

ORDINARY MEETING

OF

WELLINGTON CITY COUNCIL

AGENDA

Time: 9.15am
Date: Thursday, 30 April 2015
Venue: Committee Room 1
Ground Floor, Council Offices
101 Wakefield Street
Wellington

MEMBERSHIP

Mayor Wade-Brown

Councillor Ahipene-Mercer
Councillor Coughlan
Councillor Eagle
Councillor Foster
Councillor Free
Councillor Lee
Councillor Lester

Councillor Marsh
Councillor Pannett
Councillor Peck
Councillor Ritchie
Councillor Sparrow
Councillor Woolf
Councillor Young

Have your say!

You can make a short presentation to the Councillors at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 803-8334, emailing public.participation@wcc.govt.nz or writing to Democratic Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number and the issue you would like to talk about.

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1 Meeting Conduct

1.1 Apologies

The Chairperson invites notice from members of:

1. Leave of absence for future meetings of the Wellington City Council; or
2. Apologies, including apologies for lateness and early departure from the meeting, where leave of absence has not previously been granted.

1.2 Announcements by the Mayor

1.3 Conflict of Interest Declarations

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

1.4 Items not on the Agenda

The Chairperson will give notice of items not on the agenda as follows:

Matters Requiring Urgent Attention as Determined by Resolution of the Wellington City Council

1. The reason why the item is not on the agenda; and
2. The reason why discussion of the item cannot be delayed until a subsequent meeting.

Minor Matters relating to the General Business of the Wellington City Council

No resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the Wellington City Council for further discussion.

1.5 Public Participation

A maximum of 60 minutes is set aside for public participation at the commencement of any meeting of the Council or committee that is open to the public. Under Standing Order 3.23.3 a written, oral or electronic application to address the meeting setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the meeting concerned, and subsequently approved by the Chairperson.

3. General Business

WELLINGTON CYCLING FRAMEWORK

Purpose

1. To report on the content of the draft Wellington Cycling Framework and how it will guide the ongoing implementation of the Wellington Cycling Network.
2. The Council will be expected to agree to the overall network plan, cycleway types and associated principles which make up the framework.
3. Agreement to the Wellington Cycling Framework will allow officers to proceed with engagement, and to undertake the next steps in the development of the network.

Summary

4. To ensure that the Council can deliver on its vision for cycling, officers have been working on a number of cycling workstreams. They are as follows:
 - The development of a cycling framework – this includes a network plan, and principles for how the cycle network will be designed. This framework is intended to provide clarity about the types of decisions that the Council will be asked to make.
 - The development of an engagement platform.
 - A review of the delivery model and consideration of alternatives.
 - Applications to gain funding from both the Urban Cycleway fund and National Land Transport Fund.

Recommendations

That the Council:

1. Receive the information.
2. Agree the draft Cycling Framework principles (Attachment 1 – Appendix C).
3. Agree the draft Cycleway network plan (Attachment 1 – Appendix A).
4. Approve the draft Wellington Cycling Framework (Attachment 1) for engagement (as outlined in this report).
5. Note that officers will report back on progress and engagement in June 2015.

Background

Why are we doing it?

5. Based on community demand, the Council has given an undertaking to accelerate the construction of cycling facilities. The recent Investment Logic Mapping process, in which a number of Councillors and interest groups participated, defined and ranked the cycling “problem definition” as:

Problem Description	Weighting
Poor uptake due to perception that cycling is unsafe and inconvenient reducing cycling's contribution to the transport network.	45%
Unappealing environment for people on bikes is reducing transport and recreational choices for Wellingtonians.	15%
Unforgiving infrastructure and poor road user behaviour is resulting in significantly higher than average rates of harm to people on bikes.	40%

6. In addressing these problems the benefits were agreed to be:

Benefit Description	Weighting
Wellington is a more sustainable, liveable and attractive city.	25%
Greater transport network efficiency, effectiveness and resilience.	45%
Improved safety for people on bikes.	30%

7. Concurrently there is an opportunity to accelerate the delivery programme through the Urban Cycle Fund (UCF) which will provide additional government funding for a 3 year period.
8. A lack of commitment to the 2008 Cycling Policy (copy appended) has proved challenging as increased focus on delivering cycleways over the past 2 years has emerged. Given that the current policy is now 7 years old it is timely that a fresh perspective on cycling is developed and the draft Cycle Framework aims to fill the strategic void that has emerged over the intervening years.
9. To address this problem, the adoption of a Cycling Framework will provide both a broad strategic context of the implementation of cycling, as well as provide a clear set of principles (with thresholds) so that the trigger points above which Councillor decision-making is required is very clear.
10. If decision-making can't be streamlined then there is little possibility of being able to deliver a programme of works that aligns with and maximises the potential investment programme. Assuming that indicative UCF and National Land Transport Plan (NLTP) funding is matched with local share then the level of expenditure over a 3 year period could average out at \$1m per month. In order to achieve this, processes (including decision-making) need to be as seamless as possible.
11. The UCF offers an opportunity to accelerate programme delivery. By increasing rates funded investment over the first 3 years of the LTP it will be possible to deliver the equivalent 10 year programme within a shorter timeframe at a lower overall cost. For example doubling the rate investment for years 1-3 of the LTP means that for the equivalent of 6 years LTP rate investment, Council is able to deliver the equivalent of 10 years of total LTP funding.

What's in the framework?

12. The aim of the framework is to outline a clear process for development of the cycling network. It is intended to provide clarity, consistency, and to assist in sequencing decisions for implementation of the network.
13. The content of the framework is as follows:
 - overall network plan (what are the connections).
 - the types of cycleways to be implemented.
 - the target markets to grow cycle demand.
 - the principles for choosing the types of cycleway.
 - the principles for applying cycleway types to specific locations.
 - the thresholds for decisions beyond which further Councillor input is required.
14. The framework principles and network plan must be agreed before staff can proceed to further development of specific routes.
15. Following agreement to the draft Cycling Framework, officers will apply the cycleway types and framework principles to each of the routes identified on the network plan. The bundles of routes within each geographic area make up the 'packages' and will form the basis for execution. Officers expect to have the draft packages completed in June for presentation to Council along with the adoption of the Cycling Framework.
16. In most instances it will be possible to find solutions that lie beneath the thresholds in the framework, but in some cases there will be "pinch points" that will need to be referred back to Council for decisions on how to proceed.

Priority and Programming

17. In order to implement the cycling network, it is desirable to prioritise and programme certain routes and "packages" of routes. Factors for consideration are:
 - Increasing uptake for the target market (i.e. Attracts new people to cycle).
 - Ability to access funding from external sources (such as NLTF and UCF).
 - Ability to deliver in an efficient manner.
 - Opportunities and relationships with other projects e.g. new bus lanes and bus priority measures.
18. The current funding application to the UCF has been accepted on the basis that it gave priority to three corridors: these being Northern (Hutt Road & Thorndon Quay), the CBD and Eastern. By default, and in order to maximise UCF benefits, initial activity priority will be focused within those corridors. However this doesn't preclude the use of WCC and NLTF funding to deliver priorities determined upon a different basis.
19. There are also a number of other interdependencies which may influence when various other aspects of the cycling programme can be implemented. An example is that many of the preferred cycle routes align with bus routes and some with Bus Rapid Transit routes. The timing of improvements along these corridors needs to align so an integrated network improvement can be delivered.

Changes to the delivery model

20. There is recognition that the current delivery process would fail to deliver a programme of implementation at a rate to match funding opportunities and as such a review of delivery methodologies has been undertaken. The review concluded that an integrative approach was best suited to deliver the cycling network. Not only does this allude to the integrated network improvement approach referenced above but also to the need for a coordinated and well-resourced implementation team.
21. This could take the form of a programme alliance or partnership. This envisages a fully integrated approach where external and internal resources are allocated into a “fit of purpose” team. This approach avoids the stop/start nature of traditional procurement methodologies and allows for continuity of delivery. This methodology for the programme implementation is being considered because it has potential to:
 - Deliver the programme within the funding opportunity timeframes.
 - Be participative.
 - Allow for the ongoing development of design principles as the selection process unfolds.
 - Be innovative and generate the best possible solution across a range of cost and non-cost objectives.
22. To test the market to ascertain a range of options a Request for Proposals (RFP) process commenced on Friday 24 April. Business enterprises are being asked to submit proposals which will then be evaluated and a recommendation brought back to Council for consideration. There are two critical factors which will affect the level and type of interest likely to be received. They are:
 - Size of the final programme approved; and
 - The extent to which decision-making can be delegated.
23. Clearly the size of the programme determines the complexity of the structure needed for its management, and perceived blockages resulting from untimely decisions can be costly due to induced delays.
24. It is unlikely such a structure will be in place before the Cycle Framework is approved. The Framework and draft packages will be used to develop a Network Delivery Programme. In most cases individual projects within the packages will not have been designed, priced or programmed. It is intended that the implementation process will involve the preparation, approval and delivery of a series of detailed project proposals to provide an appropriate level of transparency and governance to the establishment of cost and non-cost parameters. This will allow:
 - A staged and continual roll-out of the network.
 - Visibility and governance of the process.
 - A continual process of realising value for money by bringing learnings from previous packages and innovation into future packages.

Engagement

25. The network and principles in the Cycling Framework are aimed at streamlining the decision-making process. The next stage of the process will begin to test the principles and assist in understanding the tough decisions that will need to be made to enable the

implementation to occur. These types of decisions will most likely have to be referred back to the Council if they sit outside of the proposed thresholds.

26. We will use targeted market research to test the draft Cycling Framework principles.
27. Once the Cycling Framework has been adopted and the principles have been applied to create a network plan, wide community engagement will begin. Past engagement has focussed on affected communities. We will continue to engage with affected parties, but will also work the wider community to understand the drivers that will inspire our target market to cycle.
28. The engagement approach for the network plan will be a web-based engagement platform following the successful model used for the Long Term Plan 2015-2025. This engagement platform will be used to provide information and allow community engagement throughout the duration of the cycling network implementation.
29. This will allow the community to engage on the full programme as well as individual routes, providing a platform for their views to be heard and received. This engagement platform will also serve as the primary source of cycling network communication with regular updates on each project as work progresses.

Council Decision Processes

30. For clarification the following table identifies where key decisions will need to be made by Council:

Cycle Framework	Yes
Corridor and route treatment selection for each route (<i>eg segregated cycleway v off road solution</i>)	Yes
Design falling outside Principles	Yes
Traffic Resolutions (<i>Impact on parking</i>)	Yes

31. Officers acknowledge that many of the decisions will be controversial and that there will be the need to maintain political and community support. The key outcome of the processes being developed is to ensure that the challenges are identified at an early stage and that appropriate advice to decision-makers is provided in a timely manner ensuring that momentum will be maintained.

Discussion

32. The network and principles that officers have outlined in the Cycling Framework are aimed at streamlining the decision making process. The next stage of the process will begin to test the principles and assist us in understanding the tough decisions that will need to be made to enable the implementation to occur.
33. These types of decisions will most likely have to be referred back to Council if they sit outside of the proposed thresholds.

