

Summary of Consultation and Feedback on draft Cycling Policy

August/September 2008

1. Summary of consultation

Throughout August/September 2008, Wellington City Council requested feedback from the public on the draft Cycling Policy. Consultation is summarised in the table below.

Date	Details
Wednesday 18 June	SPC meeting – paper to seek approval to put the draft Cycling Policy out for public consultation – minor amendments were requested and approved by Committee and officers were asked to include these in the policy and report back to Council on Friday 27 June 2008
Friday 27 June	Council meeting – unanimous vote to consult on proposal
Thursday 21 August	Our Wellington (Dominion Post) editorial
Friday 22 August	Discussion papers, feedback forms and pamphlets delivered to all Wellington City libraries/service centres
Friday 22 August	www.Wellington.govt.nz go-live webpage on “Have your say – Draft Cycling Policy”
Friday 22 August	Mail out to organisations/target groups/residents on mailing list <ul style="list-style-type: none"> ▪ Draft Cycling Policy brochure ▪ Letter explaining there are two other policies being consulted on at the same time that they may also be interested in placing feedback on
Saturday 23 August	Consultation period starts
Thursday 28 August	Meeting with Cycle Aware Wellington
Thursday 28 August	Wellingtonian article advertising the public consultation
Thursday 4 September	Our Wellington (Dominion Post) article advertising the public consultation
Thursday 11 September	Wellingtonian article advertising the public consultation
Thursday 18 September	Our Wellington (Dominion Post) article – reminder re closing date for submissions
Monday 22 September	Consultation period closes
Tuesday 14 October	Oral submission hearings
Thursday 16 October	Oral submission hearings

A total of 157 feedback forms and letters were received by 22 September 2008.

The following organisations submitted feedback:

<ul style="list-style-type: none"> ▪ Great Harbour Way Coalition ▪ Appropriate Technology for Living Association ▪ Sport Wellington Region ▪ Wellington Civic Trust ▪ Kapiti Cycling Inc. ▪ Onslow Tarbabies ▪ Greater Wellington Regional Council ▪ Wellington Triathlon and Multisport Club ▪ Regional Public Health 	<ul style="list-style-type: none"> ▪ Cycle Aware Wellington ▪ Care of the Aged ▪ Rotary Club of Eastern Hutt Inc. ▪ Wellington Waterfront Limited ▪ Trelissick Park Group ▪ Tawa Community Board ▪ New Zealand Transport Agency ▪ Highland Park Progressive Association ▪ Positively Wellington Tourism ▪ The Architectural Centre Inc. ▪ Wellington Veteran's Cycling Club Inc.
---	---

Break down of feedback received

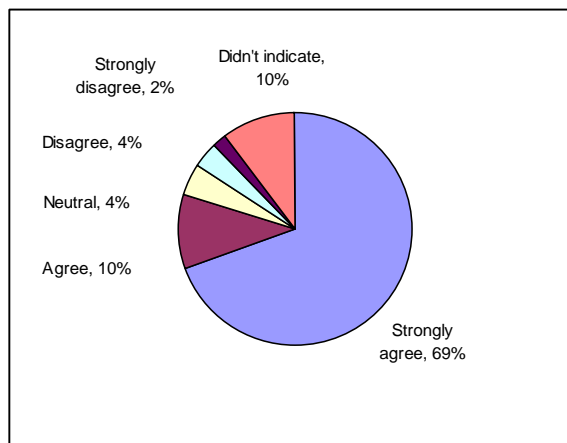
Type	Number
Post via feedback form	30
Online via feedback form	110
Letter	17
TOTAL	157

2. Feedback on key questions

Q1. To what extent do you agree with the proposed aim of the draft Cycling Policy - "Safer and more convenient for those who choose to cycle"?

79% of the respondents agreed or strongly agreed with the aim of the draft Cycling Policy. Only 6% disagreed with the aim, while 10% didn't indicate a preference.

Some responses received are below:



The plan should also aim to promote cycling as transport, to reduce dependence on cars. While there are concerns about safety of cycling, these should not be seen as a barrier to promotion since (a) health benefits of cycling offset accident risk (b) compared with public transport, the risks of travelling by car and by bicycle are of a similar order of magnitude (c) cycle safety improves with increased numbers of cyclists.

(Submitter 1)

Aim is not visionary. Should be more about actively encouraging cycling, so that cycling becomes a major form of recreation and means of commuting in the city. Key part of building a sustainable city.

(Submitter 2)

I fully agree that cycling safety is the key and correct point of this policy. With more people moving to bus travel rather than car, it is important to insure safety around larger vehicles, vans, buses and trucks which are more likely to be involved in serious accidents with cyclists and cause more extensive injury.

(Submitter 9)

A number of the initiatives in the policy focus upon making cycling more convenient (parking, lockers, online maps, journey planners, signs etc). However, until cycling in Wellington is safer, convenience initiatives are largely irrelevant, as they encourage more users on unsafe streets and they run the risk of worsening already poor accident statistics. Another key issue is the training of cyclists, and improved awareness for drivers (particularly bus drivers) - of cyclist needs and rights.

(Submitter 21)

I think Wellington should aim to be seen as the most cycle-friendly city in New Zealand. The proposed aim is not specific ie one less cyclist injured by an aggressive driver = you have met your aim. The aim needs to be more ambitious and needs to be fully accepted by politicians.

(Submitter 95)

Wellington cannot claim to be a civilised, people centred, human city without a strong Cycle Policy.

