclists, and we wish to avoid any and all contact between them and our buses.

In the development of the network we believe the following points need to be considered.

#### 1) **Cyclists should be required to use a cycle lane when one is provided.**

The Hutt Road between Thorndon Quay and Ngauranga (especially north of the Onslow Road intersection) has one of the best cycle tracks in the region yet many road cyclists continue to ride on the road.

This is a major issue to us in both directions but more particularly when our buses are traveling north. There are a number of sections on the road with little or no shoulder and in certain places the road is cut into the hillside. It is not uncommon that the bus will occupy most of the lane, which means that when a cyclist and bus encounter each other there is little room for either to maneuver.

As a keen cyclist myself who has traveled this route many times over the last 3 years I see no reason why bikes continue to use the road when there is such a good cycle lane.

#### 2) **Councils must enforce parking rules on Cycle lanes**

If Councils are to introduce more cycle lanes then it is important that they ensure adequate policing of them. I know from past experience that the Hutt Road Cycle lane south of the Onslow Road intersection is quite often blocked with cars, and trucks parking on or across them.

These blockages then cause the cyclist to serve back into the road which brings them back into conflict with other road users.



**3) Cycling should be banned on certain roads**

While it is an ideal that cyclists should be free to travel where they like, the sad fact is that there are lengths of road throughout the region where it simply not safe for them to do so. We believe that cyclists should be banned from designated roads in their own safety and that alternative routes be provided for them.

In the case of Wellington city we believe that no cycling should be allowed along the whole of the "Golden Mile" from Courtney Place, Willis Street and Lampton Quay through to Bowen Street.

Over recent years the Wellington City Council has widened the footpaths through these streets and introduced bus lanes. Parking is still allowed in many of the streets.

This has meant that there is simply not enough room to adequately provide a safe cycle lane.

Cycling is already banned on motorways so this is not a new concept.

**b) Improve Cycling and Public Transport Integration**

Under b) of this section you are to look at the feasibility of carriage of bikes on buses and note that the only cost associated with this is administrative.

This is an extreme understatement.

We understand that a trial has been conducted in Christchurch for some time which has been having limited success. We note that the cost of the racks and their fittings appear to have been sponsored by the racks manufacturer.

We estimate that to fit rack to just our Newlands fleet would cost over forty thousand dollars and will require us to carry at 16 bikes per day to just cover this cost.

If Council wishes to bring in the requirements to carry bikes then it will required to fund the cost of them.

**About Mana Coach Services**

Mana Coach Service Ltd is one of the larger privately owned Passenger Transport Companies operating in the Porirua Basin, Western Wellington suburbs and Kapiti Coast areas of the Wellington Region.

The Company was formed in 1984, however the original company has been operating since 1949.

Today Mana Coach Services operates from three depots with the largest being the Porirua Depot and Head Office located at 7-9 Commerce Crescent, Waitangirua.

This depot employs some 120 drivers (mostly of Maori or Pacific Island's decent) and 20 support and Head Office staff. Mana Coach Services operates a fleet of 119 buses and coaches

**Therese Morris**

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**From:** consult@gw.govt.nz  
**Sent:** Friday, 19 September 2008 8:09 a.m.  
**To:** Info  
**Subject:** Feedback Form: Draft Regional Cycling Plan

Feedback form from the web site for Natasha Hayes

Survey Response: Draft Regional Cycling Plan Draft Regional Cycling Plan Response  
GUID: 2c9c4dab-597b-4bal-8b6a-4b790c86d3ec  
Started: 15/09/2008 6:50:53 p.m.  
Completed: 19/09/2008 8:09:08 a.m.

**Improve the Cycling Network**

A major deficiency in the current network is the Petone to Ngauranga section which requires urgent attention. I would like to see the GWRC support the proposal for a Great Harbour Way, and help to ensure the funding and coordination required to get the critical Petone to Ngauranga section completed.

**Improve Cycling and Public Transport Integration**

I think the new policy to allow bikes on trains for free is great, and support further moves to improve facilities for carrying bikes on trains. I support the idea of exploring options for carrying bikes on buses.

**Influence Central Government Policy**

The GWRC should help lobby the central government for the additional funds needed to develop the cycling network, in particular the Petone to Nauranga section of the Great Harbour Way.

**Seek Adequate Funding**

As above, particularly for major improvements to the cycle network (e.g. Petone to Ngauranga)

**Support Delivery of Cyclist Skills Training Programme**

yes

**Facilitate Information Sharing**

yes

**Improve Driver and Cyclist Awareness**

yes

**Improve Information for Cycling**

yes

**Encourage Participation in Cycling**

Best way to do this is to provide better and safer facilities, particularly good cycle routes

**Name**

Lee Davidson

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Lower Hutt

Do you want to present your submission orally

No



Wendy Moore  
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21/08GWRC - M08/6720  
WGN-DOCS#542717-v1

18 September 2008

Regional Cycling Plan Submissions  
Freepost  
Greater Wellington Regional Council  
P O Box 11646  
WELLINGTON, 6142

Tena koe

DRAFT WELLINGTON REGIONAL CYCLING PLAN

Thank you for providing Hutt City Council with the opportunity to comment on the Draft Wellington Regional Cycling Plan (the Plan).

Hutt City Council fully supports the Plan. We have already implemented or are in the process of implementing those strategies and actions identified in the Plan.

We look forward to continuing to work collaboratively with GWRC on this important Plan.

Yours sincerely

Wendy Moore  
DM STRATEGY

**Therese Morris**

---

**From:** Alastair Smith [Alastair.Smith@vuw.ac.nz]  
**Sent:** Friday, 19 September 2008 10:16 a.m.  
**To:** Info  
**Cc:** Wellington\_GHW@yahooogroups.com  
**Subject:** Submission on draft revised Regional Cycling Plan

This submission is on behalf of the Great Harbour Way (<http://www.greatharbourway.org.nz/>) coalition, which includes representation from Living Streets Aotearoa, Cycle Aware Wellington, and the Wellington Civic Trust. We would like to make an oral submission if this is possible.

We believe that the Regional Cycle Network should explicitly include the Great Harbour Way. It is important that recreational and commuting cyclists are able to travel around the perimeter of the Wellington Harbour, and have connections with other regional cycling routes such as the Hutt River Trail. The plan should include proposals to have a high standard cycling/walking route around the harbour, following the shoreline as far as practicable.

In particular, the plan should:

\*  
urgently address the problem of cycling along the harbour shore between Petone and Wellington, which is a vital segment of the Great Harbour Way around Wellington Harbour. A route on the seaward side of the motorway and rail track between Petone and Kaiwharawara should be investigated. This could be combined with shore protection work.

\*  
Provide for directional signage and a logo to identify the Great Harbour Way. This will raise awareness of the route, and help tourists.

\*  
The route should be adequate for two way walking and cycling, i.e. 3.5m wide sealed with appropriate maintenance and lighting provisions.

\*  
The route between Seaview and Eastbourne should make better provision for walkers and cyclists.

\*  
The route should be included in new developments in the container terminal area.

\*  
The route along the waterfront should be improved, increasing the width at choke points etc.

\*  
A high quality, consistent cycling/walking route around Evans Bay should be developed, and roading work on the route should take the cycling/walking route into account. A recent example where this did not take place was the removal of cycle lanes at Greta Point in order to provide a flush median strip for turning cars.

\*  
Developments on the Miramar peninsula should take account of the Great Harbour Way route, and encourage walking and cycling around the Peninsula. The road between Shelley Bay and Scorching Bay could be closed to motorised traffic on one day a weekend, for example.

We support the proposals in the plan for improved provision for integration of cycling with public transport; in particular reliable carriage of bicycles on trains, and provision for carrying bicycles on buses. This has obvious advantages for cyclists on the Great Harbour Way, for example enabling cyclists to use a train from Wellington to Petone and then cycle around to Days Bay to catch the ferry back to Wellington.

-----  
Alastair Smith

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[http://www.vuw.ac.nz/staff/alastair\\_smith](http://www.vuw.ac.nz/staff/alastair_smith)

## Regional Cycling Plan

I am a recreational cyclist using the roads around the Southern Wairarapa.

The stock trucks, milk tankers and buses I encounter are generally very considerate. Further education is still needed for cars in particular to give cyclists their 'bubble of space' and for cyclists to 'keep to the left'.

Some of the roads in our area need improved construction and maintenance that will allow cycling in a safer manner.

The left hand side of the carriageway often has a 'soft' base that slumps into a lipped crater or rut that makes it difficult for cyclists to keep to the left hand metre of the carriageway.

The grass verge often acts as barrier preventing water running off the road, so it gets under the tarseal, and not to the drain.

Where there is a white line on the left hand side you will find that this is on the edge of the tarseal or in fact broken by a drop out in the tarseal. Most of the roads have enough room for at least 50cm of tarseal outside the white line. That would give cyclists more room and allow cars to pass safely where forward visibility is limited by a corner or brow.

The roads in our region have signs indicating 'wine trail' and 'scenic drive'. Please add 'cycle trail' to alert other users.

Narrow roads, eg Martinborough – Longbush near Pope's Head, could benefit from signs to alert users to both cyclists and the narrower, winding nature of the road.

The State Highway 2 from Featherston to Masterton is now user friendly for cyclists – there will always be motorists who make a ride unpleasant.

Please make travelling on the train with your bike appealing and freely available

I commend the Regional Council for their cycling strategy, both onroad and offroad, that is encouraging more and more people to get out and enjoy our wonderful region.

Lois Pitt

Ph.(06) 3049711

[lois\\_pitt@hotmail.com](mailto:lois_pitt@hotmail.com)

7 Kemptons Line  
Greytown.

I do not wish to make an oral submission.

## Therese Morris

---

**From:** consult@gw.govt.nz  
**Sent:** Friday, 19 September 2008 1:21 p.m.  
**To:** Info  
**Subject:** Feedback Form: Draft Regional Cycling Plan

Feedback form from the web site for Natasha Hayes

Survey Response: Draft Regional Cycling Plan Draft Regional Cycling Plan Response  
 GUID: 6f9f544d-ce7a-4246-b89e-03f5c9c19ccd  
 Started: 19/09/2008 1:04:29 p.m.  
 Completed: 19/09/2008 1:21:12 p.m.

### Improve the Cycling Network

#### 1.1. Improve the cycling network

Given that the strategic cycle network has already been reviewed in 2004, with deficiencies identified and recommended improvements made, it is unacceptable that progress has not been made in rectifying these deficiencies. A case in point, being the link between Hutt City and Wellington City along State Highway 2. Greater Wellington needs to do more than to ensure that RCAs actually make improvements to the cycling network. The targets given in this section are so flexible, and lack any deadlines, that no progress could be made yet again to the cycle network.

It seems that GW should assist with the other RCAs apart from Wellington with collecting information on cycling in their districts, also setting up systems of how to improve level of service to cyclists.

1.1.1. Develop a programme for reviewing the cycling network - ensuring that targets are made and that work is scheduled to make the improvements that have been specified in reports. Case in point is the lack of expenditure on the Cycle network in Wellington City Council.

1.1.2. The lack of implementation of improvements to the cycling network is very disappointing in the Region. More effort is required to ensure that improvements are made.

### Improve Cycling and Public Transport Integration

#### 1.2. Improve cycling and Public transport integration

Greater Wellington needs to do more than just investigate opportunities to improve the integration of cycling with public transport. For progress to be made GW needs to provide facilities and ensure that design of infrastructure includes provision for cycles and cyclists. This provision will need to be budgeted for rather than the costs being only administrative.

#### Decisions sought - change the wording

"Continue to improve the integration of cycling with public transport including:"

1.2.1. I applaud the Council's decision to allow cycles to travel free on trains. This has been an important step forward in the integration between cycling and public transport. Having used this service myself I would say that it has allowed me to travel easily between the South Coast and Paraparaumu and Upper Hutt, rather than taking a private vehicle.