Next Actions

34. Develop and set up the web based engagement platform.
35. Commence the principles testing process in the design of packages.
36. Continue with the procurement of the new delivery model.
37. Prepare supplementary reports for Council consideration addressing:
 - Consultation & Engagement

- Delegations
- Funding for LTP purposes
- Packages for approval

Attachments

Attachment 1.	Draft Cycling Framework	Page 14
Attachment 2.	Draft Cycling Framework - Cycling Principles Applied Examples	Page 37
Attachment 3.	Cycling Policy November 2008	Page 42

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Authoriser	Anthony Wilson, Chief Asset Officer

SUPPORTING INFORMATION

Consultation and Engagement

There will be targeted engagement over the draft Cycle Framework.

Treaty of Waitangi Considerations

None

Financial Implications

No direct funding implications of the Cycling Framework however the implementation of the cycle network plan will require rates funding and this will be addressed through the Long Term Plan process and additional reports to come later.

Policy and Legislative Implications

Transport legislation and Local Government Act requirements have been considered in setting the thresholds for decision-making.

Risks / Legal

None

Climate Change Impact and Considerations

The implementation of a cycle network will have a positive effect on emissions.

Communications Plan

The engagement plan and actions are outlined in this report and will be addressed more fully in future reports.



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Introduction

We're building a cycling network because smart cities cycle

Wellington's transport network plays an important role in the region's economy – helping people to connect with each other and bringing goods to market. An efficient transport network is also important for health and wellbeing and for the environment. Investing in cycling makes good economic and environmental sense. Cycling is a cheap and healthy transport choice and it helps to reduce traffic congestion. Being able to get around by bike makes our city a more attractive place to live, work and visit.

Liveable city

Giving people better transport choices makes Wellington a more liveable city – keeping the people who already live here happy, and attracting more people. Bringing more people into our city grows our economy.

Economic activity

Cycleways make it easier to make short trips to local shops. Following the installation of cycleways in San Francisco, 60 percent of retailers reported seeing more residents shopping locally and 40 percent experienced an increase in sales as a result.

Efficient transport network

Making cycling a real transport choice means our roads run more efficiently for all users. In New York, the introduction of cycleways also saw car and taxi journey times stabilise and decrease.

Wellbeing

Choosing active transport makes it easier to include exercise as a part of your daily routine. The Ministry of Health recommends 30 minutes a day to increase your quality of life and your sense of wellbeing.

Safety

International research clearly shows a significantly lower risk of injuries for all road users when cycleways are installed. In New York City, protected bike lanes have reduced injury risk for road users by 40 percent.

We're building cycle lanes for you, your family, and your friends.

In a recent survey, 76 percent of Wellingtonians told us they would like to bike but do not feel safe doing so on busy roads. We are creating a new network of routes for people who want to bike at their own pace, in their everyday clothes, and away from most traffic. We want to change how people view cycling and encourage more women, children, and older people to bike.

We're planning our network around motivating people to get out and have a go so they can become more confident riders who can start biking recreationally, casually, and eventually to and from work and school.



* We estimate there is a small group of riders who could be considered as vulnerable including the elderly, people with disabilities, and young people (who were not included in the Cycling Demand Analysis).

Cycleways make it easier for everyone to share the road by ensuring there's enough space given to people on bikes, on foot, or in cars or public transport.

We're looking at the best way to implement our cycling network.

We're investigating the best way to move forward, from what type of cycleway goes where to which cycleway will be built first.

The **cycling framework** outlines how decisions about the implementation of a cycling network will be made (what, where, when, how).

The **cycling network plan** will be developed based on the framework and will show where cycling lanes and infrastructure will be provided over the next 10 years. It will demonstrate how the network will connect across the city with the aim of increasing the number of people who choose to get around by bike.

The Cycling Framework in action

Phase 1 – Strategy development

We are creating a cycling network to reduce barriers to cycling and to connect people with the places they want to go. The cycling network will be based on how many people can be reached in each area, and in way that will reduce the barriers they currently face when it comes to cycling. This will mean the cycling network will help as many people as possible decide to ride their bikes recreationally, casually, or to and from work and school.

The aim of the framework is to clearly show how the network can be developed. It will provide clarity and consistence, and help us to decide the order in which we create different parts.

The framework outlines the following:

- overall network plan (what we are trying to connect from where)
- the types of cycleways we want to create
- who we are trying to attract
- the design principles for the type of cycleway we choose to use
- the decision principles for how these are applied to real locations
- the limits for decisions that we will make within the scope of the policy and for decisions that will require further Councillor input

The framework principles and network plan must be agreed before we can move on to further development of specific routes.

Phase 2 – Optimisation and packaging

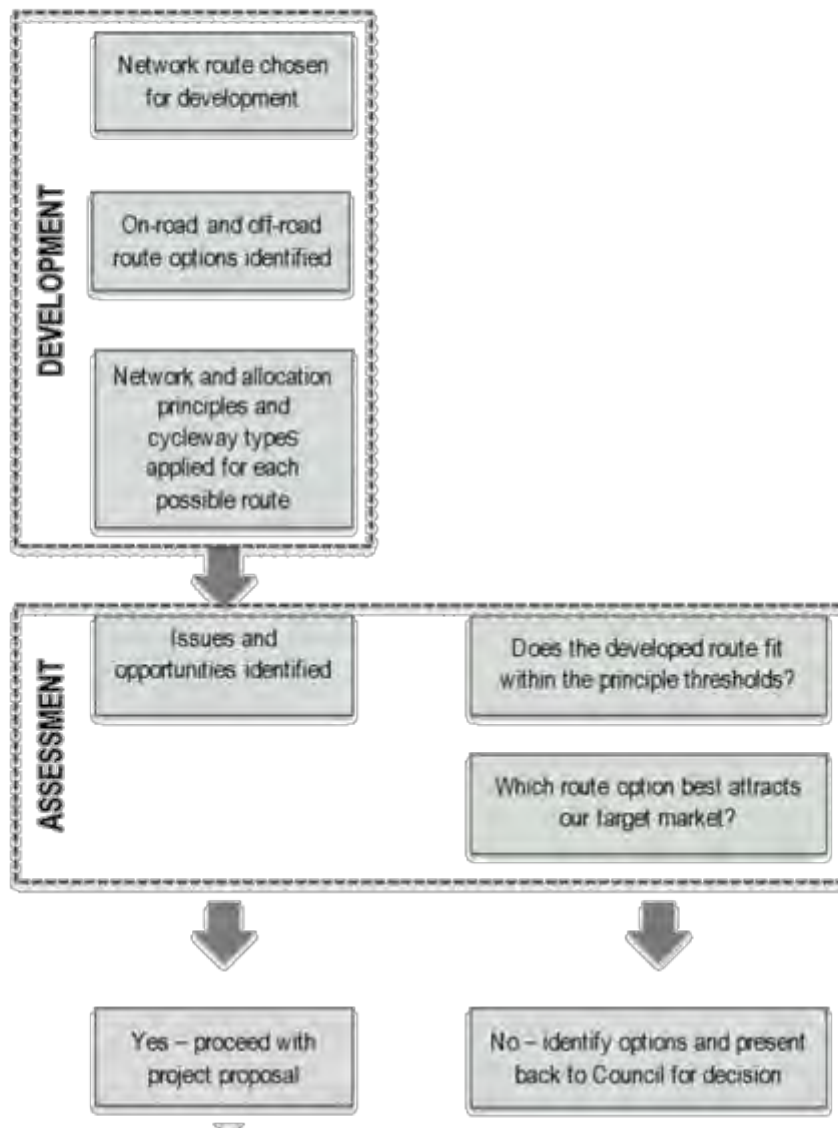
See diagram below.

Insert diagram showing how the geographic areas are broken up.

Following the agreement to the draft Cycling Framework, officers will take the network plan and apply the cycleway types and framework principles to each of the routes. Each corridor (north, east, south, west and CBD) is made up of different routes – making a route package. These will form the basis for implementation.

In most cases we will be able to find solutions by applying the framework principles. When we identify areas in a route where we can't find a way through using the principles, Council will decide how to proceed.

If the framework is adopted, this is how decisions will be made:



Phase 3 – Design and delivery

After that, we will move into the delivery phase. We will decide on the best project delivery model to implement cycleways. The Cycling Framework and the route packages will determine the draft network delivery programme, on which the first round of project proposals will be based.

Project proposals will outline the individual projects to be implemented. As part of the development of these they will be designed, priced and programmed accurately. The development of project proposals is outlined below:



Project proposals will be developed through the delivery model that we have in place. By having the 'package' approach in place we will ensure benchmarking, improvement of cost and non-cost performance and efficiency of delivery increases over time.

Network plan

We're building cycle lanes that work for Wellington.

We're creating a plan for a connected cycling network that will cover the whole city over the next 10 years. It will join the dots by choosing routes that best connect suburbs to the central city.

We have the opportunity to join up:

- 53 schools attended by 25,000 kids
- 20,000 businesses with 200,000 residents
- Porirua and the Hutt Valley with the central city
- visitors and residents to national recreation infrastructure such as the Rimutaka Cycle Trail
- health workers to seven hospitals
- existing cycling infrastructure
- substantial funding from central government.

Building cycleways in Wellington has its challenges because we are retrofitting them into established streets. We have developed a range of solutions to address different requirements and circumstances.

Some of the routes will be major commuter routes and will require separated cycleways, most likely on the road. However, many of the routes will be quiet local routes that may result in a slightly longer travel time but provide a more comfortable cycling experience. These alternative routes may go through Wellington's parks, reserves and other spaces. Although the types of cycleway may vary, the safety of all road users will not be compromised.

We want to create a connected, safe, comprehensive network that caters for the experienced rider as well as those who lack confidence. We want to address existing concerns and barriers to cycling by investing in cycling infrastructure as and where needed.

The type of routes we create will have a positive impact on local shopping areas and quieter residential streets by calming traffic. They will be places that not only people on bikes will enjoy but the general public as well by making the spaces easier to move around.