(Submitter 105)

I agree with the existing two elements of the aim but would like to see a third: to enable/encourage those who do not currently cycle to see it as a viable transport option.

(Submitter 146)

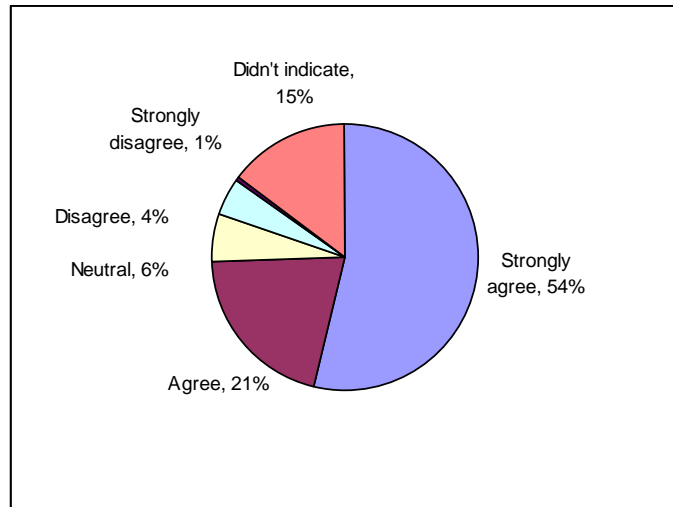
Wellington is a small compact city where cycling and walking makes strategic sense. Regional Public Health supports the development of a Wellington City Council (WCC) Cycling Policy as a mechanism to increase the safety and convenience of cycling and cycling facilities, and to increase the number of cycling trips made throughout Wellington city.

(Submitter 155)

Q2. To what extent do you agree with the six objectives of the draft policy?

Only 5 % of respondents indicated that they did not agree with the objectives of the policy.

Some responses received are below:



The objectives are generally good. There are some concerns. Using bus lanes is an attractive idea, but the ultimate test of safety would be: would you let your eight-year-old use it? Unlikely, we suggest. There does not appear to be much commitment towards a cycling route network in Wellington. The suggested improvements to cycle routes seem piecemeal. Unless there is commitment to filling in the gaps on the map where provision for cycling is enhanced, this work will achieve little. There is potential for dedicated cycle lanes to be developed in some parts of Wellington, eg along the coastal routes. These opportunities need to be taken seriously, if the cycling experience in Wellington is to measurably improve. The city and region need to show commitment to linking Wellington and Petone with dedicated cycle lanes. (Submitter 8)

It is unclear whether these objectives are in priority order, but number one regarding promotion is not the most important. Focus on improving the walking experience. People will change their behaviour as a result. (Submitter 23)

Yes I agree with all of those, but I think a key objective is missing (as mentioned above), to increase the numbers of cyclists. This objective focuses not only on the group of people who are choosing to cycle now, but links cycling in to wider issues such as climate change, pollution, and oil dependence. (Submitter 30)

Objectives are good for short-term but increasing the number of cycle trips must be included in the next planning phase. (Submitter 33)

I agree. However, the objective could do more to recognise the benefit of cycling tying in with public transport and commercial purposes. (Submitter 67)

Scope is too narrow. The Hutt Valley is 10km distance, in principle accessible by cycle (though hazardous in practice) - and I hope WCC takes a lead in this matter (rather than justifying avoidance as a regional matter). (Submitter 80)

I agree with the objectives, but think that they should be clearly prioritised to improve safety first and foremost. I strongly believe that safety is of primary importance, and convenience is of secondary importance. (Submitter 87)

My one reservation is priority 6. I feel WCC should focus on "getting around" improvements rather than recreational improvements. The latter is fine, but only if there are resources left over after one to five is done well. (Submitter 97)

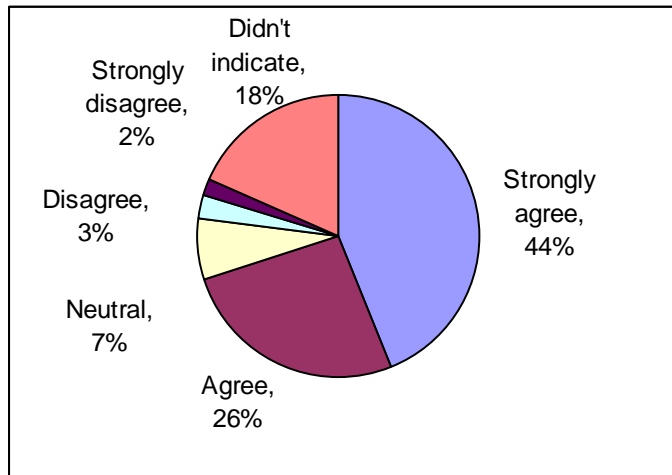
I would like to see critical safety improvements put in place asap so that cycle numbers can continue to increase. The present accident rate for Wellington cyclists is unacceptable. (Submitter 105)

I'm not sure the priority is right across the six - whether making it safer leads to more people cycling, or making it more convenient increases numbers and therefore makes it safer. Getting support for safety improvements will often rely on getting numbers of cyclists up - general public may find it unpalatable to spend council funds on these improvements in the hope that it will lead to increased numbers. (Submitter 128)

Q3. There are a number of policies proposed that will assist in achieving the aim of the objectives of the policy. Do you agree with these proposed policies?