However better provision for bicycles on train carriages would make it easier for both Tranz Metro staff and cyclists, currently the storage of bikes require the assistance of Tranz Metro staff, which can create unease. If space, and secure storage facilities were provided in the carriages, this would mean less hassle for all concerned.

While space is certainly limited at peak times, there should to be some flexibility in the maximum number of bicycles that can be carried off peak.

Decision sought

"Continue to provide free bicycle carriage on trains"

"Adequate storage facilities will be provided for bicycles on trains"

1.2.2. I support the feasibility study of bikes on buses

1.2.3. I support the provision of appropriate cycle parking at train stations. Also more effort needs to be made to manage the existing cycle lockers at other transport nodes.

GW also can play a role in advocating for cycle friendly and appropriate routes to and from railway stations and other PT nodes. This is an important part of increasing integration and needs to be highlighted to RCA.

Decision sought: include additional point d)

d) Advocate RCAs to provide safe routes to and from railway stations and PT nodes.

Provide for Cyclists in Land Development

I support this action

Influence Central Government Policy

I support this action

Seek Adequate Funding

This is a very important responsibility. Especially for the provision of cycling improvements

Support Delivery of Cyclist Skills Training Programme

I support the delivery of the pilot programme and the provision of programmes through out the region

Facilitate Information Sharing

I support the Regional Cycling Forum with the review of the terms of reference. It is also important to ensure that issues raised in this forum, even if not included in the terms of reference, get directed to the correct forum. It is important to include advocacy groups in this forum, however recognising the voluntary nature of their participation which often limits time and availability. There should be more opportunity to involve cycling groups in the development of policy and input into the LTCCP and annual plan process.

Improve Driver and Cyclist Awareness

I support these actions

Improve Information for Cycling

I support these actions

Encourage Participation in Cycling

I support these actions and think that GW should continue to facilitate cycling events as well as supporting cycling events.

Any other comments

1. Aspiration:

The aspiration given in the cycling plan needs to also include that cycling is recognised and valued as a transport mode, given that it contributes to all the objectives of the RLTS.

Decision sought: Include "Cycling is a recognised and valued transport mode"

2. Objectives of the cycling plan

This plan lacks specific objectives for the actual cycling plan. These should be included to enhance the direction of the cycling action program and all actions.

3. Monitoring

It is important to include what the system wide indicators are, and that these should be quantifiable:



Decision sought: include the following

The system wide indicators are:

Level of service for cycling

Proportion of all trips cycled

Perception of cycling safety; convenience and ease Relative risk of cycling as a transport mode - measures against vehicle, pedestrian and bus travel.

#### 4. Regional Cycling Network Map

This map should be updated to include the Great Harbour Way - Which aims to provide a continuous, safe, signposted walkway and cycleway around the whole perimeter of Wellington Harbour. From Fitzroy Bay in the west to Sinclair Head in the east. Few, if any, opportunities exist elsewhere in the world to safely walk or cycle the entire coastline of a major city harbour, continually touching the water's edge. This is a very important concept and offers both recreational, tourism and transport opportunities. Greater Wellington should be a lead agency in co-ordinating and facilitating the immediate start of this project. Concentrating first on fixing the larger gaps and black spots on this route. Greater Wellington should advocate, support and commit to a 3.5m wide track on the seaward side of the railway line, from Petone foreshore to Ngauranga and on to Kaiwharawhara estuary (the ferry terminal).

Decision sought:

Update the Regional Cycling Network Map to include the Great Harbour Way.

#### 5. Cycling Action Programme -

5.1. Great Harbour Way - added as an action to the programme.

Decision sought: Add an Additional Action under Cycling Action Programme. With the following included.

Action: Advocate and seek adequate funding for the Great Harbour Way Advocacy at local and national political level, and with other agencies, such as NZTA, KiwiRail and advocacy groups such as Living Streets, and Cycle Aware Wellington to implement the Great Harbour Way Responsibility GWRC Timing July 2009 Cost Administrative and budget support Funding GWRC Target Work on the major blackspot between Petone and Kaiwharawhara is started by 2009.

Performance measures: Construction work has started by 2010

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Wellington

Do you want to present your submission orally

Yes

## Written Submission to Greater Wellington Regional Council on the Draft Regional Cycling Plan.

Graham Ibell  
19<sup>th</sup> September 2008

Thank you for this opportunity to make some comments about your proposed plan as well as to include some general and specific comments on cycling in the region.

The spirit behind much of the plan is to be applauded. The region needs to become active advocates of cycling, as a healthy and environmentally responsible, and community-supporting form of transport.

I have recently returned from living in Bristol, UK, for 12 years and, as a cyclist, have been shocked at the general lack of awareness for cyclists in (particularly) Lower Hutt and in the region as a whole. I feel I take my life in my hand as I cycle around the Hutt, or into Wellington. Of greatest concern, perhaps, is that I no longer feel I can go cycling with my children.

In Bristol we, as a family, cycled everywhere (we don't drive), my youngest (3) in a bike trailer, my middle (6) on a tag-along, and my oldest (9) on his own bike. Here I wouldn't dream of putting their lives at risk. Being our main form of independent transport, it means now we are restricted as to where and when we go places. This is partly due to the fact that Lower Hutt CBD is designed pretty much only with the car in mind, and partly the aggressive and inconsiderate nature of drivers here (which, I realise you cannot do anything about!).

So, I would very much support any plan that facilitates and prioritises cycling in the Wellington region, making it safer and easier, particularly with children and families in mind and raises driver consciousness about the needs and safety issues of cyclists.

My impression is that cycling commuters have a louder voice and higher profile around Wellington. I would like to see cycling for children given more emphasis. This obviously contributes to improved health, but also community cohesion, and is a visible statement to all that cycling is not just for enthusiasts and fitness freaks, and is for now and the future, not just the past.

**Other points:**

- Please make every effort to improve the ease of taking cycles onto public transport. Particularly trains, but also buses and ferries. I now realise how spoilt I was in Europe, where train companies had realised that they could work *with* cyclists, rather than see them as an annoyance. The situation on trains in the area must be fixed: at present guards are so resentful at having to take bikes on and off trains. There must be a better way, which involves the cyclists themselves doing the work. Please could all future rolling stock on the region's network cater for easy and generous bike stowage. Bicycle carriage on trains (and buses too, where possible) should be free.
- Can we work towards having bikes taken on buses.
- Please improve the system of bike lockers presently placed at many stations in the region. These are often underutilised because of administrative confusion. They should be hired out (cheaply, or using a deposit for the key) on a monthly or bi-monthly basis, so that when the locker is no longer needed, it becomes available to be hired by someone else.
- Before leaving the UK I bought a folding bike, as I anticipated problems on the public transport network. What I didn't anticipate was the attitudes from the drivers and guards toward the bike. I was often charged, despite the bike folding up to a size far smaller than a backpack, or a large suitcase. I think, as has been shown in the UK, folding bikes make such sense in a public-transport oriented commuting culture, and I think the GWRC should be actively promoting these, and not discouraging them. Please could folding bikes be specifically excluded from the definition of 'bike' in all regulations on trains and buses, enabling them to be freely taken on board as hand luggage.
- Please promote the provision of more, and more obvious, cycle parking. This adds convenience to a cyclist's commuting or shopping experience as well as provides a visual promotion of cycling to the general public.
- I support any plan that guarantees that cycling needs are taken into consideration in all plans and public works, particularly those concerning the roads.
- I am extremely surprised more people are not killed on the stretch of highway between Petone and Wellington. I implore you to make this route safer, even if it costs a lot (which would never be anything like the amount spent on just the Feasibility Study for Transmission Gully). We

would fine the amount of commuting between the two cities would increase many-fold. Whilst I see the need for a safer shoulder strip besides the highway for fast cycle commuting, I also ask you to support the Great Harbour Way initiative, proving both a safe commuting option and a beautiful recreation ride for families as well as tourists.

- I see the implications of a cycling plan as needing to reach beyond merely the short-term, the reactive, or the practical. I would like to see the cycling plan as linking through to other, more broadly-scoped plans or visions for the Wellington area. For example, a region in which cycling is easier, safer, and more popular necessities and promotes tighter community cohesion, and therefore some sort of de-centralised planning, with more local places of work and recreation promoted, would be needed and beneficial. Wellington needs to look well into the future and plan now for more emphasis on local community.

Thanks again for the opportunity to offer feedback on the plan and cycling in the region. I do not wish to orally present my submission.

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*Regional Public Health*  
Better Health For The Greater Wellington Region



19 September 2008

Regional Cycling Plan  
Greater Wellington Regional Council  
PO Box 11-646  
Wellington

**Regional Public Health Submission on:  
Greater Wellington Regional Council  
DRAFT REGIONAL CYCLING PLAN**

Thank you for the opportunity to provide a written submission on the Greater Wellington regional Council, Draft Regional Cycling Plan.

This submission is from Regional Public Health (RPH), which provides public health services for the three District Health Boards in the Wellington region. RPH's boundaries are the same as for Greater Wellington Regional Council.

RPH is willing to provide further advice or clarification on any of the points raised in this submission. The contact point for this submission is:

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## ***Public Health, Transport and Urban Environments***

Transportation directly and indirectly influences the health of a population. Transport ensures the population has access to work, school, shopping, social networks and recreation<sup>1</sup> and transport influences health through air pollution, noise, climate change and opportunities for physical activity.

Currently New Zealand has one of the highest levels per capita of vehicle ownership in the world, with over 700 vehicles per 1000 people<sup>2</sup>. Use of these vehicles is causing severe damage to the environment and creating harmful effects on the health of the population. An increase in motor vehicle ownership and usage has resulted in, reduced levels of physical activity, increased adult obesity levels, motor vehicle related injuries and deaths, and, vehicle emissions alone in New Zealand contribute to premature mortality of 500 people annually.<sup>2</sup>

These alarming statistics have increased the awareness of the impact of motor vehicles on health and the environment. As a result a number of recent strategies and policies published by the Government have strong focus on using healthier more sustainable forms of transportation. An overall target for New Zealand's transport network is to achieve the vision of having "an affordable, integrated, safe, responsive and sustainable transport system"<sup>3</sup>.

Urban environments have a significant impact on health and wellbeing. With increasing urbanization in New Zealand (35% urban in 1890 - 87% in 2005<sup>4</sup>), ensuring urban environments are a positive influence on population health is critical. The availability of open spaces within urban areas is an important aspect of a healthy environment. Open spaces impart environmental and aesthetic values, provide for physical activity, recreational and social opportunities and offer a retreat from the metropolis. Physical, mental, emotional and social aspects of health also benefit by use of these areas.<sup>5</sup>

Our cities though, are often designed with motor vehicles in mind creating an environment that is becoming increasingly recognised as 'obesity-promoting' (obesogenic), and where physical activity can be a more difficult choice. RPH supports policy that encourages a modal shift to people making cycling and walking preferred modes of transport for short journeys and making trips over longer distances by a combination of walking, cycling and public transport.

To achieve government transport, health and social targets, a shift from the dominating use of motor vehicles to more sustainable and healthy forms of movement must be enabled. Currently active forms of transport such as walking and cycling and the use of public transport are still seen as 'alternatives' to private vehicle usage. We believe that local and regional authorities in their planning decisions can

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<sup>1</sup> Public Health Advisory Committee, *Impacts of Transport on Health – An Overview*, April 2003.

<sup>2</sup> Ministry of Transport, *Government Policy Statement on Land Transport Funding 2009/10 – 2018/19*.