Item 3.1 Attachment 1

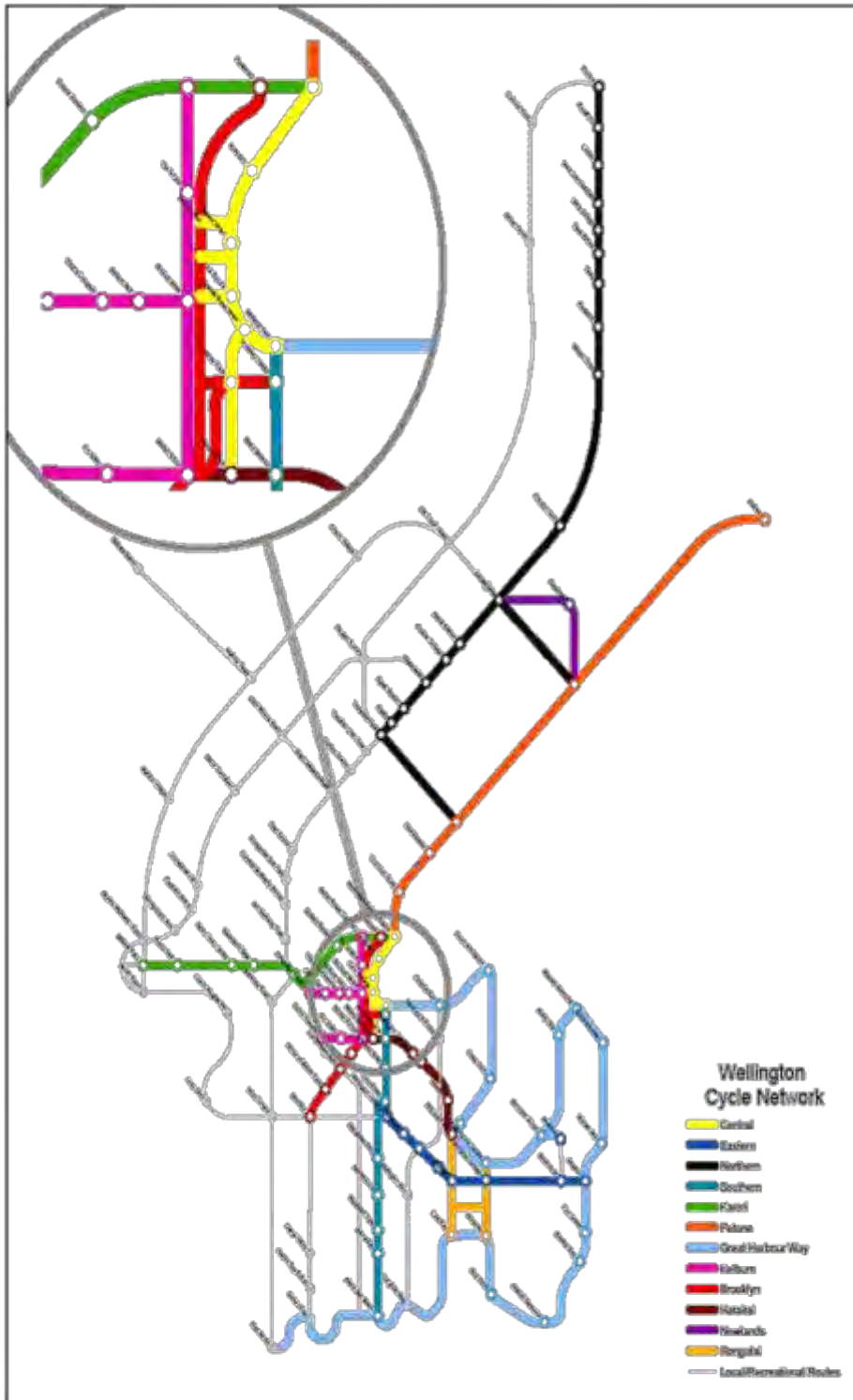


Figure 1 – Proposed Wellington Cycle Network (See Appendix B for A3 copy)

The types of cycleways we will create

See Appendix C for standard design guidelines.

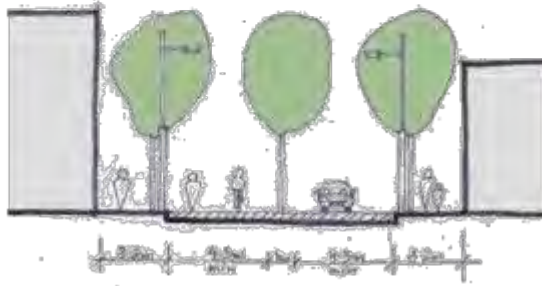
Quiet routes



Description

These routes would be along less busy suburban streets rather than on main roads. It's likely some minor modifications will be needed to make them fit-for-purpose. They may pass through cul-de-sacs or existing routes through land acquisition. These would work in areas of low speed and low volume. People on bikes must take the traffic lane. There would need to be careful intersection and side-road design.

Shared vehicle/bike zones

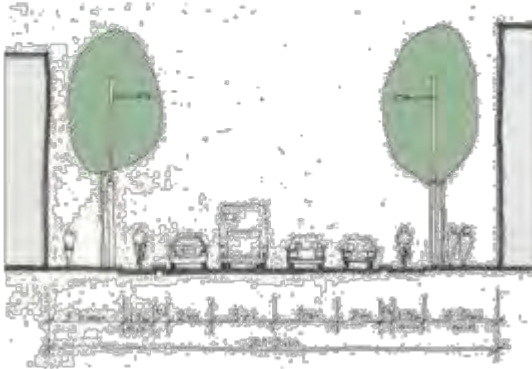


Description

Shared zones would be used in busy commercial areas, where there is limited space and lots of people walking along and across the street. Businesses in these areas may need convenient parking for their customers. Because of the high volume of traffic, these zones will need low speed limits (30km/h or less). They are only appropriate over short lengths. People on bikes must take the traffic lane.

DRAFT

Protected bike lanes



Description

Protected bike lanes are along main routes, where we would expect to see the most commuters. These are the routes where parking may need to be removed, with replacement or alternative parking being provided as appropriate.

Protected bike lanes can be worked into overall streetscape upgrades like in the photograph above. They will be used on routes where there are higher speed limits and heavy traffic.

DRAFT

Alternative bike paths



Description

Alternative bike paths would be placed through parks and reserves and along coastal areas. They will mainly be used when space is constrained in the road corridors and there is an opportunity for use by commuters and recreational riders. These are off-road but related to the wider network. These are not mountain biking tracks, but high quality routes that will be designed to fit in with the natural environment around them. Issues that will need to be considered when designing these routes include personal safety and intersections with other routes.

DRAFT

Target markets

We are creating a new network of routes for people who want to cycle slowly, in their everyday clothes, away from heavy traffic. We want to change the culture of cycling and encourage more women, children, and older people to cycle.

Our research suggests that, given the right conditions, more people aged between 10 and 80 would consider cycling distances less than 10km. The numbers within this group are high with around 70 percent, or over 130,000 of our residents aged between 10 and 80 living within eight kilometres of the town centre. Survey data suggests that 22 percent of residents over 18 would prefer to be able to cycle to work.

We understand that within this broad group there are different concerns, skill levels, and needs. To motivate each of these groups to cycle more often, different interventions will be required.

Our plan is to develop a cycling network that allows the beginner rider to have a go on some of the safer recreational cycleways. This will help them become a more confident rider who may ultimately start using cycling as their primary mode of transport for getting to work or school

Cycling framework principles and thresholds

These principles provide clarity for the community, Councillors, and officers around how decisions about building a cycling network will be made. They will also outline what thresholds will be applied to projects to determine whether a matter needs to be referred back to Council for a decision.

Where any element in a proposal exceeds the agreed threshold, it will be referred to Councillors for a decision. Elements that do not go above the limits will not need to be referred. Where a proposal includes one or more elements that exceed agreed limits, only those elements will be referred for decision—not the entire proposal. For example if a project complies in every respect except that alternative parking is more than 2 minutes' walk then it is only the variance from the parking threshold that would be discussed.

The framework includes principles for the design of the cycle network as well as space allocation within the network. It covers route selection as well as the impacts on pedestrians, public transport, private vehicles, parking (CBD and suburban), intersections and acquisition of property.

A full copy of the cycling framework principles and limits can be found in Appendix C.

Cycle network design principles

The network design principles ensure any decisions made will make our transport network safer, more efficient, and sustainable for all modes.

The cycle network will be made up of routes that "join the dots", connect residential areas to other residential areas and the central city, and provide valuable links within communities to local centres, schools, and other facilities. The goal is to create a mix of routes across the network (including recreational routes) that cater for the varying levels of confidence and types of riders. Consideration will also be given to safety, directness, comfort, coherence, attractiveness, and adaptability. Safety solutions will be applied through the design of the cycleway types and a focus will be put on building routes that maximise funding opportunities from third parties.

Where there are viable routes within the existing road space, protected cycle lanes will be built. We will aim to keep cycle lanes away from corridors that are already under considerable space pressure, particularly where there is an overlap with busy public transport routes. For constrained corridors on main routes, viable off-road or alternative routes

will be sought in order to avoid changes in busy transport corridors and ensure a safer and more enjoyable cycling experience.

We will be innovative and adaptable in building a cycle network that best fits Wellington. Cycling will become part of a long-term corridor solution taking account of strategic aims and public transport developments.

When decisions about route selection are made, options will be presented that compare times, distances, and destinations between the proposed route and the most direct current legal route.

We will measure and report on how many people start biking and how often they use the improved cycle network in order to ascertain its value to the city, and to better understand which design types and routes work best for Wellington.

Space allocation principles

The principles relating to space allocation within corridors will ensure any decisions made will take into account other users of the corridor. These could include people on bikes, on foot, in private vehicles or on public transport, as well as parking in the suburbs and central city.

We will make sure that cycling infrastructure contributes to safe environments for pedestrians. There should be no significant negative impact on pedestrians as a result of implementing the cycle network and pedestrians will benefit from a reduction in the number of riders using footpaths.