Again only 5% of respondents indicated that they did not agree with the policies.

Some responses received are below:



Generally agree. However, where possible separate cycle lanes should provided independent to bus lanes. (Submitter 6)

I generally support the policies, but they do not comprehensively cover the issues that need to be tackled. For example cycle convenience is not largely determined by parking facilities. It is largely determined by the way roads are designed, by the provision of paths for cyclists to get off the roads, and by the way intersections are designed. Many of the more specific policies should be generalised – e.g. main cycle corridors does not just apply to journeys to the CBD, making routes safer is important for all cyclists, etc.

I notice that policy 1.1 talks about “exploring” opportunities, and 3.2 talks about opportunities being “taken”. I prefer the latter wording for these types of policies. (Submitter 11)

Policy 3.1 is good - riding free of general traffic will improve safety and encourage people to cycle, but sharing bus lanes with the aggressive bunch of drivers they have won't work unless they change their attitude. Policy 6.1 is important because if drivers are educated to expect and treat cyclists carefully, then more people will ride bikes. At the moment they drive as if we don't exist or should be sharing the same piece of road. (Submitter 14)

The policy statements which are present are very good. I'm concerned about the statements which are NOT there, so the policy lacks executable substance. For example: Numerous Policy statements "every opportunity...". Sounds good, but there's no objective criteria for weighing against other WCC priorities. For example, removing an oversized bus shelter wall on a bike path improves safety, but results in lost advertising revenue. This policy does not establish how to reconcile the two conflicting goals. The policy could be totally ineffective if the criteria turns out to be: 'make safety improvements where there's

no trade-offs! (Submitter 27)

This is a good basis to improve cycling in Wellington. (Submitter 58)

Again scope is too narrow (how short is a 'short trip'?) The policy is silent on reprioritisation of resources (in the context of peak oil/climate change and Wellington's aspiration to become a 'carbon-neutral city'). I am dismayed that WCC offers conditional support for Transmission Gully (\$1,300m) while baulking on funding an adequate cycle lane connecting Wellington with the Hutt Valley (Submitter 80)

For me the biggest deal is cyclist safety. Often it feels like drivers of large cars don't bother to notice us, and getting passed with only a couple of inches clearance is a disquieting experience at the best of times. (Submitter 83)

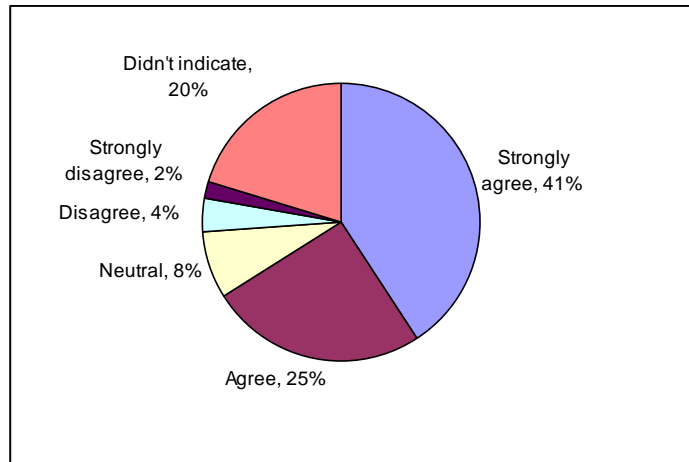
Need input from police, and them to enforce laws that make cycling safer eg indicating, speed limits, stopping for red lights, and dangerous driving, or assault with a weapon when they hit a cyclist. (Submitter 89)

The "traffic-calming measures" are in fact lethal to cyclists and serve to force cars and cyclist to share a reduced area of the road. These need to be reassessed in every place they have been implemented or are to be implemented by a cycle-safe advocate who is in fact a cyclist. (Submitter 132)

Q4a. There are a number of possible actions that could be taken under each of the objectives to help deliver the aim of the draft Cycling Policy. To what extent do you agree with these proposed actions?

65% of submitters agreed with the proposed actions.

Some responses received are below:



Addressing the cycle route between Wellington and Petone should be one of the proposed actions, and received a high priority. WCC should work with the GWRC and NZTA to provide a safe efficient cycling and walking route between Petone and Wellington, following the shoreline as closely as possible. (Submitter 1)

Again the measures are all waffle, with no measures. Provide improvements - WHAT exactly, Why do you need studies- work with CAW they will be able to tell you all you need to know. (Submitter 2)

Schools must have once again, cycle training available to all pupils at both primary and secondary school level, along with safe cycling routes There is also a need for cycle stations, similar to Britomart, which contain a number of facilities, safe storage, bike repair and hire, showers etc. One needs to be sited close to Wellington Railway station. A franchise for cheap cycle hire needs to happen (along the lines of the schemes in Paris/London), and WCC should provide a location near to Wellington station as a depot for the operator. (Submitter 6)

These possible actions are idealistic - I agree with all points - But it is now about priority and action. My priorities are (1) 3.7 - remedy gaps in cycling network (2) 1.3 - promote road safety campaigns (3) 3.2 - regular sweeping of cycling network to reduce broken glass risk. (Submitter 15)

I'm something of an enthusiast for bicycles. I've owned several and ridden them in countries from India to America to Switzerland. BUT I think Wellington is entirely the wrong place to promote cycling, for reasons of terrain, weather and safety - especially the many narrow streets. (Submitter 39)

Just remarking of roads with edge lines significantly out into the road would make roads much safer for cyclists. (Submitter 48)

I disagree that 'bus only lanes' should exclude cyclists. While I understand there is not enough room for overtaking of cyclists - these stretches of road are in areas where cyclists are traveling at the same, if not faster, speed meaning there is no need for overtaking so this is not an issue. Allowing cyclists in these lanes would have a significant impact on the convenience of traveling around the city on a bike.