<sup>3</sup> Ibid

<sup>4</sup> <http://www.stats.govt.nz/statistics-by-area/urban-rural-profiles/default.htm>

<sup>5</sup> Frumkin, H. (2001). Beyond toxicity: Human health and the natural environment. *American Journal of Preventive Medicine*, 20(3), 234-240.

assist us in moving to a place where these are the 'preferred mainstream' forms of movement around our city, and where car usage becomes the less used 'alternative'.

### ***Walking and Cycling***

Walking and cycling have many benefits for health and transport. As outlined in the Wellington Regional Land Transport Strategy 2001 – 2016, they reduce the impacts of motor vehicles (air pollution, accident rates and noise levels) while providing practical forms of physical activity that people can include as part of their daily routine. Walking and cycling are cheap and easily accessible modes of transport.

However the risk involved with cycling is high with cyclists much more likely to be involved in a road crash than a vehicle occupant, pedestrian or bus passenger. We believe this results from the connections within and between cities being designed primarily for cars, and not for the needs of other road users. This results in designs and ultimately speeds unsuitable for shared street use and poor facilities for pedestrians and cyclists. It also discourages people from taking up active modes of transport due to the safety concerns.

Child safety and well-being on and around roads, schools and other urban walking areas is a particular concern to Regional Public Health. The independent mobility of children contributes greatly to their mental as well as physical health, but the widening of car ownership acts to enhance motorist's personal freedom and choice while at the same time denying these freedoms and choices to children.<sup>6</sup>

Parents' fear of traffic dangers is clearly an obstacle to children's independent travel, such as walking or cycling, and we believe that Greater Wellington must take specific action to address these dangers through the walking and cycling plans. In particular, high traffic volumes and high density parking at sites used by children, such as in close proximity to schools, should continue to be monitored to reduce the likelihood of injury as these factors pose the greatest risk to children.<sup>7</sup>

Good urban design can favourably impact on cycling and access to various facilities and destinations, and can therefore positively influence public health.<sup>8</sup> Urban open spaces can be utilised as routes for cycling and walking, both as a leisure or exercise activity, and for transport. RPH supports the development of a supportive and safe environment where cycling is viewed no different in terms of road user respect than motor vehicles.

Environmental influences such as the aesthetic nature of the local environment, the convenience of facilities for cycling (such as footpaths, cycle lanes, trails, parks and reserves), the accessibility of places to cycle to (shops, employment), and the level of traffic on roads, all have been found to be associated with cycling for particular purposes.<sup>9</sup>

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<sup>6</sup> Hillman, M., & Adams, J. G. U. (1992). Children's freedom and safety. *Children's Environments* 9 (2): 12-33.

<sup>7</sup> Roberts, I., Norton, R., Jackson, R., Dunn, R., & Hassall, I. (1995). Effect of environmental factors on risk of injury of child pedestrians by motor vehicles: A case-control study. *BMJ*, 14;310(6972):91-4.

<sup>8</sup> McCann, B. A., & Ewing, R. (2006). *Measuring the Health Effects of Sprawl: A National Analysis of Physical Activity, Obesity and Chronic Disease*. Smart Growth America.

<sup>9</sup> Sallis J. F., Bauman, A., & Pratt, M. (1998). Environmental and policy interventions to promote physical activity. *American Journal of Preventative Medicine*, 15(4), 379-397.

The direct and indirect impacts of a modal shift from car usage to cycling, walking and public transport on population health could be significant and the Regional Cycling Plan could play a key role in enabling these as preferred modes of travel within our region.

### ***General Comments***

Regional Public Health **supports** the development of a Regional Cycling Plan.

We **acknowledge** and strongly **support** the pivotal role our local councils can play in addressing the imbalance between the investment on cars and healthier more sustainable forms of travel such as walking and cycling. Many local Councils have already taken action in this regard e.g. the current development of WCC Walking and Cycling Policies and many interventions already undertaken by Kapiti Coast District Council.

We **recommend** that Greater Wellington Regional Council move to take a stronger leadership role within the new statutory environment of Government Policy Statements for land transport, and National and Regional Land Transport Programmes.

### ***Specific Comments***

RPH **supports** the action areas set out in the Cycling Action Programme.

We **recommend** that the Regional Cycling Plan targets reflect targets in the New Zealand Transport Strategy (NZTS) and the Government Policy Statement (GPS) on Land Transport Funding. The NZTS target is to increase the mode share of walking and cycling from around 18% to 30% by 2040. The GPS target is to increase the number of walking and cycling trips by one percent per year through to 2015.

Regional Public Health **recommends** that the plan recognise and incorporate actions to support cycling for recreation as well as for transport. We believe it is important to include actions supportive of regional cycling opportunities separate from the road network, such as through regional and local parks and reserves. Such open spaces are also used for transport purposes linking homes and local destinations.

### **Improve the Cycling Network**

We believe that Network development is urgent and needs to happen now.

We **note** that a number of actions in this category are not 'action oriented' e.g. review networks, develop strategies etc. We believe that there is ample evidence showing the importance of a strategic cycle network and provision of cycle facilities, and that this work needs to go ahead now, rather than being dependant on further studies or strategy development.

RPH **recommends** that Greater Wellington take a stronger role in ensuring the completion of a regional cycling network. We believe that actions focusing on improving the regional cycling network are critical and that Greater Wellington should



invest its energy into completion of the regional cycling network. Assisting local authorities in implementing their own strategies, supporting a consistent approach and quality infrastructure development is also an important role for Greater Wellington Regional Council.

RPH **recommends** that actions are included to ensure the implementation of a full network, and that the targets reflect this.

RPH **recommends** that Council take a stronger role in prioritising action on completing the network and in engaging with key players on its' implementation. For example: the Wellington to Petone cycleway upgrade is a critical part of the network that requires significant work. There is an opportunity to construct an attractive cycleway for recreation as well as commuting purposes in this instance, and we see Greater Wellington playing a key role alongside WCC in ensuring this happens. There is strong support for a 'Great Harbour Way development', and we believe that investing energy in this will also enhance Wellington as a tourism destination.

Regional Public Health **recommends** that the plan include specific actions and targets associated with lowering road speeds particularly around residential and retail areas identified for public transport network development and/or residential intensification.

### **Improve Cycling and Public Transport Integration Provide for cyclists in land development**

We **support** Greater Wellington actions to improve cycling and public transport integration.

We **recommend** that Greater Wellington significantly increase existing capacity for bike storage on trains and also take specific actions to progress the carriage of bikes on buses. We also **recommend** that significant investment should be made to increase bike storage facilities at key public transport nodes.

We make the point that provision of adequate cycle parking facilities at public transport nodes can act to increase demand, and that Council should not be driven by existing demand levels.

We **support** Greater Wellington's advocacy role to local plan change processes and believe that the regional council is in a good position alongside other agencies to check for cyclist priority and accessibility of developments.

### **Influence Central Govt Policy and Seeking Adequate funding**

We **support** Greater Wellington's advocacy role on central government policy. We **support** Greater Wellington in advocating for sufficient funding nationally.

We **recommend** that Greater Wellington focus on ensuring that funding is available for implementation of cycle infrastructure and facilities at a local level, as there is already sufficient policy direction nationally and regionally in regard to walking and cycling.

**Support delivery of cyclist skills training programmes**

We **support** school based cyclist skills training programme, and believe that school age children must be a priority in this areas in order to support confident independent mobility. We **suggest** that the pilot cyclist skills training programme is tested in schools in higher deprivation areas first, due to less car ownership in these areas. Cyclist skills' training is also important for adults, and will assist organisations to implement their workplace travel plans.

**Facilitate Information Forum  
Improve Driver and Cyclist Awareness  
Improve Information for cycling  
Encourage participation in cycling**

We **support** Greater Wellington taking a leadership role in the provision of region wide information about cycling, coordinating networking and raising awareness in relation to cycling.

We **reiterate** the importance of ensuring a high quality regional cycle network, cycle facilities, and an environment conducive to cycling in the first instance.

Regional Public Health would **welcome** the opportunity to participate in the Regional Cycling Forum.

**Summary**

Thank you for the opportunity to provide feedback to the Draft Regional Cycling Plan. We support the further development of this plan and see the Regional Council as being in a good position to actively support local authorities and other agencies in enabling the increased use of this mode of transport and recreation.

We request the opportunity to make an oral presentation in support of our submission.

Yours sincerely



Dr Stephen Palmer  
Regional Leader  
Regional Public Health

# **Cycle Aware Wellington**

## **Submission to Wellington City Council**

### **DRAFT CYCLING POLICY**

**CYCLE AWARE WELLINGTON WISHES TO MAKE AN ORAL PRESENTATION COVERING THE CONTENTS OF THIS WRITTEN SUBMISSION.**

#### **ABOUT CYCLE AWARE WELLINGTON**

Cycle Aware Wellington (CAW) is the cycling advocacy group for the Wellington region, with a particular focus on the bicycle as a means of transport and recreation. Our goal is more people biking more often.

CAW speaks for its 700 members.

We also believe to represent an estimated 14,000 Wellington residents (7 % of the population) who claim to have travelled to the CBD at least once a week using a bicycle in 2006, according to WCC Residents Satisfaction Survey (Wellington City Council 2007).

We also believe to represent 40,000 Wellington residents who have cycled in Wellington in 2006, according to WCC Residents Satisfaction Survey (Nielsen, 2007).

We also believe to represent the aspirations of 75 % of Wellington residents, who have ranked "Improvements to the cycling network" as the the most favored of all short term projects included in the Ngauranga to Airport Draft Corridor Plan, according to Research New Zealand's Public Opinion Survey (Kalafatelis and Raggett, 2008)

We also speak on behalf of the 3,000+ people who sent submissions on the Draft Ngauranga to Airport Corridor Study, stating their support to walking and cycling.

We also speak on behalf of the 1,354 people who have signed the petition "Bike Freely programme in Wellington" in May 2008, who have requested an assessment of the possibility of creating a public bicycle rental scheme in Wellington (Wellington City Council, 2008)

We also speak on behalf of 798 people who have petitioned Wellington City Council against the removal of the cycle lane from around Greta Point (Wellington City Council, 2008a).

Since our inception in 1994, CAW has worked constructively with local authorities, business and the community on a wide variety of projects, including

- Go By Bike Day, Bike the Bays, Road Safety Week and other cycling promotion events
- Safety and bike skills training for police officers, transport staff, adults, and children
- Dr Bike cycle safety checks
- Working with the transport sector to improve safety for cyclists in Wellington
- Capital City Cycle Guide

This submission was prepared by:

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## COMMENTS ON THE REGIONAL CYCLING STRATEGY

We contend that the Draft Cycling Strategy is **inconsistent with the Regional Land Transport Strategy**.

The Regional Land Transport Strategy:

"seeks to improve the level of service for cycling throughout the region"

The Regional Cycling Strategy, however, does not include any specific projects to improve cycling in the region.

The Regional Cycling Strategy "passes the buck" to road controlling authorities when it comes to implement the improvements on the cycling network. We contend that this way of implementing the Land Transport Strategy is ineffective.

We contend that the Greater Wellington Regional Council should take on an active role in the provision of cycling infrastructure.

We believe that solely advocating for cycling improvements will not deliver the targets set at the National Land Transport Strategy. It is time to stop **talking** about cycling and start **doing** something about it.

National Land Transport Strategy has targets for increasing cycling:

"Increase walking and cycling to 30 percent of total trips in urban areas by 2040 (Ministry of Transport, 2008 p. 6)"

The proposed cycling strategy does not include specific targets for cycling which are consistent with the national targets.

The increase required by the national targets, the Wellington Region would have to increase by approximately two and a half times from the current mode share of active transport, in about 30 years or so, and this means an increase of approximately 80 % every 10 years.

We believe that the proposed action plan is not strong enough to deliver these targets.