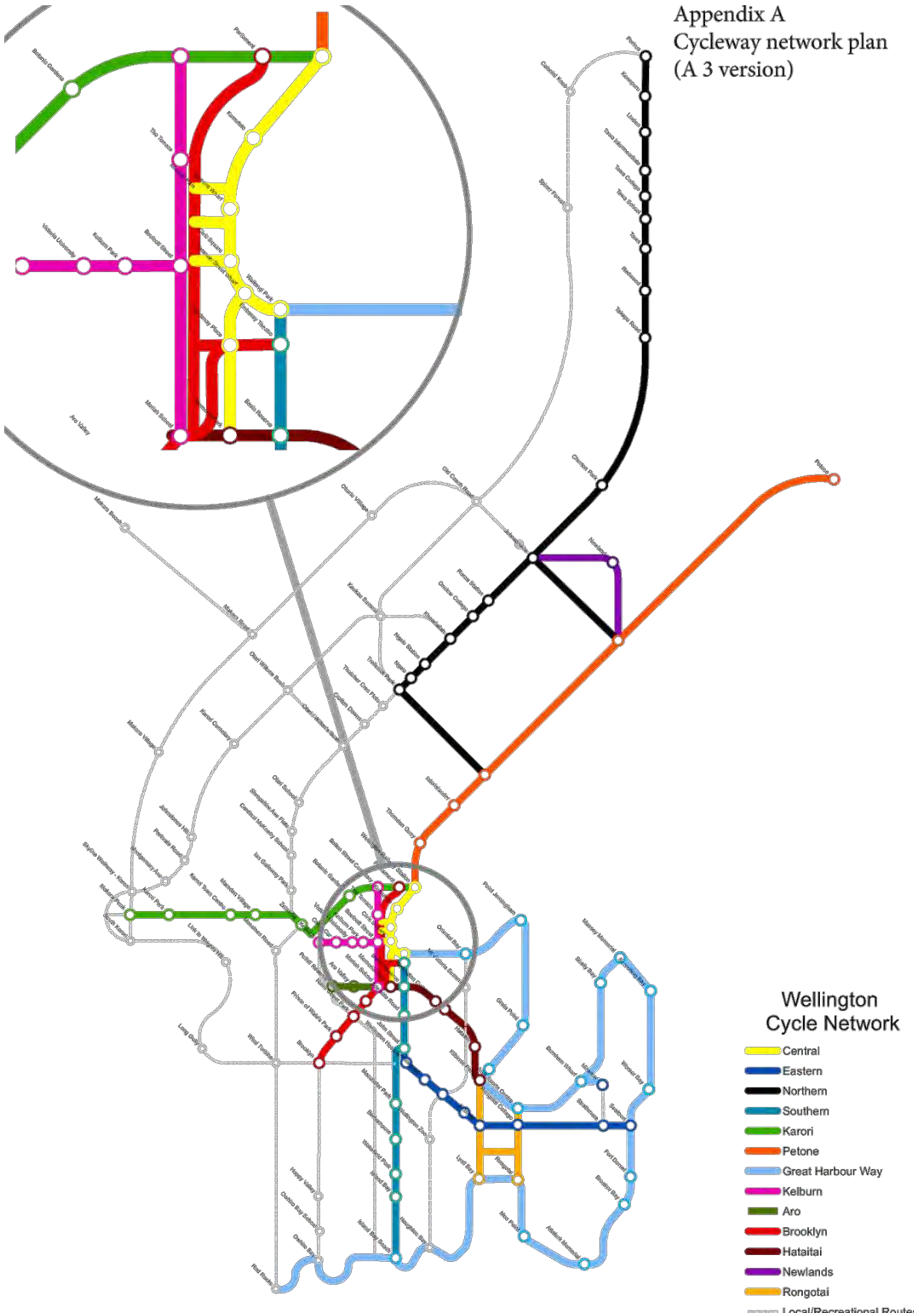
There should be no significant adverse effects on bus services. Public transport journey times will remain predictable on key city corridors. Through our corridor improvement proposals we will aim to reduce public transport journey times and increase service reliability. We want to make it easier to cycle in conjunction with public transport and will support Greater Wellington's trial of bike racks on buses and improvements to bike parking at railway stations. We will also give consideration to implementing bike parking facilities at major bus stops.

Private vehicle travel times may increase slightly, due to signals and reduced speed limits to accommodate people on bikes, but travel times will remain predictable. Private vehicles include cars, trucks, vans, taxis, and motorcycles.

On-street parking will be removed in some locations to make space for the proposed cycle network. The loss of on-street parking is a common occurrence when new walking and cycling facilities are built. When determining how to use a transport corridor, the Wellington City Council gives priority to safety, pedestrians, cycling facilities, bus stops, bus lanes and traffic flow over other uses.

Where there is on-street parking that needs to be removed in order to implement network improvements, we will assess how current parking is used and the number of spaces available. Public residential parking in the suburbs will still be available but proximity and volume may change. Commuter car parking (ie more than three hours) may be restricted to provide for Residents Parking or time-limited for retail parking. In some cases, commuter parking may be removed altogether. We will not look to replace car parks that are primarily used for people commuting by car. We will seek to minimise the impact of cycleways on town centre businesses, with particular regard given to short-term parking supply for high transaction volume businesses (eg dairies) and businesses that are dependent on car parking. Streets in the central city will be made most effective for walking, cycling, public transport and moving traffic. The movement of traffic will take priority over on-street parking.

How intersections are controlled (eg with the replacement of a roundabout) may be changed in order to ensure the safety of people on bikes. There may be some instances where property needs to be acquired so that network improvements can continue.



Appendix B – Cycleway standard design guidelines and design principles

Quiet routes

1. Level of Service

Level of Service	Number of vehicle movements/day	Operating speed
B	Up to 1000	22 km/h
C	1000 – 10,000	30 km/h
D	11,000	30 km/h

- We will use physical design elements to make sure that the maximum operating speed for vehicles on these streets is 30 km/h or less. This will include traffic calming measures and may include regulatory speed limits.
- We will design intersections carefully to ensure that the Level of Service remains at junctions. This will be most important where a quiet route meets a busy route.
- We will use single-lane roundabouts where traffic volumes are low.
- We will avoid using angle parking.
- We will make sure good visibility is available for busy driveways.
- We will use signposting as a key element to raise awareness. We will design these to encourage cyclists to ride in the middle of the lane.
- We will keep streets similar in look and feel as they are now, with minor improvements to lighting and other elements.

Shared vehicle/bike zones

1. Level of Service

Level of Service	Number of vehicle movements/day	Operating speed
B	Up to 1000	22 km/h
C	1000 – 10,000	30 km/h
D	11,000	30 km/h

- We will use physical design elements to make sure that the maximum operating speed for vehicles on these streets is 30 km/h or less. This will include traffic calming measures and may include regulatory speed limits.
- We will use design elements such as seating, lighting and trees.
- We are likely to use signals at intersections. We will use single-lane roundabouts where traffic volumes are low.
- We will use the principles for shared zones to provide safer merge zones for cyclists and cars.
- We will make sure good visibility is available for busy driveways.

7. We will avoid using angle parking.
8. We will use signposting as a key element to raise awareness. We will design these to encourage cyclists to ride in the middle of the lane.
9. We will make pedestrian footpaths by the shared zone.

Protected bike lanes

1. Level of Service – A-B depending on design.
2. We will provide a minimum of 1.5m wide for one direction, 2.2m wide is normally ideal.
3. For a two-directional lane, we will provide a minimum width of 2.5m.
4. We will most likely locate protected bike lanes by the kerbside, but separate from the footpath.
5. We will separate the bike lanes from moving traffic with some physical element (whether parking, planting, low kerb, hatched flush median with safe hit posts). This buffer space will be at least 0.6m wide and ideally 1.0-1.2m wide next to parking.
6. The operating speed for adjacent road may vary.
7. We are likely to use signals at intersections.
8. We will not use roundabouts on busy routes.
9. We will design side roads carefully to make sure people on bikes are safe from vehicle turning movements across protected lanes.
10. We will make sure good visibility is available for busy driveways.
11. We will provide bus stop bypasses where there are more than 4-6 buses per hour.
12. For two-way protected bike lanes on hills, we will provide greater separation between the directional lanes.

Alternative bike paths

1. Level of Service – A-B depending on design.
2. We will build these to a high design standard (these will be paved paths not dirt tracks).
3. We will give priority at intersections (may change where quiet routes meet major routes).
4. Improvements depend on location and site context.
5. We will make it clear where pedestrians and cyclists are expected to be, marking spaces for each where appropriate.
6. We will consider personal security. If a path has expected use at night, we will include lighting.
7. We will use careful design where the path meets other routes.
8. We will consider gradients and safety as requiring key attention.
9. We will need to address any loss of amenity and vegetation.
10. We will consider pedestrian volumes when determining widths of paths.

Appendix C Cycleway framework principles and thresholds

Cycle network framework principles and thresholds

The principles provide clarity for the community, councillors and officers around how decisions will be made regarding the implementation of a cycling network and what thresholds are to be applied to projects to determine whether a matter needs to be referred back to Council for a decision. Key cycleway projects will be designed in accordance with the principles. Where project proposals exceed the agreed thresholds those elements would be referred to Councillors for decision. Where proposals fall below the agreed thresholds those elements would not need to be referred to Councillors.

Network Design Principles

We will make our transport network safer, more efficient and sustainable for all modes. For people on bikes this means addressing:

- Poor uptake due to perceptions that cycling is unsafe and inconvenient. This means cycling is not fulfilling its potential contribution to the broader transport system.
- Unforgiving infrastructure and poor road user behaviour. This is resulting in significantly higher than average rates of harm to cyclists.
- Unappealing riding environment for cyclists. This is reducing transport and recreation choices for Wellingtonians.

Principle	Considerations	Thresholds for Council decisions	Commentary
<p>We will choose routes which "join the dots"</p> <p>Key cycleways will connect residential areas to the CBD and to other residential areas.</p> <p>Local cycle routes will connect to the key cycleways and provide links within communities to local centres, schools and other facilities. These may not be to the same standard as key cycleways.</p>	<p>Safety – Quality infrastructure should help make cycling safer and also address negative perceptions about safety particularly when it comes to moving through junctions.</p> <p>Directness – Routes must be logical and continuous, without unnecessary obstacles delays and diversions, and planned holistically as part of a network. For Wellington directness includes consideration of grades.</p> <p>Comfort – Riding surfaces for cyclists and transitions from one area to another should be fit for purpose, smooth, well-constructed and well maintained.</p> <p>Coherence – Infrastructure should be legible, intuitive, consistent, joined-up and inclusive. All users should be able to use and understand the infrastructure.</p> <p>Attractiveness – Infrastructure should not be unsightly or add unnecessarily to street clutter. Well-designed cycling infrastructure should enhance the city. For Wellington this means designs which are consistent with good urban design practices.</p> <p>Adaptability – Cycling infrastructure should be designed to accommodate all types of bicycle and an increasing number of users over time.</p>	<p>Any key cycleway project proposal that is less safe than the current situation.</p> <p>Any key cycleway project proposal that is more than 40%¹ longer in time than the most practical direct route.</p> <p>Any key cycleway project proposal for unsealed surfaces.</p> <p>Any key cycleway project proposal that effect any significant trees, heritage buildings or objects as scheduled in the District Plan; or which significantly negatively affect significant landscape amenity (e.g. coastal marine areas).</p> <p>Any key cycleway project proposal to exclude a particular type of cyclist (e.g. fast electric bikes from narrow shared areas).</p>	<p>When we make the route selection decisions we will present the options for routes with the time, distances and destinations comparisons between the proposed and the most direct current legal route.</p> <p>We will implement a mix of routes across the network that caters for the varying levels of confidence and the types of cyclists. These will include recreational routes.</p> <p>Where consistent with the wider network plan, we will implement routes that enable us to maximise the funding opportunities from third parties.</p> <p>Safety solutions will be applied through the design of the cycleway types.</p> <p>We will only implement cycleways if they are safer than what we have now. Safety considerations include:</p> <ul style="list-style-type: none"> • Speed and mass differentials between modes • Minimum requirements • Crash history • Perceived safety barriers • How safety affects uptake of cycling. <p>The standard design guidelines in Appendix Two outline the minimum requirements for each type of cycleway being considered. These will have to be adapted to suit different contexts. Where we need to deviate from these guidelines significantly Council will have to make specific decisions.</p>

¹ Dutch guidance states "Data from the Bicycle Balance project shows that the 5 and 95 percentile values for the detour factor are 1.24 and 1.50, respectively" (CROW 2007, page 60). London guidance suggests deviations greater than 40% are 'basic', 20-40% are 'good' and less than 20% are best. (London Cycling Design Standards 2014, chapter 2, page 7).