I don't believe the online journey planner will be of much value without the network having serious improvements first.

Given that Thorndon Quay is known to be the most dangerous road in terms of crash numbers and that this policy is so heavily focused on safety, it is surprising that it is not directly addressed in the policy. Removing angle parking from this road seems a sensible solution.

I think a cycling forum at the City Council level is an excellent idea. Most of the issues that are raised at the Regional Cycling Forum can only be dealt with at a local level so establishing a local forum will be useful. (Submitter 49)

Table 7; 3.1 - cycle-friendly sump grates would be fantastic! These are currently one of the worst problems. And rough road edges, pot holes etc. Table 8; 3.2 - sweeping is not a priority for someone like me (mountain biker). Table 8; 3.10 - Lockers and showers are totally extravagant and would only appeal to a minority, don't need them. (Submitter 51)

Angle Parking - reverse angle parking would be safer for cyclists. Why are all angle parks forward entry? Suggest a trial area. (Submitter 52)

I really like the thinking around the gutter sumps. They terrify me at the moment and I am forced closer to vehicular traffic. *(Submitter 54)*

The road surfaces are ok. I travel to and from Brooklyn to the CBD and since the opening of the by-pass Willis St & Victoria St are now dangerous for cycling. I would prefer that more is spent on making these main roads safer which I believe can be achieved relatively easily. *(Submitter 77)*

I think that stop boxes at intersections are a great idea. More cycle lanes would also be good, especially on the uphill sides of busy roads, and along Jervoice and Customhouse Quays. I would appreciate more cycle racks convenient to supermarkets. *(Submitter 83)*

One problem with getting people on to cycles now is the issue of cycle availability. I'm sure they can be hired, but not "on the beaten track". A measure which made it easier for a potential cyclist to get a bike would be a good idea.

Secondly, I do not feel that the measures do enough to promote separation of cyclists and walkers. Already the waterfront is a mixture of high speed cycles, walkers, joggers, etc. If the number of bike riders increases it will cause problems in such areas. *(Submitter 97)*

It would be great to see buses being able to carry bicycles on uphill routes like in Christchurch. I especially agree with having a forum where cyclists can feed into planning issues, at the moment it seems that even when new roads are designed, cycling is not taken into account and grilles etc are not placed in a cycle friendly manner. Wellington really needs more cycle lanes even if this means taking away some rights/abilities of cars to use the road in the most efficient manner. *(Submitter 100)*

Multiple Objective Actions: Need to take action to identify dangerous "tight spots" and intersections, and fix them - often easily achieved by making the roadways into 24hr no parking zones or clearways.

Multiple Objective Actions: One of the advantages of a bicycle is the ability to ride to the door of a destination. Unfortunately, it is often not easy to park cycle on a footpath (because doing so will obstruct pedestrians). The solution is simple - use existing car parking spaces to provide parking spaces for bikes, and not just in "key areas", but commit to gradually introducing new parking on a priority basis (just look around and see where bikes park now!).

Objectives 3 and 5 Actions: The proposed internet-based journey planner is a very low priority compared to practical improvements to the road network.

Objective 4 Actions: If you want to encourage a significant increase in cycling and an associated reduction in road traffic (and create more pleasant neighbourhoods) then the Safer Roads programme needs to be scaled-up dramatically from the current low level of activity/funding.

Objective 6 Actions: There are no gaps, because cycle routes already exist - they are called "roads". You just need to make them better. *(Submitter 104)*

Bus lanes and cyclists don't mix, simply too dangerous. *(Submitter 118)*

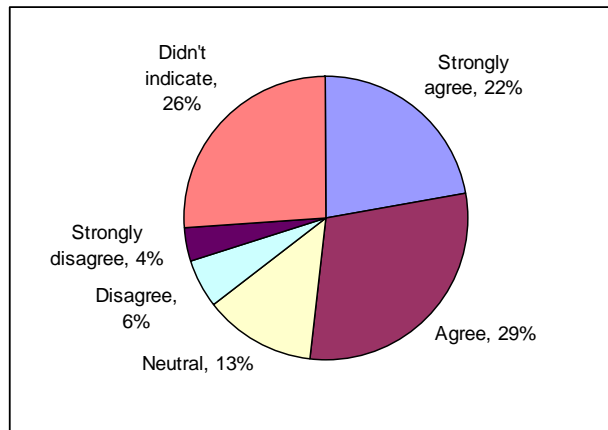
At PFC we currently provide Road Bike Handling and Awareness Skills courses - both practical and theory which focus on reducing injuries. We are also finalising a Defensive Cycling course. We have also helped a number of organisations and corporates with their Travel Plans. The paint for the designated coloured cycle lanes will of course have to be thoroughly tested to ensure it is not a hazard to cyclists when wet. *(Submitter 132)*

Should be safe, good quality surfaced cycle lanes from the outer cities e.g. Hutt to Central CBD. Similar to Melbourne & Brisbane cycle ways. *(Submitter 134)*

Q4b. Funding to implement the proposed actions will be sought through the Council's Long-Term Council Community Plan (LTCCP), and the Council may not wish or be able to fund all of the initiatives. In order for the Council to determine which projects are most important we have prioritised the actions. Do you agree the priorities given to the actions are acceptable?