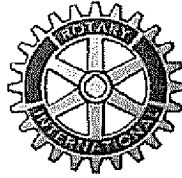
We would like to see the Greater Wellington Regional Council investing in projects that actually improve the level of service in the cycle network and public transport integration, such as:

- Adequate end of journey facilities in train stations, including bike lockers and public bicycle rental schemes in all train stations.
- Target for completion of the cycle network. The cycle network is incomplete, and there is no target set for completion of the network.
- It is urgent to address the problem of cycling along the harbour shore between Petone and Wellington, which is a vital segment of the Great Harbour Way around Wellington Harbour. A route on the seaward side of the motorway and rail track between Petone and Kaiwharawara should be investigated and implemented as soon as possible.

We would also like to see GWRC advocating more efficiently with local authorities to meet the targets set at the national and regional levels. Just to give a couple of examples:

- The WCC Draft Cycling Policy does not address the need to increase cycling in Wellington City, which is inconsistent with both the national and the regional strategy.
- The solution proposed by WCC to improve the regional links to the CBD - shared bus and cycle lanes - are clearly not acceptable for all cyclists. Only the most experienced cyclists will use those lanes. WCC will be catering only for those who already cycle, resulting in

minimal increases in cycling, which won't deliver the targets set at the regional and national levels.



DISTRICT 9940 NEW ZEALAND

**ROTARY CLUB OF EASTERN HUTT  
INCORPORATED**

PO BOX 35-048 NAENAE, LOWER HUTT

**Regional Cycling Plan Submission**

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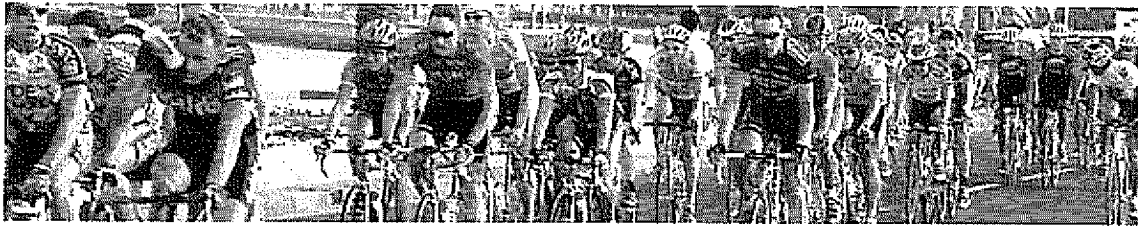
Presented on behalf of a number of Wellington and Hutt City Rotary Clubs

We request any opportunity to make a verbal presentation to strategy review processes  
(preferably after 5pm)

Submission prepared by a group of Rotarians from Eastern Hutt Rotary, Hutt City Rotary,  
Western Hutt Rotary, Pencarrow Rotary and lodged on their behalf by: Allan Brown,  
Immediate Past President Hutt City Rotary Club, Ph 04 479 5874 or 04 939 3004, Fax 04 939  
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## Submission to Wellington Regional Council and Wellington City Council

### NEW AROUND HARBOUR CYCLEWAY/WALKWAY

This submission is made on behalf of a number of Hutt City and Wellington Rotary Clubs.

Wellington has a magnificent harbour. Our vision is of an around harbour cycleway/walkway, from Lambton Harbour to Days Bay. Currently this is neither fully accessible nor easily enjoyed.

Our around harbour concept draws on the notions of:

- **Enjoying the environment**
- **Recreation (walking or cycling) – participation and enjoyment**
- **Commuting**
- **Tourist participation.**

We seek not money but support and endorsement of the concept. A multi-body partnership will bring this vision to reality.

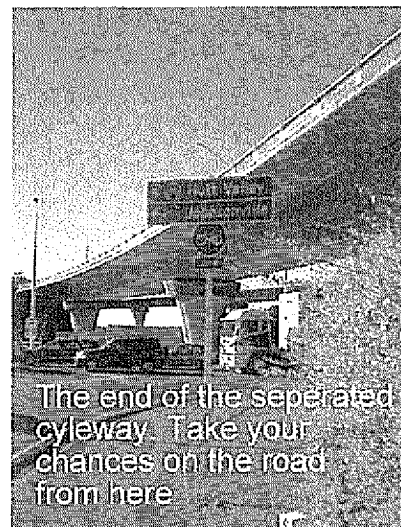
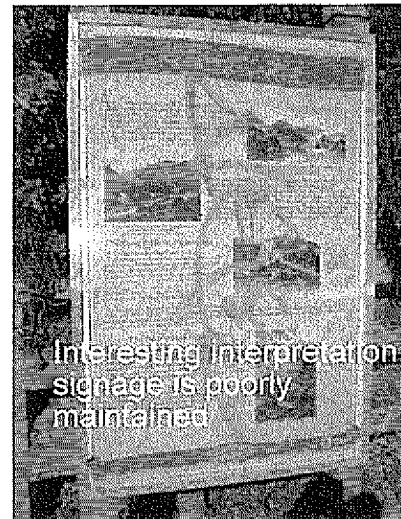
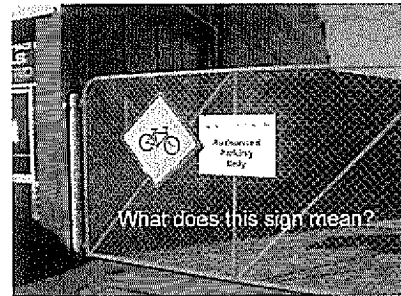
The current impediments are not significant and can be addressed in the short term within economic cost.



Many of our members have experience of similar cycle/pathways, in Europe and North America; e.g. Vancouver, San Francisco, Los Angeles, etc.

They appear to have the following elements:

- i. **Defined as an integrated cycleway/walkway**
- ii. **Clear signage**
- iii. **Well maintained and monitored**
- iv. **Great vistas**
- v. **Supported by cycle hire vendors.**



We propose we combine and use an umbrella 'around harbour' label for the various footpaths, cycle ways, road verges, between Lambton Harbour and Days Bay.

The concept is similar to London's South Circular Road. The concept requires designation, signposting, devising a solution for the Petone-Horokiwi exposure, and promotion.

The challenges to be addressed and resolved are:

- i. **Marking and installing signage** for the cycleway
- ii. **Addressing the Horokiwi traffic exposure issue**
- iii. **Maintaining the track in good order**, suitable for walking and cycling with minimal rubbish or material to puncture tyres
- iv. **Promoting it as an end to end experience** (using the East West Ferries for full circuit)
- v. Interfacing with the **ferries** in terms of **bike storage**, etc
- vi. Gaining a private sector provider for **hiring bikes**.



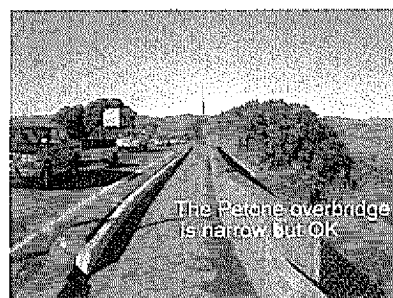
This Horokiwi-Petone exposure requires resolution otherwise it will dramatically reduce the appeal of the cycleway/walkway.

A low cost solution may be the use of the Petone Overbridge footpath, its integration into the State Highway 2 verge and the provision of **verge protection (through a noise strip and flexible marker poles)** to the current behind barrier entrance south of Horokiwi.

An alternative or complementary addition may be the use of a **concrete nib preventing intrusion of vehicles other than when travelling at slow speeds** during times of breakdowns, etc. We note the use of such flexible poles around Marine Drive, between Eastbourne and Days Bay.

Because investment will be relatively low, the business case is strong. The benefits accrue to:

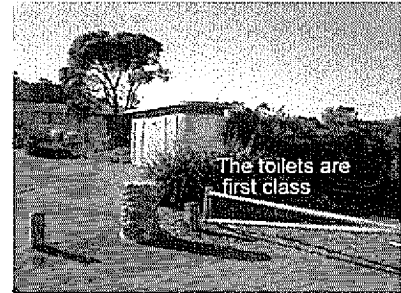
- i. **Commuting cyclists**
- ii. **Recreational cyclists**
- iii. **Walking and riding tourists.**



Our Rotary Clubs involvement will be **similar to** our role with the establishment of the **Hutt River Trail**. This resulted in a valley long walkway, duly signposted and now appropriately managed, monitored and maintained.

Our contributions can be:

- i. Towards **definition of the project** and the outcomes.
- ii. **Undertaking development tasks** within our resources.
- iii. **Promoting its development** across the territorial entities and to other interested parties.
- iv. Establishing, directly or indirectly, **events that encourage the use** of the cycleway/walkway.



All cannot be achieved overnight. Our plan involves solving the immediate impediments and building the additional attributes to meet our 10 year vision.

Our ten year vision is:

- i. It will be **safe for all to ride** and walk
  - a. There will be sufficient space for 2 way cycle traffic and pedestrians
  - b. It will be separated by distance, or barriers, from vehicular traffic
  - c. The surface will be compatible with walking, or road bikes and regularly swept to prevent punctures
- ii. There will be:
  - **Viewing spots**
  - **Interpretive signage** of points of interest
  - Attractive **sculpture**
  - **Emergency phones**
  - **Weather shelters**
  - **Secure parking** at each end
  - **Toilet facilities**
  - **Connections** to other cycle tracks
- iii. We envisage an appropriate **vegetation plan** to screen sections and provide visitors a close up view of native plants.
- iv. **Regular events** to promote the facility.



## Next Steps

A good part of the bikeway is in place. Current maintenance levels are not sufficient to encourage the use of either significant numbers of walkers or bikers.

### **The Horokiwi-Petone section prevents many people from participating.**

Rotarians would be keen to work with officers to establish a development plan that reflects the contents of this submission to achieve the progressive realisation of the vision.



*Allan Brown*

Allan Brown

**On behalf of a group of Rotary Clubs**

Contacts

[allan@metallion.co.nz](mailto:allan@metallion.co.nz)

Tel 9393004 anytime

This submission is sent to

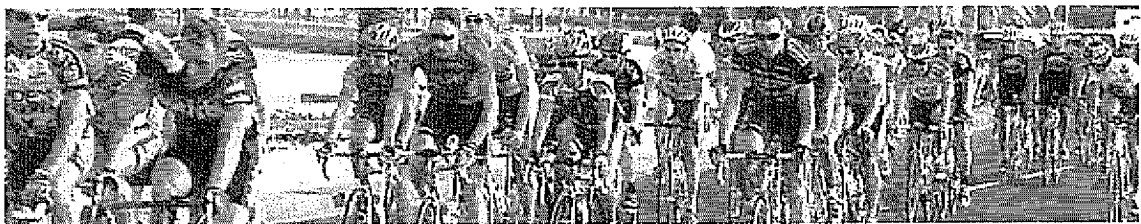
**Wellington City Council** as a submission for their Strategy review

**Wellington Regional Council** as a submission for their Strategy review

Copies to:

Hutt City Council

NZ Transport Agency



**Therese Morris**

---

**From:** consult@gw.govt.nz  
**Sent:** Friday, 19 September 2008 4:00 p.m.  
**To:** Info  
**Subject:** Feedback Form: Draft Regional Cycling Plan

Feedback form from the web site for Natasha Hayes

Survey Response: Draft Regional Cycling Plan Draft Regional Cycling Plan Response  
GUID: cc2bc34d-8326-495d-adab-83782d596c1a  
Started: 19/09/2008 3:48:52 p.m.  
Completed: 19/09/2008 4:00:04 p.m.

**Improve the Cycling Network**

While I have only been in Wellington for a short period, it would appear that there is almost no cycling network (in terms of dedicated infrastructure). I appreciate that cyclists have the use of pedestrian parths and busways, but it would be good to see funds set aside for cycle lanes and signage.