Principle	Considerations	Thresholds for Council decisions	Commentary
<p>We will choose the right route</p> <p>Where there are viable routes within the existing road space, we will implement protected bike lanes.</p> <p>For constrained corridors on busy arterial routes we will look for viable off-road or alternative routes (e.g. waterfront, reserves or other space) to make a more attractive space for cycling and avoid changes in busy transport corridors.</p>	<p>Fit with the design considerations: safety, directness, comfort, coherence, attractiveness, and adaptability.</p> <p>Proposals for off-road routes must be consistent with current reserve management plans (e.g. Town Belt Management Plan, Suburban Reserves Management Plan, Northern Reserves Management Plan, Botanic Gardens Management Plan, and others) or other Council policy.</p>	<p>Any key cycleway project proposal where there is no space to implement protected bike lanes due to constraints of the corridor on a busy route and / or when all alternative route designs fall outside all or some of the network design considerations.</p> <p>Any key cycleway project proposal which is outside established management plans. Note: proposals to change a management plan developed under the Reserves Act must follow amendment processes under that act.</p> <p>Any property requirement must be approved by Council in accordance with the provisions of the Local Government Act.</p>	<p>Cycling will be part of a long term, multi-modal corridor solution taking account of strategic aims and public transport developments.</p> <p>Strategic assessments of projects will detail how proposed cycling provisions fit with the strategic vision for that space.</p> <p>Where there are viable routes within the existing road space we will implement protected cycle lanes. Where corridors are constrained on busy arterial routes we will look for off-road alternatives in order to maximise the cycling experience. We will aim to keep the cycle lanes away from corridors that are already under considerable space pressure - particularly where there is an overlap with busy public transport routes. We will integrate the 'look and feel' of any off-road routes with the surrounding environment.</p> <p>We will present off-road solutions with assessments of safety, directness, gradient and travel time both for the off-road route and the constrained corridor being bypassed.</p>
<p>We will design for Wellington's needs</p> <p>We will adapt and develop innovative ideas to build a cycle network that best fits Wellington.</p>	<p>Proposals will feature bespoke designs to fit local conditions and take account of best practice.</p> <p>In the short to medium term we will favour solutions that minimise initial cost of implementation.</p> <p>Parking replacement cost.</p>	<p>When all designs fall outside all or some of the network design considerations.</p> <p>Any key cycleway project proposal with an estimated cost outside of approved annual plan budgets.</p> <p>Any key cycleway project proposal with over 30% of project cost or \$1,000,000 per project for parking replacement.</p>	<p>The standard design guidelines for each type of cycleway outline the minimum requirements for each type. These will have to be adapted to suit different contexts. Where we need to significantly deviate from these guidelines we will require Council decisions.</p>
<p>We will measure and report on outcomes</p> <p>We will measure and report on uptake and usage on our improved cycle network.</p>	<p>Safety outcomes.</p> <p>Usage.</p>	<p>Schemes which create unsafe outcomes or fail to grow use will be reported to Council with recommendations for improvements.</p>	<p>Measuring and understanding the use of our cycleways is important for working out their value to the city and understanding which design types and routes work for Wellington. We will measure the use of our key cycleways to:</p> <ul style="list-style-type: none"> • Establish how many people are using them • Establish the patterns of use • Establish the effects of the cycleway on surrounding land use. <p>These results will be provided as guides for subsequent investment.</p>

Space allocation within corridors

Principle	Considerations	Thresholds for Council decisions	Commentary
<p>Pedestrians</p> <p>We will ensure that pedestrian infrastructure is safe and fit for purpose. Where we plan to create paths that pedestrians may also wish to use, or share footpaths with cyclists, we will clearly sign/label these to ensure there is legibility.</p>	<p>There should be no significant negative effects on pedestrians.</p> <p>We will consider opportunities to improve provisions for pedestrians to cross busy roads.</p>	<p>Any key cycleway project proposal below accepted guidelines.</p> <p>All proposals to establish or change shared pedestrian/cycle space on roads require specific decisions under the Wellington Consolidated Bylaw 2008.</p> <p>All proposals to establish or change zebra crossings on roads require specific decisions under the Wellington Consolidated Bylaw 2008.</p>	<p>There should be no significant negative impact on pedestrians as a result of implementing the cycle network. We expect that when a new cycle network is in place pedestrians will benefit by a reduction in the number of cyclists using footpaths.</p> <p>We will prepare assessments of pedestrian amenity at the route selection and the detailed design stages.</p> <p>We will present proposed routes to the Accessibility Advisory Group during selection to scope potential issues and again at the detailed design phase.</p>
<p>Public Transport</p> <p>There should be no more than minor adverse effects on bus services.</p>	<p>There should be improved public transport journey times on key city corridors.</p> <p>There should be careful design of bus stops to manage interactions between people on foot, people on bikes and buses.</p> <p>We will consider opportunities to remove closely spaced bus stops improve service reliability and reduce conflicts with cyclists.</p>	<p>Any key cycleway project proposal that increases public transport journey times by more than 10% compared to the existing situation.</p> <p>Any proposals which compromise pedestrian or bus operating space.</p> <p>Any proposal to establish or relocate bus stops on roads requires specific decisions under the Wellington Consolidated Bylaw 2008. Bus shelters require specific processes to be followed under the Local Government Act and Resource Consents may be required under provisions in the District Plan.</p>	<p>Through our corridor improvement proposals, we will aim to reduce public transport journey times and increase reliability. We want to make it easier to cycle in conjunction with public transport and we will support Greater Wellington's trial of bike racks on buses. We will give consideration to bike parking facilities at major bus stops and support Greater Wellington's plans to improve bike parking at rail stations.</p> <p>The main impact on some bus routes will be that the journey takes slightly longer. This will be due to traffic lights and reduced speed limits that improve safety for all road users. Journey times will remain predictable.</p>
<p>Private vehicles (includes cars, trucks, vans, taxis and motorcycles)</p> <p>There should be no significant adverse effects on private vehicle travel time or reliability.</p>	<p>While travel times for private vehicles may increase we will aim to ensure that travel time predictability is retained.</p> <p>There will be no negative effects on the movement of freight on key movement routes such as State Highways.</p> <p>We will consider lowering speed limits to improve safety for all road users.</p>	<p>Any key cycleway project proposal that increases vehicle travel time along a route increases by more than 10% at peak times.</p> <p>Any proposal for removal of any traffic lanes or clearways.</p> <p>Any proposal to change speed limits on roads requires specific decisions under the Wellington Consolidated Bylaw 2008.</p>	<p>Transport modelling will be used to assess travel time impacts of proposals.</p>

Principle	Considerations	Thresholds for Council decisions	Commentary
<p>Parking in the suburbs</p> <p>Public residential parking will be available in a neighbourhood but proximity and volume may change.</p> <p>On-street commuter car parking may not be replaced.</p>	<p>For any scheme alternate residential parking to be available within a reasonably short distance of the current situation.</p> <p>There may be some loss of commuter parking.</p>	<p>Any key cycleways proposal that results in residential parking occupancy within 100 meters of a key cycleway being above 95% of observed residential parking demand.</p> <p>Any parking proposal resulting in walks of more than about 160 metres (approximately 2 minutes) compared to current provisions.</p> <p>Any proposal to establish or change parking restrictions on roads requires specific decisions under the Wellington Consolidated Bylaw 2008.</p> <p>No threshold required. Note: Any proposal to establish or change parking restrictions on roads requires specific decisions under the Wellington Consolidated Bylaw 2008.</p>	<p>We will prioritise moving vehicles and active modes of transport (such as walking and cycling) over parking. We will make sure that there is on or off-street parking located within 160 metres of a property.</p> <p>Where there is on-street parking that needs to be removed in order to implement network improvements we will assess the usage of current parking and the number of spaces available. We will ensure that there is adequate parking available but the proximity to individual properties may increase.</p> <p>Scheme proposals will report on:</p> <ul style="list-style-type: none"> • The current quantity of on-street parking • The occupancy or demand of those spaces • The types of local uses and the people who use them • The number of parks that may be lost • The proximity of alternate parks • The cost of parking replacement proposals. <p>Commuter car parking is long term parking (i.e. more than three hours) that allows for someone travelling by car from their home to their place of work to park for the day. In some cases existing commuter parking may be restricted to provide for residents parking or time limited for retail parking. In some cases it may be removed altogether. We will not replace carparks which are primarily used for people commuting by car.</p>
<p>Parking in suburban centres</p> <p>We will seek to minimise the impact of cycleways on town centre businesses and community facilities.</p>	<p>There may be a minor loss of suburban parking.</p> <p>Servicing and loading spaces will be reviewed and provided for as is reasonably necessary. This may mean part time restrictions are used to allow flexible use of the space.</p>	<p>Any proposal resulting in more than 10% loss of on-street parking spaces within 100 metres of a key cycleway.</p> <p>Any proposal resulting in walks of more than about 160 metres (approximately 2 minutes) compared to current provisions.</p> <p>Any proposal resulting in any loss of on-street servicing or loading spaces.</p> <p>Note: any proposal to establish or change parking restrictions on roads requires specific decisions under the Wellington Consolidated Bylaw 2008.</p>	<p>We will not reduce short term parking supply for high transaction volume businesses (such as dairies) or for businesses dependent on car-parking unless it is necessary to relocate them for safety reasons. Where the businesses are 'destination' or bulky item based we will work with businesses to identify where parking can be relocated to if necessary.</p> <p>We will provide options for parking replacement or other mitigation.</p>
<p>Parking in the CBD</p> <p>Streets will be optimised for walking, public transport, cycling and moving traffic. On-street parking will be secondary to all movement.</p>	<p>There may be a minor loss of on-street parking in the CBD.</p> <p>Servicing and loading spaces will be reviewed and provided for as is reasonably necessary in the CBD. This may mean part time restrictions are used to allow flexible use of the space.</p>	<p>Any proposal resulting in more than 10% loss of on-street parking spaces within 100 metres of a key cycleway.</p> <p>Any proposal resulting in walks of more than about 400 metres (approximately 5 minutes) compared to current provisions.</p> <p>Any proposal resulting in any loss of on-street loading spaces.</p> <p>Note: any proposal to establish or change parking restrictions on roads requires specific decisions under the Wellington Consolidated Bylaw 2008.</p>	<p>There is a significant amount of parking available within the central area located both on-street and off-street. This parking is valuable as it provides easy access to business and services. Nevertheless the priority for limited public space must be for the movement of people and goods rather than car parking. Network improvement proposals will be presented to Council as part of a wider street improvement plan. Where this cannot take place, primarily for timing reasons, a strategic fit to future upgrades will be presented.</p>

Principle	Considerations	Thresholds for Council decisions	Commentary
<p>Intersections</p> <p>Safe provisions for people on bikes may require changes to intersection controls (e.g. the replacement of a roundabout).</p>	<p>Proposals may change intersection controls.</p>	<p>Any proposal to establish or change traffic restrictions requires specific decisions under the Wellington Consolidated Bylaw 2008.</p>	
<p>Acquisition of property</p> <p>There may be some instances where we need to acquire property to enable network improvements to be built.</p>	<p>There may be some need to acquire property.</p>	<p>Any property acquirement must be approved by Council in accordance with the provisions of the Local Government Act and Public Works Act.</p>	<p>As we assess route options land acquisitions will be considered if:</p> <ul style="list-style-type: none"> • We can create an alternative route to a constrained corridor • We consider more road space is necessary to provide for the safe and efficient movement of people and goods • We need to mitigate parking loss in extremely difficult circumstances.