Only 10% of respondents indicated that they did not agree with the priorities given to the list of actions.

Some responses received are below:



No real comment here except to ask why this can not be funded directly in line with roading and recreational planning? Having a policy is fine, but the way it is written makes it very likely to be ignored. (Submitter 4)

Difficult to see the priorities. There is an urgent need for a major shift in funding towards cycling and walking improvements, to align with concern over rising energy prices (peak oil), climate concern, and Government Policy statement which requires a big modal shift. This will also take cars off roads, and obviate the need for any new roads etc, with considerable savings to the community. (Submitter 6)

Cycling should not have to be begging and negotiating for enough money. All of these proposed actions should be implemented, and more ASAP. Stop wasting money on promoting car use (via increasing road capacity) and there would/will be heaps available to really make this a cycle-friendly city. (Submitter 36)

The priorities seem good. Based on them though, it seems strange that so much money from the total budget is allocated to road sweeping. \$250,000 a year does not seem proportional with the other objectives of the plan. Some of this money could be better spent in improving specific gaps in the network. (Submitter 49)

Adopt best practice is number one, budget too low. Get signage up at Mt Victoria Tunnel that pedestrians walk single file - even with a bell, pedestrians do not walk single file. (Submitter 59)

higher priority on engagement with local CAN people, schedule capital spending to immediately remedy significant road intersections, initiate consultation on

the lowering of speed limits on roads through shopping areas, and immediate coordination between Council, schools/education centres, and NZ Community Police would be more appropriate. (Submitter 67)

It's always hard to make everyone happy, but I'm sure any step in the right direction would be much appreciated to anyone who cycles in Wellington. (Submitter 85)

I think that providing physical facilities directly for cyclists (bike lanes, bike racks on buses, and bike racks for storage) is vastly more important than secondary measures such as education, brochures, traffic mitigation etc. (Submitter 86)

Agreed that some sort of prioritisation is required as the "pot of gold" is always limited. Neutral on how these actions have been prioritised. (Submitter 117)

The journey planner is gimmicky but I think safety and on-the-road convenience measures should be higher priority. (Submitter 151)

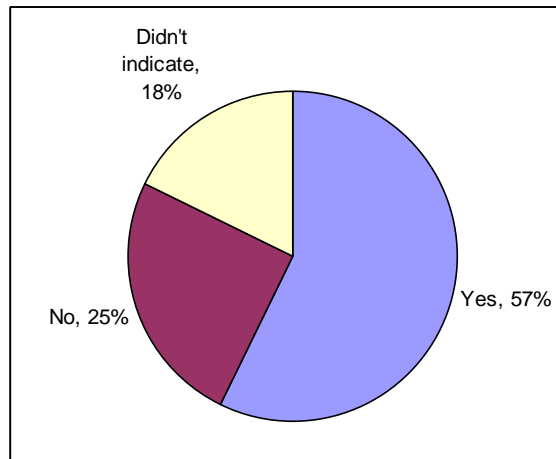
Wellington is so far behind 'best practice'. Compare the cycling environment here with Nelson, Palmerston North, Hamilton, etc. This needs to be much better funded and it all needs to be Priority A. (Submitter 152)

Policy 3.2 (Road sweeping) should be seen as an essential, high priority action. Road surfaces need to be regularly cleared of dangerous road debris (e.g. bottles, rubbish, large stones etc) that could lead to accidents (loss of control, sudden changes of direction towards vehicular traffic). Good road sweeping on key cycling routes also adds to positive cycling experience by reducing preventable delays to journeys from tyre punctures. (Submitter 156)

Q5. Is there anything you feel has not been adequately covered by this draft policy?

57% of respondents wanted more added to the policy.

Some responses received are below:



Lack of vision or leadership. Lack of commitment to cycling as key component of transportation strategy in the City No Measurable objectives Inadequate funding. (Submitter 2)

I think that this draft plan is good ,though certain areas could be pointed out ,better cycle lane out to Petone ,linking with a cycle lane in Lower Hutt (In stead of riding head on into traffic doing 100k),areas like Thorndon Quay, Ngauranga ,which are known problem areas. (Submitter 5)

There is always more, but I'd like to thank and congratulate the Council on taking up policy and driving these improvements. (Submitter 9)

Everybody that sits a car licence in Wellington should have to ride a push bike in central Wellington. It would shock them into having a bit of respect for cyclists. (Submitter 14)

The major improvement in safety depends on reducing conflict between motorised traffic and cyclists. Some ways to achieve this: 1) Allow cyclists to share pedestrian crossing signals at intersections subject to pedestrians retaining right of way. 2) Provide dedicated cycle ways such as on the new bypass (not just painted cycle lanes which are badly surfaced & maintained as at present) 3) Provide spacious pathways that can be shared by cyclists and pedestrians at the cost of motor traffic space if necessary. (Submitter 18)

The failure of so many cyclists to USE cycle paths provided, especially on Hutt Road (Thorndon - Kaiwharawhara). I'd like to see the Police cracking down on cyclists who fail to use the cycle paths. (Submitter 39)