**Improve Cycling and Public Transport Integration**

In 2002 I undertook research into the 'fears' of cyclist when using existing public transport routes within Auckland City. One of the findings was that cyclists are less afraid of cars than they are of larger vehicles such as trucks and buses.

While I appreciate that locating cycling lanes adjacent to busways (or combining the two) is a cost effective option when providing transport alternatives, the reality is that cyclists are generally more inclined to use other routes at peek times as they are concerned about the possibility of being hit by a bus.

**Provide for Cyclists in Land Development**

I could not agree more; and would be most impressed if you were able to include cycle lanes when designing bridges - unlike Auckland City.

**Improve Driver and Cyclist Awareness**

This has/is being tried in a wide number of countries with only limited success. I would suggest that the funding for these projects be diverted into developing more cycle friendly infrastructure.

Name  
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Wellington City

Do you want to present your submission orally  
No



## Therese Morris

---

**From:** consult@gw.govt.nz  
**Sent:** Friday, 19 September 2008 4:58 p.m.  
**To:** Info  
**Subject:** Feedback Form: Draft Regional Cycling Plan

Feedback form from the web site for Natasha Hayes

Survey Response: Draft Regional Cycling Plan Draft Regional Cycling Plan Response  
 GUID: 47f2460e-51c7-42a6-8ef2-cd6cd8eba863  
 Started: 19/09/2008 4:41:12 p.m.  
 Completed: 19/09/2008 4:57:36 p.m.

### Improve the Cycling Network

Link Hutt and Wellington with a quality cycling path: Great Harbour Way.  
 The test for cycling infrastructure: would you let your 8-year-old use it? If not, we need to try harder.

### Improve Cycling and Public Transport Integration

Dropping the charge for bikes on trains is a good start. Well done.  
 Improve integration of bikes on buses: put racks on buses.  
 Improve integration of bikes with public transport: provide quality, secure, covered cycle parking at key PT hubs.  
 Provide space on trains for bike carriage. Sort out the problems that are limiting space to 2 bikes per train.

### Provide for Cyclists in Land Development

Encourage compact urban form and intensification of urban development.  
 New developments ought to be bike and walk friendly.

### Influence Central Government Policy

Advocate for a five-fold increase in funding to achieve the goals of the NZ Transport Strategy: 30% of urban trips by bike and walk by 2040.

### Seek Adequate Funding

as above

### Support Delivery of Cyclist Skills Training Programme

Fund cyclist skills training, taught to the new Guidelines.

### Facilitate Information Sharing

Continue the regional cycling forum.

### Improve Driver and Cyclist Awareness

Run regular share the road campaigns.

### Improve Information for Cycling

GW's website is pretty good.  
 Update regional cycling maps.

### Encourage Participation in Cycling

Lead by example.  
 Publicise GW's bike parking and role in promoting cycling.  
 Continue Car Free Day campaign, and support local cycling advocacy groups.  
 Attend NZ cycling conferences.  
 Offer staff and councillors training: 'Fundamentals of Planning and Design for Cycling' (<http://viastrada.co.nz/fundamentals>)

### Any other comments

Mode shift from unsustainable transport to sustainable, active modes should be



GW's top priority as we seek to mitigate climate change, reduce oil dependence and enhance active lifestyles.

Name  
Patrick Morgan

Organisation  
please do not publish my contact details

Phone

Email

Address

Do you want to present your submission orally  
Yes

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 470 6641

12 September 2008

Regional Cycling Plan Submissions  
 Freepost 181120  
 Greater Wellington Regional Council  
 PO Box 11-646  
 Manners Street  
 Wellington 6142

## **Submission on Draft Wellington Regional Cycling Plan**

### **Context**

#### ***RLTS Provisions***

One of the key outcomes for the RLTS is an increased mode share for pedestrians and cyclists. Related outcomes are that there is an improved level of service for cyclists, and increased safety for cyclists.

The RLTS has a number of relevant targets:

- to increase active modes to at least 15% of journey to work trips from the 13% in 2006; and
- that all large subdivisions and developments include appropriate provision for walking, cycling and public transport.
- All of the strategic cycle network provides an acceptable level of service.
- Increased safety for pedestrians and cyclists
- Fewer than 75 cyclists injured in the region per annum. (112 injured in 2005)

The targets were stated in the RLTS to be ambitious, stretch targets. That means we need ambitious implementation plans if we are to have any chance of meeting the targets.

#### ***Why I no longer cycle***

When I first moved to Wellington, I was living in Adelaide Road and working in the central city. I had been a cycle commuter in Auckland (when my health allowed that), but decided that this was not a viable mode in Wellington for a relatively unfit cyclist. The main problems for me were:

- Wellington roads generally do not have space for cyclists to share the left lane with cars. The only safe way to cycle on main routes is to therefore sit in the middle of that lane – not a viable tactic for a slow cyclist.

- The flat routes to the CBD are generally taken over by main roads. Cycle routes that don't have heavy traffic are generally hilly.
- The wind adds an extra hazard, making close interaction with traffic more dangerous.
- Wellington drivers are not very tolerant of cyclists, and engage in some very unsafe behaviours (e.g. opening car doors without checking for cyclists). I was amazed when cycling in Canada one year at how polite cars and even trucks were.

### *Needs of cyclists*

When I was first appointed to the RLTC, it was as the representative for cyclists, pedestrians and public transport users. I convened a number of discussions about what changes cyclists wanted, and came to the conclusion that there are two classes of cyclists, who have very different needs:

- Fit, confident, mature cyclists want to be treated like vehicles. They will use high quality cycleways if they are going in the right direction, but for most trips want to use roads. To be safe for this group of cyclists, roads should be free of significant hazards (e.g. inappropriate drains, debris), and that have a relatively wide left lane, preferably without parallel car parking. Pedestrians are uncomfortable sharing their space with these cyclists, who are generally moving rapidly and relatively silently.
- Children, unfit and new cyclists prefer to be off the roads, and treated like pedestrians. These cyclists will be prepared to walk part of their journey if that is the only way to avoid interaction with traffic (e.g. they are more likely to walk across pedestrian crossings than do a right hand turn in traffic). They need similar types of footpaths/cycleways facilities to those needed for mobility scooters, scooters, segways, skateboards, runners, etc. Pedestrians are likely to be tolerant about sharing their space with these cyclists, provided cyclist behaviour is appropriate.

I therefore believe that the Wellington cycling network needs to comprise:

- Footpaths that are wide enough to allow slow, polite cyclists to share the space with pedestrians. All new footpaths and all major footpath re-builds should result in footpaths that:
  - Meet the NZTA guidelines for width; and
  - Meet the "CBD" standard wherever there is likely to be significant use by school children, cyclists and mobility scooters.
- Footpaths that are flat, so that provision for cars to enter and exit the roads are made outside the core footpath.
- A network of cycleways that allow all types of cyclists to make medium distance trips on main routes away from the traffic. This would include allowing cyclists to use busways.
- A progressive redesign of roads, starting with key routes, so that they are safer for cyclists. This would include widening the left lane, removing car parking, ensuring cyclists are not affected by humps and squeeze points, and ensuring that intersections are safe for cyclists.
- A network of recreational cycling routes to encourage people to take up cycling, and allow them to get experience away from traffic.

There must also be carriage of cycles on all public transport, to allow cyclists to choose to cycle only part of a route, or to access recreational cycling activities without owning a car.

### **Recommended changes to the draft plan**

#### ***Improving the cycling network***

The actions relating to improving the cycling network are all decentralised to RCAs or TAs. I believe that in addition, GW should identify a number of key cycling routes and take responsibility for coordinating effective actions on those routes. These should include:

- Coordinate the development of the Great Harbour Way as a walkway/cycleway around the harbour for both recreational use and to provide safe and attractive commuter routes, particularly from Petone to Wellington, and from the Miramar Peninsula to Wellington.
- Coordinate development of a safe and attractive cycling route from Paraparaumu to Wellington, with safe connections to each major population centre along that route. The majority of this route should be separate from the state highway.
- Coordinate the development of a safe and attractive cycling route from the Wairarapa to Wellington. This route should be designed to facilitate a combination of cycling and public transport use for longer journeys on the route.

#### ***Improve cycling and public transport integration***

The plan should go further than “investigate opportunities” and instead state that:

Identify and implement means to:

- Increase the number of cycles which can be safely carried on trains, including by providing additional multi-purpose space that can take cycles, and ensuring that there are effective systems to allow cycles to be stored safely and efficiently.
- Develop mechanisms to allow bicycles to be carried on all buses in the long term, and at least some off-peak buses in the short term.
- Provide sheltered, secure and visible cycle parking facilities at train stations and other public transport nodes.

#### ***Provide for cyclists in land development***

In addition to the provisions in the proposed plan, there should be reference to including appropriate provisions in the RPS, particularly to make the provision of adequate footpaths and cycle facilities compulsory for all new subdivisions and major new developments.

I would like to be heard in support of my submission.

Paula Warren



Time constraints have precluded us from putting a submission through our council meeting cycle. The attached annotated copy of the draft plan is therefore officers' comments for your consideration. We support the intent of the plan but in addition to the comments on the attached would make the observation that whilst we accept it is a strategy, showing TA's as lead agencies and implying a responsibility in the text of the plan is only achievable if the annual plan and LTCCP processes gains public approval, is a priority for the TA and is affordable.

We do not wish to speak to our "submission"

Lachlan Wallach  
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Upper Hutt City Council  
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Thank you

# Draft Regional Cycling Plan

August 2008



## Regional Cycling Plan

The Cycling Plan responds to the policy framework for cycling set out in the Wellington Regional Land Transport Strategy (RLTS) by setting out an action plan with a series of high level initiatives aimed at contributing to the outcomes of the RLTS. The implementation agencies (such as Road Controlling Authorities) have a key role in progressing and developing the detail in relation to many of these actions.

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.

## 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*

## 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.

### Territorial Authorities

Territorial Authorities (TAs) have a 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 also 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.

### New Zealand Transport Agency (NZTA)

This new agency, formed from the merge 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. This will primarily be the urban and peri-urban environment and will seek to address needs identified by TAs and the local community.

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's key role in relation to implementing this cycling plan is to facilitate regional coordination. Greater Wellington is also responsible for advocating for cycling outcomes, particularly through local land use planning and funding processes, to seek consistency with regional policy adopted under the RLTS and the RPS.

As the key agency responsible for implementing passenger transport activities, Greater Wellington also has a lead role in actions relating to the integration of cycling with the passenger transport network.

Greater Wellington works closely with schools and workplaces to encourage and support the development of school and workplace travel plans, which encourage active modes of transport, through the regional travel plan programme.

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.

### 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 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 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.