Wellington Cycle Principles Applied: Karori



Karori is Wellington's largest suburb and has been experiencing strong growth in cycling despite the 180m elevation difference between Lambton Quay and Marsden Village. This part of the network needs to provide for cyclists more safely on uphill routes constrained by both heavy public transport use and steep terrain. It is important to provide a network which can allow students and parents access local schools and amenities to ease congestion within the suburb.

Length: 6.3 km

Population Served by Route: 18,000 people plus Makara Peak Mountain Bike users.

Number of Students along route: 1,983 students

Schools linked: Karori West Normal School, Karori Normal School, Samuel Marsden Collegiate and St Teresa's School

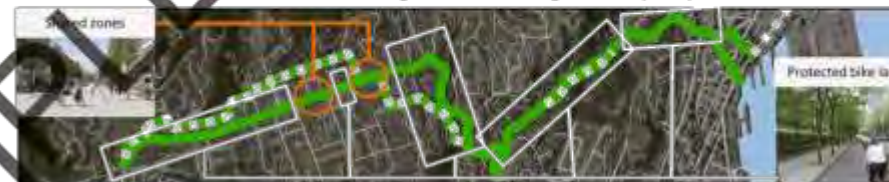
Urban Centres linked: Karori, Marsden Village, Tinakori Road, Central City
Links to other Cycleways: Kelburn, Petone, Central City.

Links to Other Projects

Other Projects	Agency Responsible	Indicative Timing
Karori Medium Density Area	Wellington City Council	2016-2019
Karori Town Centre Upgrades	Wellington City Council	2016-2019
Bus Rapid Transport	Greater Wellington Regional Council/ Wellington City Council	2020-2022

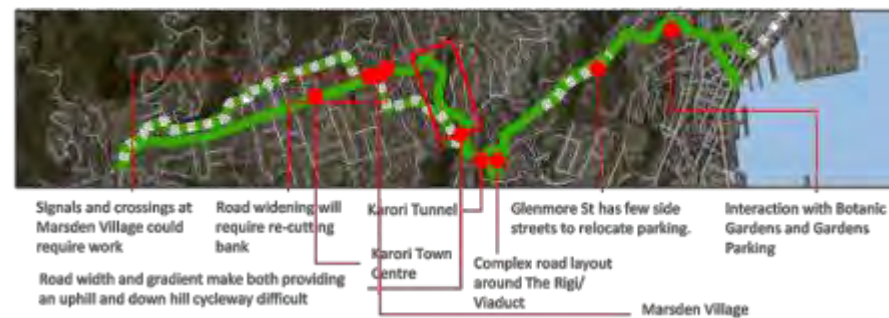
Cycle Way Treatments

We aim for the following treatments in building the Karori Cycleway.



Decision Points

There are areas on this route where initial scoping identifies specific issues requiring specific decisions arise these points are:



Wellington Cycle Principles Applied: Southern



The Southern Corridor forms the southern link in a cycling spine stretching from Island Bay to Hatherston. The southern corridor is relatively flat and has a high population density making it ideal for active transport. Just as the large population makes this route ideal in providing choice for commuters it also is difficult because street space is that much more precious in this kind of environment. This route is essential to the overall functioning of the network as it is the spine to which the routes east, east and north run into.

Note: there has been considerable consultation on Island Bay Stage 1

Length: 6.3 km
 Population Served by Route: 28,365 people
 Number of Students along route: 2,845 students
 Schools linked: Wellington High School, Wellington College, St Marks School, Massey University, Newtown School, South Wellington Intermediate, Berhampore School, Island Bay School
 Main Centres linked: Island Bay, Berhampore, Newtown, Adelaide Road, Central City
 Links to other parts of the Network: Eastern, Hataitai, Central City, Great Harbour Way



Other Projects	Agency Responsible	Indicating Timeline
Basin Reserve	NZTA	2015-2022
Kent-Cambridge Terrace Upgrade	Wellington City Council	2019-2024
Adelaide Road Upgrade	Wellington City Council	2018-2022
Bus Rapid Transport	Greater Wellington Regional Council/ Wellington City Council	2020-2022
Inner City RONS	NZTA	2015-2024

Wellington Cycle Principles Applied: Kelburn



The Kelburn Cycleway forms the link between Victoria University and the City. Kelburn is of strategic importance as it provides a link between the Karori network, the University and employment centres along The Terrace and Te Aro. With 124m climb, narrow streets and steep grades Kelburn presents a particular set of challenges and opportunities along its relatively short length.

Length: 3.5km
Population Served by Route: 4,500 people plus Karori Commuters and University Staff/Students from other areas
Number of Students along route: 16,500 students
Schools linked: Kelburn Normal, Victoria University
Urban Centres linked: Kelburn, The Terrace, Central City
Links to other parts of the Network: Karori, Central

Links to Other Projects

Other Projects	Agency Responsible	Indicative Timing
Terrace Tunnel Upgrade	NZTA	2018-2024
Aotea Offramps	NZTA	2018-2024

Cycle Way Treatments

We aim for the following treatments in building the Kelburn Cycleway.



Decision Points

There are areas on this route where initial scoping identifies specific issues requiring specific decisions arise these points are:



Wellington Cycle Principles Applied: Petone



The route along the Harbour to Petone is different from the other proposed cycleways as it is regional in scale and impact – collecting the cycling population from the north and providing a relatively easy gradient connection between the City and the Hutt Valley.

Length: 10 km
Population Served by Route: Hutt Valley and Northern Commuters
Urban Centres linked: Petone, Kaiwharawhara, Thorndon Quay and Central City
Links to other parts of the Network: Northern, Newlands, Hutt Valley Cycleways, Great Harbour Way, Central City, Karori

Links to Other Projects

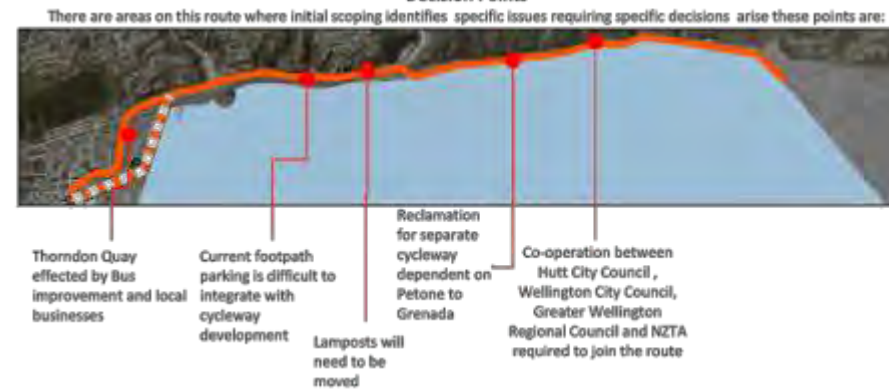
Other Projects	Agency Responsible	Indicative Time
Petone to Grenada	NZTA	2017-2020
Bus Rapid Transport	Greater Wellington Regional Council/ Wellington City Council	2020-2024
Aotea Offramps	NZTA	2018-2024
SMART Highway	NZTA	Ongoing
SH2 Improvements	NZTA	Ongoing

Cycle Way Treatments

We aim for the following treatments in building the Petone Cycleway.



Decision Points



Wellington Cycle Principles Applied: Aro



Pol Hill Reserve
Mountain Bike Tracks

Aro Valley Town
Centre

Aro Park

Willis Street

The Aro Valley Route joins the mountain bike tracks of the Pol Hill Reserve with the Aro town centre and Te Aro. The Valley is a famously bohemian and environmentally minded part of Wellington. Building a high quality cycleway through the Valley will be difficult as it is densely populated with very large blocks of land and small streets.

Length: 1km
Population Served by Route: 3600 people and visitors to the Polhill Reserve
Links to other parts of the Network : Brooklyn, Central City

Links to Other Projects

Other Projects	Agency Responsible	Indicative Timing
Bus Rapid Transport	Greater Wellington Regional Council/ Wellington City Council	2020-2022
Inner City RONS	NZTA	2015-2021



Decision Points

There are areas on this route where initial scoping identifies specific issues requiring specific decisions arise these points are:



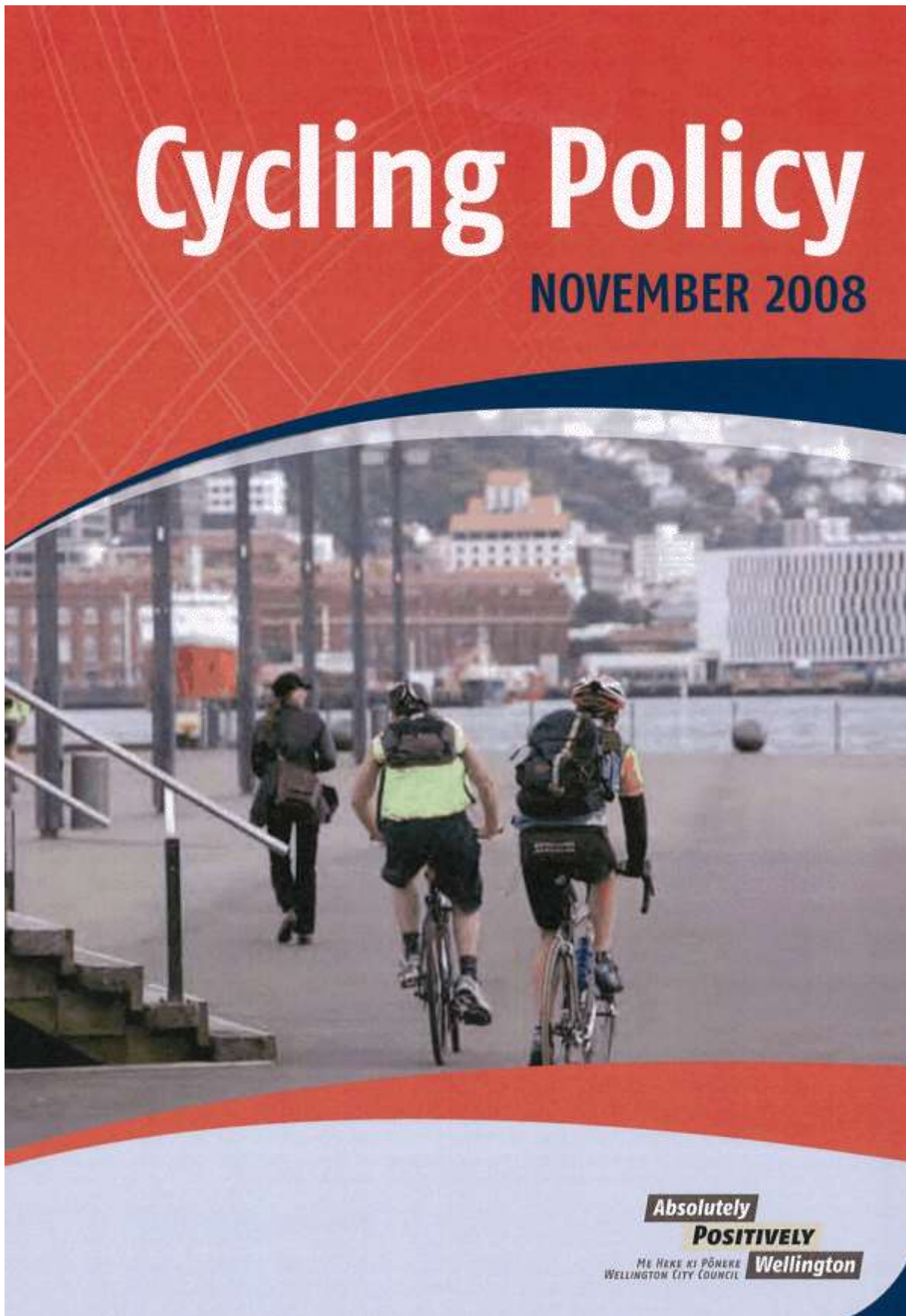
Narrow Street widths

Limited visibility at intersections

Aro Town Centre

Intersections located close together

Potential Changes to Aro Park to accommodate bikes



WELLINGTON CITY COUNCIL CYCLING POLICY

PURPOSE OF THE CYCLING POLICY

The Cycling Policy (the policy) forms part of the overall transport planning for Wellington set out in the Transport Strategy 2006. It provides more detail on cycling in Wellington and the context set by other policies and strategies. It also creates a framework for the development of infrastructure and measures to improve the safety and convenience of cycling and cycling facilities throughout our city.

In order to create an effective framework to provide a basis for action, the policy sets out objectives and policies on how implementation should be approached. These include emphasising the importance of quality and continuity of cycle routes, including provision of consistent signage and recognising cycling as a means of commuting and as a form of recreation.

The policy also details proposals both in general terms for ongoing support (e.g. promoting the health and recreational benefits of cycling) and as location-specific improvements to infrastructure. The focus of the latter is to create a safer and more convenient network in areas where existing provision is disjointed or does not allow access to key destinations. Providing better facilities for cyclists is also a key objective of the policy.

BACKGROUND

Whether as a means of commuting, access to activities like any other transport mode or as recreation, cycling is non-polluting, quiet, and has minimal effect on the built and natural environment. It is also a healthy form of personal exercise. Moreover, cycles can be relatively cheap and simple to maintain and can therefore offer mobility to most sections of the population, including those without access to a car, thereby contributing towards greater social inclusion. Overall, it can offer a widely accessible, convenient and environmentally-friendly means of making local journeys, especially in urban areas like Wellington.

There are a number of different types of bike user which must be considered when considering a Cycling Policy that caters for all, bearing in mind that people are often in more than one category. These categories are:

- Primary school children - skills aren't fully developed, little knowledge of road rules, generally will ride with an adult off-road or on quiet streets
- Secondary school children - skills and confidence more developed. Generally will ride on the road
- Recreational cyclists - vary greatly in age, skill and experience. Generally prefer off-road paths and quiet local streets. Will almost always require on-road connections to off-road paths and places to stop and rest en route
- Commuter cyclists - generally more experienced and prefer the direct road network. Generally are able to handle busy traffic conditions but do require space and smooth even surfaces and require appropriate end-of-trip facilities
- Utility cyclists - very few in Wellington but will ride for various purposes including shopping, visiting, and travelling to community facilities. Generally need less stress routes and require appropriate end-of-trip facilities

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Wellington City Council Cycling Policy
2008

- * Sporting cyclists - travel long distances for training, often in groups and ride two abreast or in a peloton. Routes often include challenging terrain in rural/outer urban areas. Primary requirements are smooth, even surfaces and adequate space
- * BMX and mountain bikers - BMX riders often use skate parks and require connections to these facilities. Mountain bikers are generally off-road riders and use formal and informal tracks.

This policy recognises there are many different types of cyclists with many different needs. It endorses an interlinked network of on-road lanes and off-road paths in conjunction with other Council policies, such as the Open Space Access Plan, and emphasises that quality, well-located facilities is key to making cycling safer, more convenient and fun in Wellington.

Nationally, cycling has been identified as an important mode in the New Zealand Transport Strategy it is further supported by the *National Walking and Cycling Strategy: Getting there – on foot, by cycle and more recently by the Governments Policy Statement on Transport*. Regionally the Regional Land Transport Strategy and the subsequent Draft Regional Cycling Plan (2008) advocate that Council and the New Zealand Transport Agency develop strategies and review programmes to improve the pedestrian environment. Council is committed to working in partnership with these organisations, and this policy will serve as a framework for initiatives to collaboratively improve the cycling environment.

As set out in the Council's Transport Strategy 2006, the emphasis for travel demand management in the City is to encourage walking and public transport as the foremost modes of transport but recognises some people prefer to cycle. The policy aims to support these people through the promotion of a safe and convenient network but also aims to ensure conflicts between different groups is managed appropriately.

The objectives set out in this policy are closely linked with those of the Walking Policy. The policy reflects this link while also recognising that promotion of cycling can sometimes cause conflicts with pedestrians. In particular, shared paths for pedestrians and cyclists are not always appropriate.

Other areas where Council is focusing its education promotion include the roll-out of new bus priority measures. Council is undertaking a significant programme of bus priority measures over the next 10 years. This includes the progressive rollout of bus priority through the Golden Mile, arterial routes and suburban centres (as proposed in the Draft Ngauranga to Airport Corridor Plan) and presents an opportunity to create an extensive network of shared bus/cycle lanes. This policy capitalises on the existing and proposed bus infrastructure and will ensure cyclists will have access to and be encouraged to use as many bus routes as possible and the design of new bus routes will cater for the needs of cyclists.

Over the last 20 years we have seen a steady increase in the numbers of cyclists choosing to cycle to work. This goes against the regional trend and is a result of the intensification of Wellington's inner city and surrounding suburbs along with improvements to cycle technology and an awareness of health and climate issues. More people now live closer to their work and see cycling as a viable transport alternative.

Cycling as a commuting choice is far cheaper than vehicle travel given that there are no fuel costs, no parking costs, no registration fees and less maintenance costs.

With rising fuel costs, it is important alternatives to vehicle travel like cycling are made safer, more convenient and enjoyable.

Unfortunately, the risk involved with cycling is high. Cyclists are many more times likely to be involved in a road crash than a vehicle occupant, pedestrian or bus passenger. Cyclists account for 2.6% of commuter trips but account for 14% of all road casualties. As a result, one of the objectives of this policy concentrates on reducing cycling casualties. Making cycling safer and more convenient is expected to increase its popularity. If successful, future plans will then be able to set targets for increasing cycling numbers. The NZ Transport Strategy objective is for active mode journeys to achieve 30% of all trips by 2040. Target levels will be driven to a considerable extent by the level of investment allowed for.

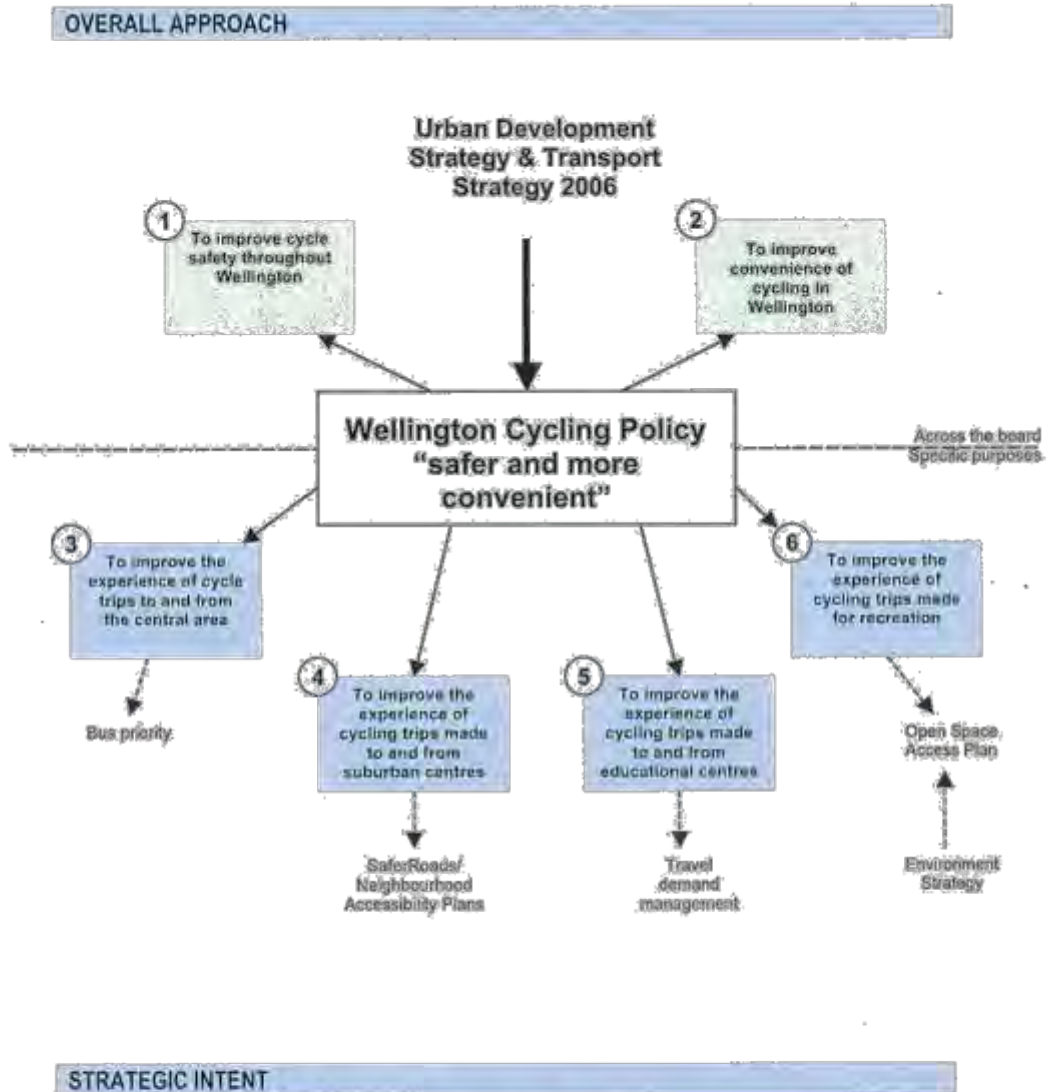
HOW DO WE MEASURE TARGETS?