There should be a clear statement as to expectations of biker behaviour. The tone throughout the draft policy is of sympathy to cyclists, and there is a multiplicity of actions intended to benefit cyclists (potentially to the disadvantage of others). There is, however, no stated or inferred expectation that cyclists shall in turn do what is reasonable to behave in a reciprocal manner to the advantage of other road and footpath users. It is fine to improve the experience of cycling trips, to make the city safe for cyclists, etc, but is also fine for cyclists to play their part in improving the experience of walking and the safety of walkers, and in improving the experience and the safety of motor vehicle users. (Submitter 46)

Aside from making it safer and more convenient, it should also be a key focus to push physical activity better health for Wellingtonians. This aligns great with the "push play" scheme. And especially with the rising fuel costs there could be a great trend of converting motorist commuters. (Submitter 71)

The cycle lane along the Hutt Road that crosses several business entrances. This is the most dangerous part of my journey with traffic pulling out (worst is Spotlight). (Submitter 73)

Safety, safety, safety. Everyone who cycles in Wellington crashes. Most are hit by a vehicle at some stage. Very few report it. People need to drive (and cycle) politely. (Submitter 89)

Investigate the use of suitable off-road cycle routes, for example the use of the access road that connects the Metservice building on Salamanca Road to the top of the cable car. (Submitter 108)

Influencing employers to provide bike storage, showers, etc. Subsidisation of safety gear such as lights and hi-visibility vests. *(Submitter 114)*

The development of a comprehensive cycle network containing dedicated cycle ways. These are required as cyclists and cars and buses don't mix safely. Most critically there needs to be a dedicated two-way cycleway to Lower Hutt. *(Submitter 126)*

Three issues I think are significant that have not been covered under Objective 1 are as follows:

- There is a risk posed to cyclists from pedestrians jaywalking. This often occurs at intersections, or on roads with few places for pedestrians to cross. It is most dangerous in peak traffic when pedestrians cross between lanes of stationary traffic and do not look for cyclists, who may still be riding in the cycle lane or along the left side of the traffic if there is room. This could be fixed by having more effective pedestrian crossings, especially in busy areas such as The Terrace and route leading to the railway station.

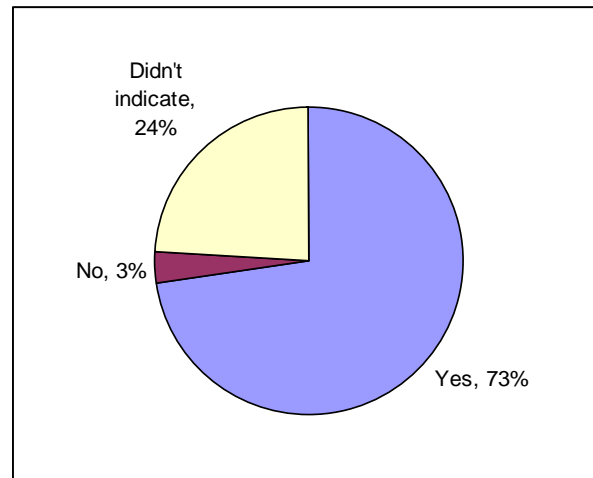
- There is a risk posed by certain road surfaces, including painted lines on the road and the large, square, smooth manhole covers. These are largely only dangerous in wet conditions, but are significant risks to cyclists, especially when turning corners. Many cyclists ride around them, meaning they must pull out into the traffic which is also dangerous. I would like to see slip-proof paint investigated, and smooth man-hole covers phased out.

- This issue may not be addressed in this Strategy, but there is a risk posed from lack of lighting on the promenade around the waterfront. Cyclists use bike lights, but pedestrians do not and they can be very hard to see at night on the waterfront. More lighting is needed particularly between Fergs Kayaks and Te Papa. *(Submitter 142)*

Q6. Do you wish to make any further comments on the draft Cycling Policy?

Most submitters took the opportunity to provide additional feedback with their submission

Some responses received are below:



The Cycle Network should explicitly include the Great Harbour Way, a high standard cycling/walking route around the harbour, following the shoreline as far as practicable. The Wellington City component should be part of a regional network of cycle routes. 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. *(Submitter 1)*

Cycling is a really great way to work toward a carbon zero city, big roads that are unsuitable for cycling are only likely to be deterrents. Bikes and public transport should be the priority for roading and transport engineers whose aim should be getting cars off the road rather than onto it. *(Submitter 4)*

There is huge potential for increased cycling numbers in Wellington, especially through the CBD out to the eastern suburbs, which are largely flat. People stopped cycling over recent decades, because of the preference giving to cars in all new developments. This must now be reversed so that we can get back a people friendly city that is attractive to shoppers and visitors, in the same way that has happened in European cities. At the same time, we can reduce dramatically our carbon footprint and our living costs. *(Submitter 6)*

The WCC policy is lacking in ambition and inconsistent with the government's stated objectives. The document contains lots of warm fuzzies about supporting cycling, but it is lacking in ambition. Councillors appear to be living in a paradigm that Wellington cannot be a cycling city because it is physically challenging. This is in contradiction to the achievements of city centres overseas where politicians have stood up to the challenge and made cycling more attractive (e.g. increasing no's in Central London, York etc). *(Submitter 10)*

The overall plan of the draft is good, as most of the aspects covering cyclists have been covered. The aspects covering safety for cyclists can not be under emphasised and motor drivers have to be made more aware that there are more people using cycles on the road. *(Submitter 16)*

Despite extensive comments above, it is excellent to see WCC proposing this Policy, and I am happy to contribute further to its development.