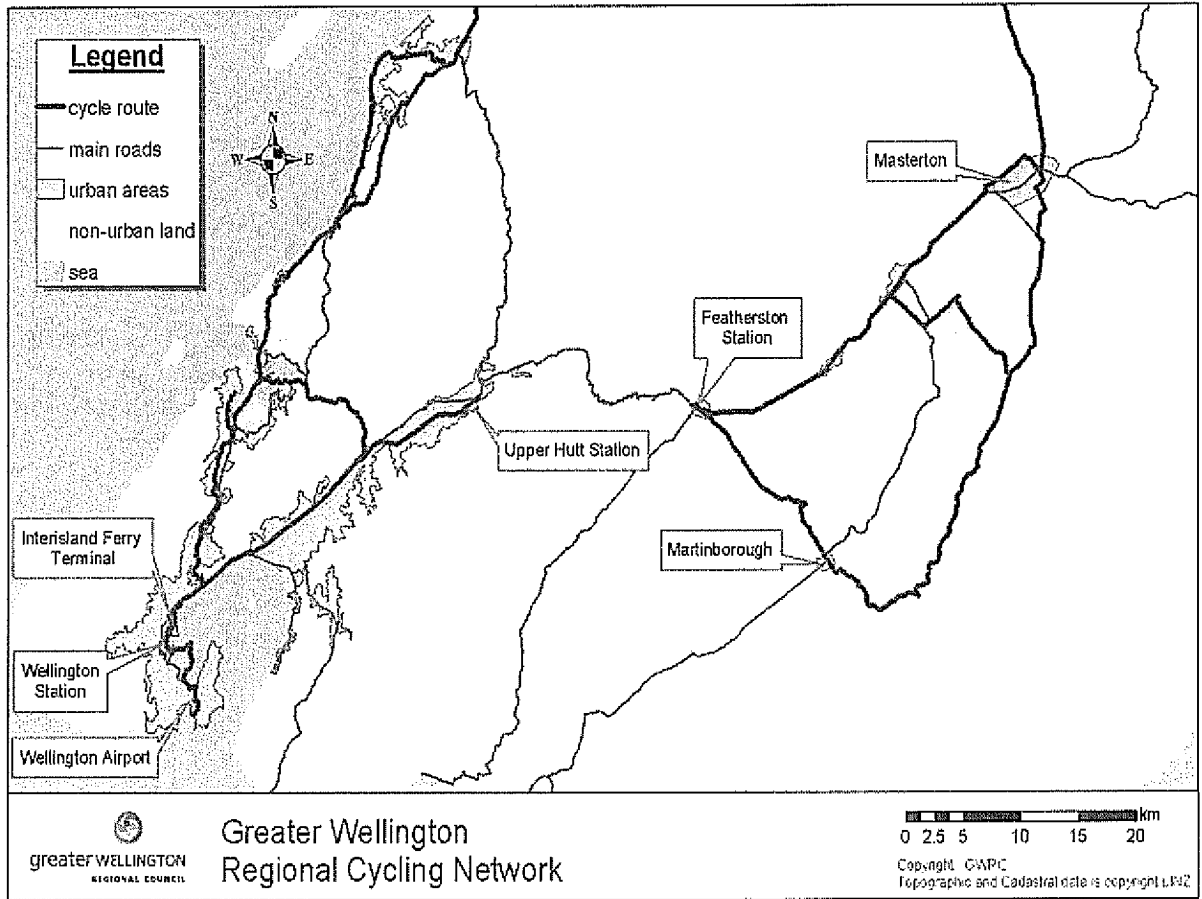
#### **Monitoring**

Greater Wellington will have primary responsibility for monitoring progress of actions in the cycling action programme against respective performance measures on an ongoing basis. Monitoring of the RLTS targets, along with a number of other system wide indicators will be undertaken within the RLTS Annual Monitoring Report process.

### Regional (Strategic) Cycling Network Map

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 does not always cater for short local trips, but will often be the most direct route for medium length commuter trips within and between territorial authorities, in addition to providing for long distance recreational 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). Improvements to the local network are vital to complement the strategic network and provide for all cycling trips.



### Cycling Action Programme

Actions	Responsibility	Timing	Cost	Funding	Target
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<p><b>Improve the Cycling Network</b></p> <p>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>1</sup>:</p> <ul style="list-style-type: none"> <li>• Vision and objectives</li> <li>• Policies</li> <li>• Quantifiable targets</li> <li>• Monitoring process</li> <li>• Local data and statistics</li> <li>• Network Plan</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 and recreational destinations and public transport services.</p>	<p>TAs</p>	<p>December 2010<sup>3</sup></p>	<p>Administrative <u>This will not be administrative.</u> There is a significant additional cost to our normal operation.</p>	<p>TAs (NZTA subsidy)</p>	<p>Strategies adopted</p>
<p>2. Develop a programme for reviewing the cycling network</p>	<p>RCAs</p>	<p>December 2010</p>	<p>Administrative <u>Ditto above</u> Administrative</p>	<p>RCAs (NZTA subsidy)</p>	<p>Review programmes developed</p>
<p>3. Review the cycling network in accordance with the above programme and recognised current best practice guidelines<sup>2</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>• 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>	<p>RCAs</p>	<p>Ongoing</p>	<p>Administrative <u>Ditto above</u> Administrative</p>	<p>RCAs (NZTA subsidy)</p>	<p>Network reviews completed if it is ongoing, it cannot be completed. Suggest implemented</p>
<p>4. Implement improvements</p>	<p>RCAs</p>	<p>Ongoing</p>	<p>To be determined</p>	<p>RCAs (NZTA subsidy)</p>	<p>Network improvements implemented</p>

<sup>1</sup> Meebeth, Ryan, Bouler (2005) New Zealand walking and cycling strategies – best practice, 1.and 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> <ul style="list-style-type: none"> <li>a) carriage of bikes on trains - adequate storage, appropriate charges and certainty</li> <li>b) feasibility of carriage of bikes on buses</li> <li>c) Sheltered, secure and visible cycle parking facilities at train stations and other public transport nodes</li> </ul>	<p>GWRC</p> <p>GWRC</p> <p>GWRC and TAs Not a TA responsibility. We will advocate and in some cases implement on GW approval</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> <ol style="list-style-type: none"> <li>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>4</sup> guidelines.</li> <li>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</li> </ol>	<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>

2 Land Transport NZ 'Cycle Network & Route Planning Guide' 2004; NZ Supplement to AUSTROADS Part 14: Bicycles (2005)

3 Allows TAs to budget for this in their 2009/10 Annual Plans. We can include it for consideration in the 2009/10 draft budget but cannot definitively include as depends on public consultation.

4 Land Transport NZ 'Cycle Network & Route Planning Guide' 2004; NZ Supplement to AUSTROADS Part 14: Bicycles (2005)



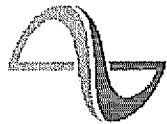


Actions	Responsibility	Timing	Cost	Funding	Target
<p><b>Influence Central Government Policy</b></p> <p>Actively participate, where appropriate, in national level programmes/strategy development that will have regionally significant impacts on cyclists and cycling.</p>	GWRC	Ongoing	Administrative	GWRC (NZTA subsidy)	Every opportunity taken to participate in national policy development opportunities
<p><b>Seek Adequate Funding</b></p> <p>1. Advocate to central government for adequate funding to be allocated to progress the Ministry of Transport's <i>Getting there</i> Implementation Plan</p> <p>2. Identify and allocate <u>suggest that a better word is 'include' as the process depends on public consultation and not just councils opinion</u>, adequate funding in annual plans and LTCCP 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)</p> <p>3. Advocate for adequate funding to be allocated for cycling in TA annual planning and LTCCP processes</p>	GWRC  RCAs and GWRC  GWRC	Ongoing  Ongoing  Ongoing	Administrative  Administrative <u>Not administrative. There is a real cost to implementing projects.</u>  Administrative	GWRC  RCAs and GWRC (NZTA subsidy??)  GWRC	Adequate funding allocated by central government  Adequate funding allocated for cycling projects  Submissions made to TA annual plans

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>
<p><b>Facilitate Information Sharing</b></p> <p>1. Facilitate a Regional Cycling Forum<sup>5</sup> to:</p> <p>a) Provide opportunity for coordination, networking, information sharing &amp; promoting best practice</p> <p>b) Support collaborative projects, events and education/awareness activities</p> <p>c) Inform members of upcoming opportunities to provide feedback on plans and policy documents with implications for cycling</p> <p>2. Encourage the engagement of cycling user groups and the local community in relation to local network issues</p> <p>3. Contribute information to NZTA's <i>Getting there</i> Information Centre where appropriate</p> <p>4. Continue to monitor and report on cycling trends in the Annual Monitoring Report (AMR) on the RLTS</p>	<p>GWRC</p> <p>TAs</p> <p>All stakeholders</p> <p>GWRC</p>	<p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p>	<p>Administrative</p> <p>Administrative</p> <p>Administrative</p> <p>Administrative</p>	<p>GWRC (NZTA subsidy)</p> <p>TAs</p> <p>All stakeholders</p> <p>GWRC (NZTA subsidy)</p>	<p>Regional forum continued</p> <p>Community and cycling user groups are provided with opportunities for discussing local network issues</p> <p>Information provided where appropriate</p> <p>Cycling trends published in the AMR</p>

<sup>5</sup> Possibly in conjunction with the Regional Walking Forum  
WGN\_DOCS#545081-V1

Actions	Responsibility	Timing	Cost	Funding	Target
<p><b>Improve driver and cyclist awareness</b></p> <p>Support national education and awareness campaigns relating to cycling</p> <p>Carry out local and regional education and awareness activities to address local and regional issues as required</p>	<p>GWRC and TAs</p> <p>GWRC and TAs</p>	<p>Ongoing</p> <p>Ongoing</p>	<p>Administrative</p> <p>-\$30,000 per annum</p> <p>- To be confirmed</p>	<p>GWRC (NZTA subsidy)</p> <p>- GWRC (NZTA subsidy)</p> <p>- TAs (NZTA subsidy)</p>	<p>National campaigns supported</p> <p>Campaigns implemented as required</p>
<p><b>Improve information for Cycling</b></p> <ol style="list-style-type: none"> <li>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.</li> <li>Update and distribute Regional Cycling Maps</li> <li>Continue to maintain and update the Greater Wellington website for cycling as a key source of information about cycling in the region.</li> </ol>	<p>GWRC</p> <p>GWRC</p> <p>GWRC</p>	<p>2008/09</p> <p>Ongoing</p> <p>Ongoing</p>	<p>Administrative</p> <p>Included in the regional travel planning budget</p> <p>Administrative</p>	<p>GWRC (NZTA subsidy)</p> <p>GWRC (NZTA subsidy)</p> <p>GWRC (NZTA subsidy)</p>	<p>Investigation complete</p> <p>Updates undertaken as required</p> <p>Site maintained and continually updated</p>
<p><b>Encourage participation in Cycling</b></p> <ol style="list-style-type: none"> <li>Facilitate cycling events</li> <li>Support cycling events</li> </ol>	<p>TAs</p> <p>GWRC</p>	<p>Ongoing</p> <p>Ongoing</p>	<p>To be determined</p> <p>\$20,000 per annum</p>	<p>TAs (Land Transport subsidy)</p> <p>GWRC (Land Transport subsidy)</p>	<p>Cycling events held in each TA</p> <p>Support provided for cycling events as appropriate</p>



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Please Quote NZTA Ref: PL/9/GWRC/0 (08 0017)

19 September 2008

Natasha Hayes  
Policy Advisor  
Greater Wellington Regional Council  
PO Box 11646  
WELLINGTON 6142

Dear Natasha

**NZTA submission on the draft Wellington Regional Cycling Plan**

Thank you for your email seeking comments on the draft Wellington Regional Cycling Plan. This letter sets out the New Zealand Transport Agency's (NZTA) comments on the draft Plan.

The NZTA notes that the draft Plan primarily sets out a regional cycling action programme with a series of initiatives aimed at contributing to the outcomes of the Wellington Regional Land Transport Strategy (RLTS). It is also noted that the NZTA is tasked with the following actions:

- Development of a programme for reviewing the regional cycling network;
- Implement improvements to the regional cycling network;
- Identifying and implementing adequate funding in our annual plan process to enable the relevant cycling projects and improvements signalled in the draft Regional Cycle Plan Action Plan to be progressed; and
- Facilitating information sharing with the aim of contributing to the NZTA's *Getting There Information Centre*.

The NZTA can advise that it is currently scoping a *Wellington Regional State Highway Cycling and Pedestrian Strategy* and associated implementation plans that will include a prioritised programme for cycling and pedestrian improvements on the State Highway (SH) network. This *Strategy* will be used to aid planning and development of the SH network and to create a proactive cycling programme for NZTA's new three year annual capital plan.