Incidentally, I have ridden bikes around the world (25,000km in 40+ countries), and so have a reasonable understanding of how cyclists are treated here relative to other countries. *(Submitter 20)*

As a commuter cyclist, I feel the road narrowing around streets, especially up to pedestrian crossings pushes cyclists into the vehicle lane. It's good for pedestrians, but very bad for cyclists. Cycle route to Hutt Valley that is not on the road would be great. I do like the speed humps in Scorching Bay that leave a gap for cyclists. *(Submitter 41)*

More provision specifically needs to be given to the safety of both walkers and drivers from cyclists - including road crossings and footpaths. *(Submitter 61)*

Congratulations, it is great that this policy has been produced. The Council does need to put words into action (ie: Wellington as a carbon neutral Capital) and implement a significant piece of work around this policy and hence gauge its effectiveness and success. Combining this with bus work makes good sense. *(Submitter 68)*

Cycling is not only a good way to reduce traffic but also great for the health and well being of those whom partake. Being able to do this safely is an important part of council's responsibility. *(Submitter 79)*

I fully support making cycling safer in Wellington and hope that once this is achieved the council will focus on encouraging greater numbers of cyclists. It would be good to keep in mind when making changes that any positive change will increase the amount of people cycling and using the facilities, therefore the figures of cyclists using Wellington streets need to be continually updated as this would justify further and increased changes to the facilities. *(Submitter 100)*

Definitely a step in the right direction. It is great to see the council taking measures to promote a convenient, healthy option of getting around. Nice touch that the deadline date is "car free day" *(Submitter 117)*

1. Congratulations on the draft. Cycling is the most cost efficient form of transport, also bringing health and environmental benefits. Wellington does not offer easy terrain to build cycle ways, but this plan if fully implemented will go a long way to what is reasonably possible.

2. The policy needs an overall objective of increasing cycle use as a transport mode of choice for Wellingtonians. It also should have targets or measures such as the percentage of work/leisure cycle journeys to gauge the policy's level of success. *(Submitter 135)*

3. Feedback on specific areas

Initial proposal

- Aim of the policy is to have cycling in Wellington as being “*Safer and more convenient.*”
- The strategic intent was defined as “*To make cycling in Wellington safer and more convenient for those who choose to cycle.*”
- Focus on commuter trips, but recognises recreational needs.
- Link to a Travel Demand Management (TDM) programme to offer an alternative to a vehicle trip

Summarised comments

Below is a summary of comments made on the draft Walking Policy.

- A number of submitters felt that the cycling policy should be linked to a policy of reduced car use
- Promote and encourage cycle use
- Want to be the most physically active city
- There is a lack of specific, measurable, achievable, relevant and time specific targets.
- Generally good support for the Policy
- Incorporate into the Regional Land Transport Strategy
- Policy purposes should be expanded to discuss health, safety (human ability to survive crashes), environmental issues, public space vitality
- Include some comment about overseas experience
- Include a priority order for different modes in the Plans and Transport Strategy
- Include philosophy that people in cars are not automatically more important than the same people on foot or bike
- Establish active modes forum with terms of reference to provide advice, undertake research, communicate with those using active modes
- Set measurable targets – suggest walking straight line growth to 2040 target. Set in context of national and regional strategies. (many submitters inc GWRC)
- Funding assistance rates (FAR) – advocate with help from Public Health, for changes to FAR to better promote active modes
- Explicitly support infill targeting strategies.
- Great Harbour Way inclusion, Discuss its potential for events, tourism, recreation, look at New Plymouth.
- Cycling and walking – education – to wear bright clothes especially in winter and at night
- Establish ongoing dialogue with key partners like Health, ACC, Recreation sector
- Review priorities (Regional Public Health)
- Cycling and Walking – safety first – convenience second
- Training WCC staff
- Ensure plans include recreational active modes and A to B active modes
- Review street lighting on key walking and cycling routes
- Establish more accurate measurement tools
- Reassess whether consultancy money is worth spending
- Councillors leave cars at home month
- Close the bays on Sundays – Paula Warren
- Review all serious injury crashes with a view to prevention of repetition rather than merely prosecution. Report them all to Reference Group or Forum
- Establish telephone hotline – a la Nelson
- Cycling actions – include Good Gear type operations
- Review design of kerb extensions to achieve something that works for cyclists and pedestrians alike.
- Identify key cycle routes Consult on reductions in speeds and appropriate supporting engineering on key cycle routes (Regional Public Health – access to large numbers of studies)
- Reduce speeds in CBD – as large numbers of pedestrians
- Bus drivers education programme

- Bus/cycle lanes – set minimum width to achieve safe outcomes – width may depend on whether up or down hill if insufficient space.
- Sign bus lanes better
- Cycle station facilitate in concert with private sector
- Gutter profile when resealing – set standard
- Grates on key routes – replacement programme
- Review parking on key routes – possible adopting reverse angle parking
- Develop and map cycle network
- Timetable to complete network
- Add specific crash maximum levels
- Update cycle signage
- Advocate drivers licence requires cycle component before getting learner licence
- Set minimum width outside parked cars for safety before would install cycle lines
- Rumble strips on the edge of cycle ways? (Stephen Franks pg 147)

Response

The recent targets provided in the Government Policy Statement on Transport show significant growth for both walking and cycling by 2040. Wellington is well positioned to meet the government targets. More specific targets relating to the timing and delivery of action in the proposed implementation plan can only be developed when the funding is allocated to the delivery of the project through the Long Term Council Community Plan (LTCCP)

The Cycling Policy was never about reducing car travel or promoting modal change, it is however about offering choice. We are aware that many car drivers would like options for more active travel. Accepting of the draft Policy and implementing the proposed actions will provide options for travel.