This action plan will not only affect the NZTA SH priorities, but also the region's Road Controlling Authorities (RCAs) priorities where their cycle networks meet or cross SHs. Once the NZTA's *Strategy* is implemented it will contribute to all of the above actions.

For the avoidance of doubt, the NZTA intends to work closely with the Greater Wellington Regional Council (GWRC), the region's Territorial Authorities (TAs) and other relevant key stakeholders in the development of its *Strategy*.

The NZTA specific comments on the draft Plan are as follows:

#### **Taking account of LTMAA 2008, GPS and NZTS Direction:**

Whilst it is appreciated that the draft Plan was developed prior to the enactment of the Land Transport Management Amendment Act 2008, the update to the New Zealand Transport Strategy 2008 (NZTS) and Government Policy Statement on Land Transport Funding 2009/10 - 2018/19 (GPS), the final version of the Plan will nevertheless need to be amended to reflect the various objectives, policies and targets of these documents. All of these documents seek to increase the uptake of cycling in New Zealand.

#### **Targets and Monitoring:**

The NZTA would like to see greater clarity within the draft Plan as to how the targets will be monitored on a regular basis and by whom. For example, the "*active modes account for at least 15% of region wide journey to work trips*" target is presumably based on census data. It would be preferable to use a dataset that was recorded annually. In addition the draft Plan does not define what an "*acceptable level of service*" is for the strategic cycle network target or to at least state that a consistent definition is to be used across by all RCAs for clarity purposes.

In the experience of the NZTA, and as a member of the Wellington Regional Transport Committee (RTC), it has found the quarterly *Agency Progress Reports on Implementing the RLTS* monitoring system to be overly onerous on the contributing RCAs. The significant reporting requirements has appeared to result in most RCAs not contributing full reports, which has undermined the whole monitoring exercise as a consequence. The NZTA believes that a more streamlined quarterly monitoring system needs to be implemented, which focuses on the key target areas, rather than reporting on the 100 separate RLTS indicators. The NZTA believes the reporting on all of the RLTS indicators needs to be only completed for the *RLTS Annual Monitoring Report*.

An example of a perhaps rather questionable cycling plan monitoring information gathering exercise was readily seen in the August *Quarterly Agency Progress Report*. Stating that the action of "*updating the regional cycle maps*" is 36% complete does not enable one to gauge what meaningful progress has been made towards the target/action. Nor will such a rigid and defined monitoring system allow for wide influencing initiatives such as the NZTA's *Strategy* and associated implementation plans to be reported adequately to the RTC.

The NZTA believes that a streamlined and easy to understand monitoring system that can be compared to others should be developed for the draft Plan. For example, annual indicators that could be measured include (but are not limited to):

- Local plan/strategy adoption;
- Progress towards implementation of respective cycling plan/strategy;
- How much new cycle infrastructure has been added; and
- Percentage uptake of cycling or modal share.

#### **Responsibilities:**

The NZTA believes that GWRC should strengthen their cycling facilitator role. GWRC should be the leader and principal driver for realising the regional cycling vision whilst empowering, encouraging and where necessary, supporting the region's implementing agencies to deliver the vision.

The NZTA should not be restricted to implementing the draft Plan or making improvements to the strategic cycle network "*on or across the SH network*". The NZTA believes that its responsibilities should be broadened to include assisting and advising the relevant RCAs to make improvements to the strategic cycle network that is broadly parallel to SHs albeit not actually in the SH road reserve where

such improvements would encourage cyclists to leave the SH network in preference to a high quality parallel cycle route.

#### **Regional (Strategic) Cycle Network Map:**

As a consequence of the Government's renewed policy emphasis and focus on increasing the uptake of cycling, the 2004 network priorities report is now out of date, and should be updated in conjunction with the region's RCAs.

In addition, such a report should also analyse its usefulness in terms of NZTA project/package assessment criteria, i.e. seriousness and urgency, effectiveness and efficiency. Please note that the NZTA will be undertaking a similar exercise as part of the development of its *Strategy* and associated implementation plans.

#### **Cycling Action Programme**

##### Improve the Cycling Network, 1. Develop local cycling strategies:

- The NZTA should also have a responsibility and would encourage responsibility to be widened to all RCAs.
- Undertaking a review of cycle networks in accordance with current best practice is supported, however this review should also require RCAs to set targets for their respective networks.

##### Improve the Cycling Network, 3. Review the cycling network:

- Consideration should be widened to include: crash records, relative risk (crashes vs. regional averages), identified network deficiencies, cycle flows and monitoring.
- The reviews/strategies should also include provision of temporary cycle facilities when required (i.e. when road works are being carried out).
- The term "*implement improvements*" appears to be vague and requires clarity.

##### Provide for cyclists in land development

- The second bullet point needs to be reworded in a more robust manner as at present it places no onus on developers to take heed of planning comments.
- In addition, cyclists should not see their level of service drop following land use development (for example, cycle lanes being removed to cater for on street parking).

##### Seek adequate funding:

- Insert a reference to the new three year funding system.

##### Support delivery of cyclist skills training programmes:

- A similar action needs to be included for training regional transportation and planning officials in order to adequately train them in cycle facility planning and design.

##### Improve driver and cyclist awareness:

- The Accident Compensation Corporation should be added to the list of responsible agencies.

**Summary**

In summary, the draft Plan needs strengthening to reflect the Government's recent transport policy initiatives that seek to increase the uptake of cycling. As the region is now the driving force behind the development of its three year Regional Land Transport Programme, it is the responsibility of the GWRC to play a leading in role increasing the uptake of cycling and therefore this role needs to be reflected and emphasised accordingly within the draft Plan.

Yours sincerely



**Selwyn Blackmore**  
Regional Planning Manager (Wellington)

CC Graham Taylor, Wellington Regional Manager, NZTA  
Ian Hunter, Central Region Partnerships Manager, NZTA

**Absolutely**

**POSITIVELY**

MAKING THE DIFFERENCE  
WELLINGTON CITY COUNCIL

**Wellington**

**SUBMISSION**

**On the Draft Regional Cycling Plan**

**September 2008**



## 1. Introduction

Wellington City Council (WCC) welcomes the opportunity to make a submission on the draft Regional Cycling Plan (RCP). This, in conjunction with the Regional Walking Plan, is an important document for the region's response to sustainable transport, and the Council commends the work that has been carried out by Greater Wellington Regional Council (GW).

## 2. Background

Wellington City Council has developed its own draft Cycling Policy for the city, which is expected to be adopted in November this year.

Our overall goal is for Wellington's transport network to support the economic, social, cultural and environmental aspirations of its citizens. This will mean ensuring the state highway system and arterial roads provide efficient access to the city and to key transport hubs, while also encouraging public transport and walking as ways to get around the areas of high-density development. It will also mean promoting developments that increase the energy efficiency of the transport system. The city's Transport Strategy (2006) contains the following objectives:

### **2.3 More sustainable: Wellington will minimise the environmental effects of transport and support the environmental strategy.**

Environmental sustainability in transport will mean:

- continuing modal shift of commuter traffic to public transport, walking and cycling.

### **2.4 (a) Better connected: Wellington will have a highly interconnected public transport, road and street system that supports its urban development and social strategies.**

This will be reliant on recognising the roles of all types of transport (car, bus, train, cable car, ferries, taxis, commercial vehicles, walking and cycling). Ensuring the city is better connected will mean:

- promoting walking and cycling and reduced dependence on motor vehicles for short trips through the travel demand management programme
- a well-connected system of local roads and streets, footpaths and cycle-ways

### **2.4 (b) Healthier: Wellington's transport system will contribute to healthy communities and social interaction.**

People's transport choices can have a significant effect on health. Lower levels of activity contribute to heart disease, diabetes and other diseases. There are also links with respiratory diseases resulting from vehicle emissions. Improving health outcomes will mean:

- promoting walking and cycling and reduced dependence on motor vehicles for short trips through the travel demand management programme

### **2.5 Safer: Wellington will seek to improve the safety and security of its citizens as they move around the city and region.**

Transport safety and personal security will be enhanced by:

- programmes aimed at improving road safety

The WCC Cycling Policy will also form a key part of the actions arising from the Ngauranga-Airport Corridor Plan.

### 3. Comments

#### 3.1 General

Wellington City Council is generally supportive of the main thrust of the draft Cycling Plan which aligns well with its Transport Strategy and the intentions behind its own proposed city Cycling Policy. Council officers have participated in the working group which assisted Greater Wellington in developing the draft Plan.

The Council does, however, wish to make some comments and suggestions regarding the Plan as follows.

#### 3.2 Strategic Alignment

The RLTS 2016 targets of particular relevance to the draft Regional Cycling 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

The Regional Walking Plan and Cycling Plan Review – Background Issues Paper, published by Greater Wellington Regional Council contains the following charts:

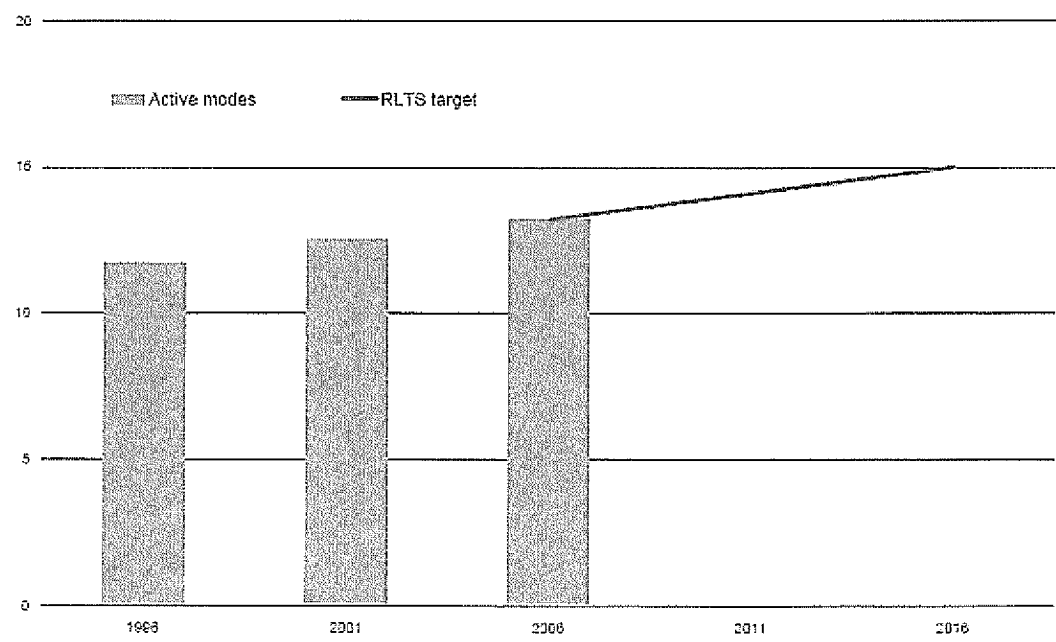


Figure 1: 2006 active mode share of journey to work (%). Source: Statistics New Zealand

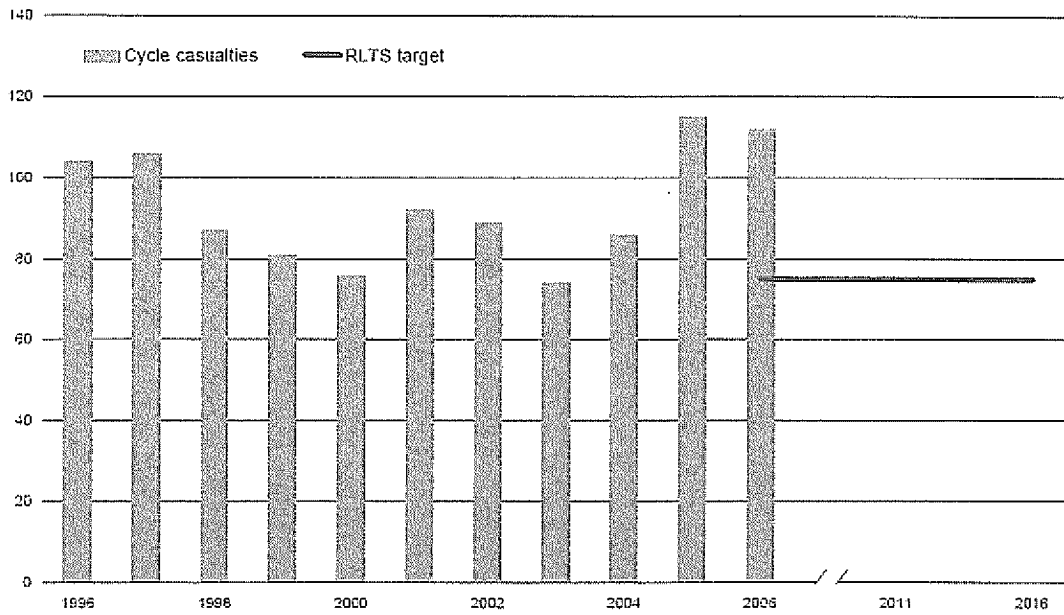


Figure 15: Cycle casualties, Wellington region. Calendar year. Source: Land Transport New Zealand

These indicate that in terms of meeting the first target of active modes accounting for at least 15% of region wide journey to work trips, the region appears to be on track. However, performance against the second target (fewer than 75 cyclist injured in the region per annum) is some distance away from being achieved, and in fact, the trend is going in the wrong direction. Note too that almost 60% of cycle casualties in the region occur in Wellington City.

An examination of the Cycling Action Programme tables in the draft Regional Cycling Plan shows that for the main part, the focus is on increasing mode share, although safety improvements are embedded in many of the proposals. This suggests that the draft Plan is misaligned with the strategic objectives of the RLTS because increasing mode share can be expected to lead to more personal injuries though not necessarily more per person cycling. Therefore either the emphasis of the Plan needs to be changed, or the RLTS targets for cycling need to be revisited.

Wellington City Council is strongly supportive of the principle of the regional cycle network. Council strongly supports the objective that “All of the strategic cycle network provides an acceptable level of service” However it is very clear that the regional network currently doesn’t even come close to achieving an acceptable level of service. The key elements of service are safety and convenience for cyclists. For the Plan to have credibility it needs to ensure that the strategic network is enhanced to achieve acceptable service levels. We particularly request priority be given by the New Zealand Transport Agency to constructing a safe, useful cycle route between Petone and Wellington City, and consider that attention needs to be given to the route between Porirua and Wellington City. We also question why the Rimutaka Incline is not included in the Regional Cycling Network as a link between the Wairarapa and Hutt Valley.

### 3.3 Setting Sub-Regional Targets

The RLTS has set targets for active transport in the region. While the targets set out above may be appropriate for the region as a whole, different cities within the region have different characteristics, and so different targets are appropriate. The following

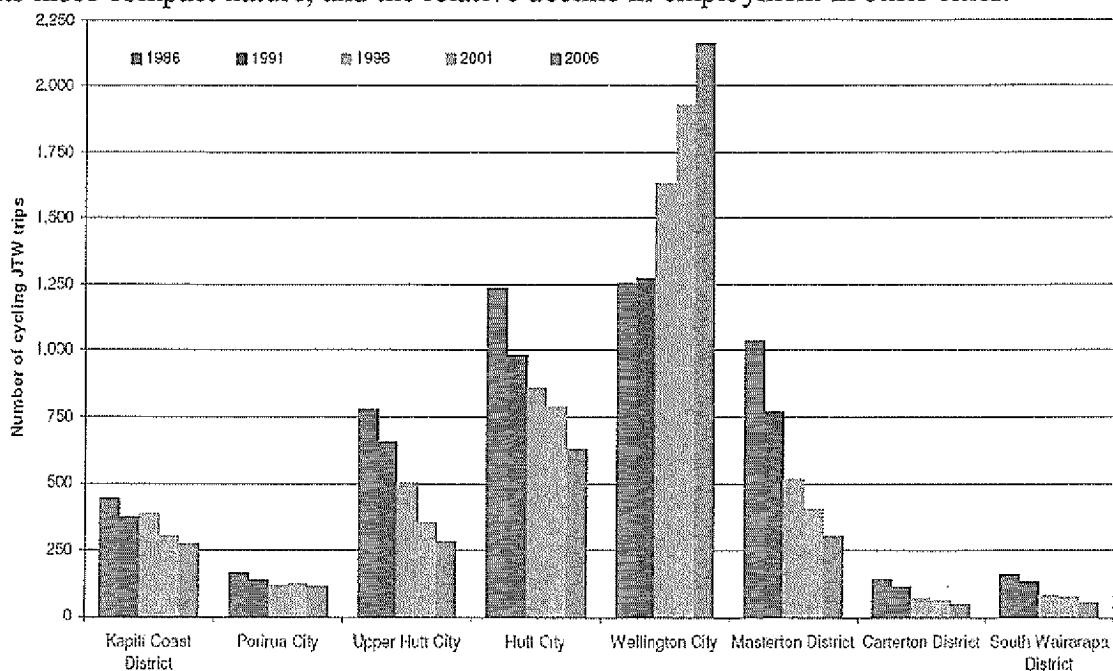
table from the Background Issues Paper shows cycling/walking mode share by TA for the journey to work.

Territorial Authority	Cycled	%	Walked/Jogged	%	Total number of trips by all modes
Kapiti	273	1.7%	690	4.5%	15,222
Porirua	114	0.6%	636	3.6%	17,610
Upper Hutt	282	1.8%	759	4.9%	15,612
Lower Hutt	627	1.6%	1,908	4.8%	39,702
Wellington City	2,160	2.6%	15,696	18.8%	83,643
Masterton	303	3.7%	567	6.9%	8,205
Carterton	48	1.9%	144	5.7%	2,547
South Wairarapa	54	1.8%	246	8%	3,057
<b>Totals</b>	<b>3,861</b>	<b>2%</b>	<b>20,646</b>	<b>11%</b>	<b>186,000</b>

Table 1: 2006 Journey to work mode share for walking and cycling by territorial authority. Source: Statistics New Zealand

This shows that Wellington City Council is already exceeding the regional journey to work target, whereas other Councils are some considerable distance away from it. This is not to denigrate their efforts as different conditions exist in say, Upper Hutt, from Wellington City.

Moreover, different trends are found in cities within the region. The following chart shows that since 1986, cycling to work in Wellington has been growing strongly whereas in the other cities, it has been steadily declining. There are likely to be a number of reasons for this including the increase in inner city dwelling in Wellington, its more compact nature, and the relative decline in employment in other cities.



To give greater relevance to the draft Plan, it would be helpful to set sub-regional targets for cycling separately from walking (in consultation with the relevant TAs). This would

help gain their commitment and focus their attention on achieving their individual target. It would also assist with ensuring that the overall target was achieved by setting individual accountabilities.

### ***3.4 Contribution of Public Transport Integration***

Wellington city's topography is often seen as a barrier to cycling. We are supportive of recent steps taken to provide free carriage of bikes on the suburban rail network and also supports Greater Wellington investigating the feasibility of carriage of bikes on buses.

### ***3.5 Professional Development***

Wellington City Council encourages the Regional Council to encourage officers from all relevant agencies to have appropriate training and education in relation to planning and design for cycling and cycling facilities.

## **4. Conclusion**

Thank you for the opportunity to make a submission on this document. Wellington City Council is broadly supportive of the general intention of the draft Regional Cycling Plan, but has some concerns around its alignment with the RLTS and suggests that it would be helpful to set some specific cycling targets for cities within the region. The Council would like to be heard at the submission hearing.



In Reply Please Quote: EN/3/1/4  
For Enquiries Please Contact: Roger Blakeley  
Email: rblakeley@pcc.govt.nz  
Direct Dial: 04 237 1401

26 September 2008

Greater Wellington Regional Council  
PO Box 11 646  
WELLINGTON 6142

Dear Natasha

**SUBMISSION ON DRAFT WELLINGTON REGIONAL CYCLING PLAN**

Please find attached a copy of our submission to Greater Wellington's Draft Regional Cycling Plan.

I have not had the opportunity to present this submission to the Council for their approval and am therefore submitting this submission under my delegated authority. I will seek approval of Council at its next meeting round and will confirm the submission after Council gives its ratification.

The contact at the Council for queries on this issue is Gcoff Marshall, Technical Services Manager, (contact details above).

Yours sincerely

A handwritten signature in black ink, appearing to read 'Roger Blakeley', is written over a light grey rectangular background.

Roger Blakeley  
CHIEF EXECUTIVE

PCC# 417193-V1

**Porirua City Council**  
**Submission on Draft Wellington Regional Cycling Plan**

**GENERAL**

The Wellington Regional Cycling Plan is an implementation plan arising from the Wellington Regional Land Transport Strategy. The current Regional Cycling Plan was adopted in February 2004 and was identified to be reviewed during 2007/08. Porirua City Council supports the draft Wellington Regional Cycling Plan subject to the following comments.

**Funding**

There is a large onus on Territorial Authorities to fund the projects identified in the plan but no indication on how Territorial Authorities are to fund their share of this work. A Land Transport New Zealand subsidy is mentioned but cannot be assumed for all projects. The funding suggested is over and above the projects shown in individual Territorial Authorities Long Term Council Community Plan projections. It cannot be assumed that additional rating funds will be available for these projects, or that local priorities will be the same as regional priorities. Where projects have a high regional priority they should be funded from regional or national sources.

**CYCLING ACTION PROGRAMME**

**Improve the Pedestrian Network**

The review of the local cycle networks by Road Controlling Authorities is timed for December 2010. It is not clear why this date was selected. From a Local Authority viewpoint this review should be timed to inform a review of the LTCCP. The next LTCCP review is in 2012 and in preparation for this it would be timely to complete the review of the local cycle networks by June 2011.

The suggested review is applicable to an existing mature cycle network. At this stage the networks in many parts of the Region are still being developed and priority should be to review the need for new routes to provide connectivity, with a review of level of service, including the issues specified, carried out at a later date when the core of the network is in place.

**Improve Cycle and Public Transport Integration**

Carriage of bikes on trains and buses and the provision of cycle lockers at public transport nodes (including railway stations) is strongly supported. Immediate action is required on the carriage of cycles on trains. The recent move to provide free carriage of cycles on suburban trains is applauded, but the associated reduction of the capacity on each train from five cycles to two is a big dis-incentive, as cyclists are very likely to find they cannot get on a train unless they are traveling from a terminus and arrive early.

**Seek Adequate Funding**

Porirua City Council supports the identification of projects and development of an action plan and the provision of adequate funding for cycling projects. However, as stated above, funding should not fall on local ratepayers alone. If local plans are supported by Greater Wellington and form part of a regional network of cycleways then regional funding should apply. Given the health benefits available from cycling, health authorities or central government should also contribute to this funding.

**Facilitate Information Sharing**

Porirua City Council supports the ongoing facilitation of the Regional Cycling Forum by GWRC. Meetings should be programmed to abut Regional Walking Forum meetings as many of the delegates will wish to attend both forums. Consideration should be given to combining these two forums.

**Improve Information for Cycling**

Porirua City Council supports the principle of providing cycling information. However, an online "Journey Planner" will be a high cost if it is similar to the public transport journey planner, and is unlikely to provide the same benefits. Journey Planners should not be a duplication of information that is, or may be in the near future, available on Google Earth. Local cycling maps would be more effective and should be available in hard copy and online.