Links to external strategies will be strengthened to show the link to the RLTS and the Governments Policy Statement on Transport.

It is proposed to change the terms of reference for the existing Road Safety Reference Group (RSRG) for it to become a Safe and Sustainable Transport Reference Group (SASTRG). Members of the RSRG have already given approval to move towards a SASTRG. There will only need to be minor additions to the membership as many of the walking and cycling advocates are already members. Membership will include Health, ACC and the recreational sector. It is proposed that the group will meet formally approximately 4 times per year but have active subgroups working on specific issues and programmes.

The Great Harbour Way concept was raised in response to both the draft Walking and Draft Cycling Policies. There are a number of pieces missing with the most significant being a connection between Petone and Ngauranga. A further significant barrier is a waterfront connection between the Interisland Ferry Terminal and the Lambton Harbour Promenade, however this could be catered for on the current Hutt Road/Thorndon Quay route until an opportunity becomes available to develop a route in conjunction with the port. The Wellington City Cycling plan should reflect our conceptual support for the proposal and encourage NZTA to take a proactive lead in developing the feasibility and securing funding.

The action to adopt Land Transport New Zealand's best practice guidelines will include appropriate training for those involved in planning and delivery

Council already runs targeted campaigns aimed at cyclists about being visible at night, it is proposed to continue with these campaigns.

The Nelson "0800 Cycle Crash" hotline was a trial set up as a joint initiative supported by Nelson City and Tasman District Councils, Transit NZ, ACC and LTNZ. We will investigate the feasibility of establishing a similar hotline in conjunction with the newly established Safe and Sustainable Transport Reference Group.

The draft policy discussed a proposal to introduce a bike hire scheme similar to that introduced in Paris. A petition presented to Council on 27 June 2008 by Mr Chun Lee had 1354 signatures.

Officers are still of a mind that at this time Wellington is not a suitable candidate for such a scheme because of our narrow roads, lack of cycle provision and poor crash record. Such a proposal could also involve significant resource such as funding, public space and officer time.

The Council is also considering a proposal to allow rickshaws to operate in the city, we also have concerns about their safety, however given the riders will be experienced and will be able to offer rides to tourists and other users that could potentially hire a public bike if they were available we feel that this is a first step towards using bikes as a form of public transport.

In conjunction with the Walking Policy we will review speed limits in the central city. There are currently plans to continue the 30km/hr zone from Lambton Quay throughout the remainder of the golden mile.

Many of the proposed bus lanes will fall well short of the desired width of cyclists. In most cases there is no ability to widen the proposed bus lanes without incurring property purchase. Each proposed bus/cycle lane will be considered on its merits in conjunction with affected users.

There were a number of requests for a cycle station with lockers and showers etc, similar to that installed in Auckland as part of the Britomart development. Other submitters felt that investment should be in safety infrastructure first. There is an option of developing a large cycle stand near the intersection of Featherston Street and Lambton Quay as there are public toilets and showering facilities in the ANZ public toilet. The location is central to a number of businesses that would allow cyclists to leave their bike and walk for the remainder of their trip.

The proposed policy makes allowance on key cycle routes for the edge of the seal to be lowered when the road is resurfaced. This however will require the previous surface to be milled off before the new surface can be laid. The additional cost of milling will need to be borne from cycling budget as it is outside the levels of service in the roading asset management plan. There will be some roads where there is a deliberate "lip" left at the edge of the channel. On high volume roads a porous asphalt layer is laid over an impermeable layer, water from the surface filters through the pervious layer to the channel. This porous layer improves safety for vehicles in the wet as it improves skid resistance and reduces the amount of spray from behind vehicles; however it has a disbenefit for cyclists at the channel edge.

Reverse angle parking has been used overseas as a means of reducing cycle conflict. Reverse angle parking has not been used in New Zealand to reduce cycle conflict. Examination of schemes where it has been used shows that there needs to be sufficient space left between the parking area and the traffic lane to manoeuvre into the parking space. We do not believe that roads such as Thorndon Quay and Oriental Parade are suitable for reverse angle parking.

Conflicts between parking and the desire to have safe cycle routes are going to be the biggest hurdle to delivering on the outcomes of the cycle policy. It is proposed to trial the use of clearways as a means of improving safety for commuter cyclists. Plan will be prepared to install clearways on Thorndon Quay. This will mean businesses that objected to the loss of parking previously will not lose parking during the day or at weekends, during peak hours parking will be prohibited from one side in each of the peaks, the most disadvantaged will be retailers on the southern side who will have no parking outside their premises in the evening peak.

Proposed amendments

A small number of changes have been made to the draft Cycling Policy.

- Reference to linkages to external strategies.
- A new action to advocate for increased funding assistance rates for cycling projects.
- A new action to advocate for installation of red light cameras to help address intersection crash rates.
- A new action giving conceptual support to the Great Harbourway concept.
- A new action to investigate the feasibility of setting up an 0800 Cycle Crash hotline to report cycle crashes to inform our work programme.
- A new action to investigate the feasibility of using clearways on key commuter routes.

Appendix – Copies of Submissions