It is important that information about the cycling environment and cycle movements is gathered regularly to inform planning decisions. Analysing changes and trends in provision and perception aid the policy implementation decisions.

Types of data collected and used by the Council include:

- The nationwide census - carried out every five years by Statistics New Zealand, it gives specific geographical information about the means of travel to work - including cycling
- Cycle counts - the Council periodically surveys the number of cyclists in various areas related to specific projects
- Crash database - this is held by the Land Transport New Zealand and contains annual reports of all road crashes
- Feedback from the public - there is ongoing feedback gathered from public enquiries and requests, particularly related to the provision of infrastructure
- Annual Resident Satisfaction Survey - this survey covers residents' perception of Council services and can be used to assess opinions on the quality of the cycling environment
- Annual Monitoring Transport Survey Report - a tailor-made survey to assess the quality of the transport and pedestrian environment

Data trends from the above sources assist with the evaluation of projects and inform where more work is required.



To make cycling in Wellington safer and more convenient for those who choose to cycle

Objective 1

To improve cycle safety throughout Wellington

How will we know we have succeeded?

Target 1

The Annual Land Transport Road Safety Report and Resident Satisfaction Survey show a reduction in the cycle crash rate and in the number of reported cycle crashes and an improvement is shown in the perception of cycle safety.

What is the Council's position on cycle safety in the city?

Policy 1.1

Every opportunity to make the city as safe as possible for cyclists must be explored

Policy 1.2

Cycle-friendly traffic-calming measures will be implemented as required to moderate motorists' speeds

How will the Council do this?

Proposed actions:	
1.1	Adopt best-practice guidelines for cycle network and route planning
1.2	Regulate for lower speed limits in local streets to provide alternatives to busy main roads where appropriate
1.3	Deliver road safety campaigns targeting both motorists and cyclists with a focus on reducing cycle injuries
1.4	Deliver awareness campaigns on the responsibilities of all parties for both shared cycle/footpaths and bus lanes
1.5	Facilitate a forum where industry and community representative can come together to discuss cycling issues. This group would assist in planning and delivering road safety and travel planning initiatives.
1.9	Require cycle safety assessments as part of resource consent applications for new developments (especially for multi-units and central area)
1.14	Advocate for increased funding assistance rates from Central Government for the provision and maintenance of cycling infrastructure.
1.15	Advocate that Central Government provide a comprehensive deployment of Red Light cameras to reduce the instances of failing to stop at traffic signals.
2.2	Determine a suitable methodology for assessing levels of service and assess all routes identified in Appendix 1

2.14	Investigate the feasibility of setting up an 0800 Cycle-Crash hotline to report cycle crashes to inform our work programme.
3.1	Provide cycle-friendly sump-grates on the cycle network and cycle-friendly routes
3.4	Provide bus lanes on key commuter routes as set out in the Council's Bus Priority Plan and accommodate the needs of cyclists in the design and operations of bus lanes.
3.6	Provide coloured designated cycle lanes (refer Appendix 1)

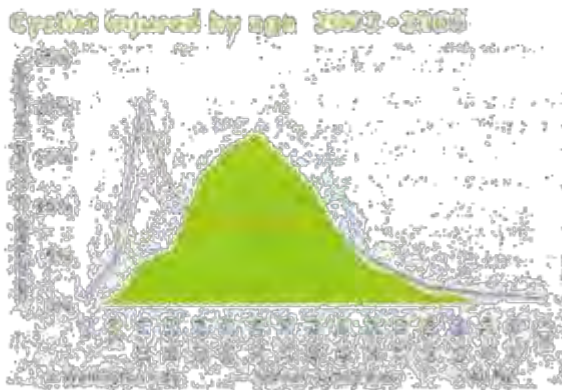
RATIONALE

Cyclists pose little danger to other road users, though they are at risk from collisions with motor vehicles. Consultation reveals people generally do not feel safe cycling on Wellington roads. High vehicle numbers, vehicle fumes and lack of space for cyclists are common reasons for this. High volumes of motor vehicles and trucks, as well as vehicle speed and narrow road widths are also likely to influence the unsafe feeling on these roads. Intersections and roundabouts are often difficult and dangerous for cyclists to negotiate. Cycle treatments ending before and starting after intersections is a common safety complaint. Gravel on roads and poor surfaces are also common safety concerns as all of these can cause a cyclist to lose control.

There is general acceptance that by increasing the numbers of cyclists on the network we could expect to see a reduction in the crash rate for cyclists. This could be attributed by drivers seeing more cyclists more often and adjusting their behaviour to better accommodate cyclists. More research is needed to better understand this relationship.

The number of commutes made by cycling in Wellington city has increased steadily since 1986. Based on this growth trend, it is important the Council makes safety improvements to key cycling routes and the central area to help making cycling a safer option. This is especially important given that fuel prices are increasing and commuters may want to explore alternatives to using their car for commuting.

In 2006 more cycles than cars were imported into New Zealand. It is certainly noticeable in many areas across the country that there are more cyclists using the roads than in past years. Consequently the number of cyclist casualties has increased. Cyclist injuries are not spread evenly across all age distributions as shown in the chart below.

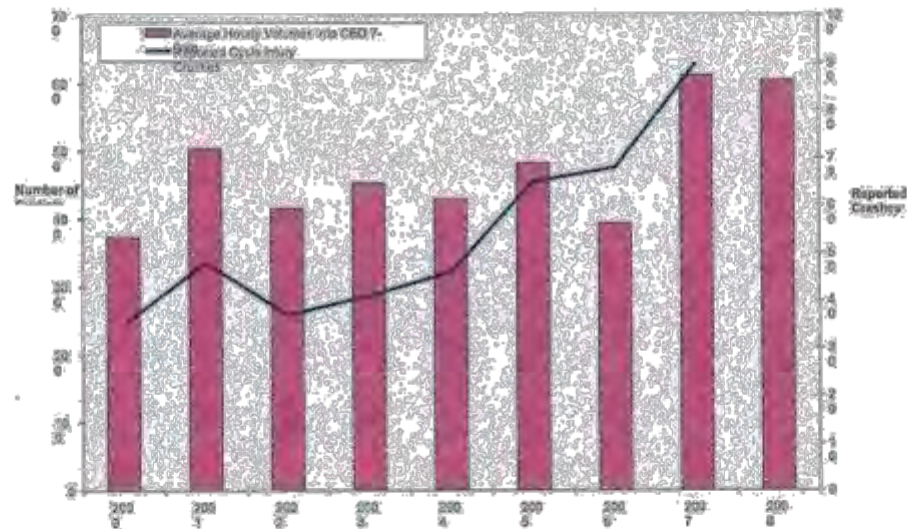


Approximately three quarters of all injured cyclists were between 20 and 45 years of age. Compared to similar authorities and all of New Zealand, Wellington has a unique injury reflecting its particular demographics. For example, there are fewer child cyclists which is reflected in the injury figures.

Further information regarding 2002-2006 cyclist crashes on local roads and state highways in Wellington are:

- One death, 47 serious injuries and 225 minor injuries
- The most common crash type was a crossing or turning movement
- 51 per cent of crashes take place at intersections
- 20 per cent of crashes take place at night
- 78 per cent of cyclists injured were male

The chart below shows the reported crash numbers for Wellington city over the last eight years and the average hourly commuter cycling numbers over that same time. From the graph it can be seen that reported injuries are increasing at a higher rate than the cycling numbers.



The Cycling Policy aims to provide a safer environment for cyclists and reduce the perception of road danger. This will be achieved by a variety of measures including; road improvements to increase cycle friendliness and programmes to make cyclists more conspicuous through education and training of road users including cyclists. In this regard there is often criticism that cyclists ignore the Road Code. The fact that cyclists are not required to demonstrate knowledge of the law or competence to ride their bikes means that cyclist education will have a high priority.

The Council uses a stormwater sump grate that runs parallel to the traffic lane and while there is no significant number of reported crashes resulting from cyclist falling into these sumps, cyclists perceive these as being unsafe and avoid routes that have locations where the road "squeezes" them into one of these sumps. Sumps that have parallel bars are used because of their hydraulic performance; their intake capacity is almost twice that of a sump that has perpendicular bars. It is proposed that on nominated cycle routes at locations that cyclists could expect to be cycling adjacent

Wellington City Council Cycling Policy
2008

to the kerb that sumps be altered to have "cycle friendly" grates installed, in some cases this will mean installing an additional sump and lead.

It is proposed to reduce motorists' speeds in key locations to reduce the conflict between motorists and cyclists. This includes the central city, Golden Mile and residential suburban streets. To reduce motorists' speeds, a combination of lower speed limits and traffic-calming measures are proposed. It is recognised that not all cyclists appreciate speed humps or platforms as they can sometimes be uncomfortable to negotiate. On busy cycle routes other less intrusive forms of traffic-calming will be used, however these are not as effective in reducing vehicle speeds so will not be used in all cases.

This policy proposes to place significant emphasis on an expanded bus priority network as a means of delivering a cycle network. In order for this to be safe, we must ensure the proposed bus lanes are wide enough so cyclists can safely be overtaken by a bus and cyclists can overtake a stationary bus loading passengers. It will also be important to ensure both bus drivers and cyclists are aware of each others' responsibilities when using the bus lanes.

There are a limited number of existing dedicated cycle lanes in Wellington city. It does not appear that motorists are aware of the significance of these lanes as they are often driven and parked in. To address this, it is proposed to highlight these lanes by painting them and to increase enforcement efforts.

When undertaking any works or activities on or adjacent to the roading corridor, consideration must be given to the effects on cyclists and opportunities to improve the cycling environment must also be considered. Of all the activities in the corridor, cycling will be given priority after walking where appropriate.

It is proposed to adopt the Land Transport New Zealand *Cycle Network and Route Planning Guide* to assist in developing cycling facilities and to help determine current levels of service of all routes.

Objective 2
To improve the convenience of cycling in Wellington

How will we know that we have succeeded?

Target 2
The Annual Resident Satisfaction Survey shows a greater satisfaction with the cycling environment and a reduction in the number of complaints made to the Council from cyclists.

What is the Council's position on improving the convenience of cycling?

Policy 2.1
Adequate cycle parking facilities will be provided in key areas where practicable.

How will the Council do this?

Proposed actions (see implementation programme)	
1.1	Adopt best-practice guidelines for cycle network and route planning
1.3	Provide road safety campaigns targeting both motorists and cyclists with a focus on reducing cycle injuries
1.8	Advocate for accessible public transport options for cyclists eg carriage of bikes on buses
2.7	Undertake a feasibility study for the provision of public cycle parking at key areas in the city
2.8	Undertake a feasibility study for the provision of public cycle lockers
3.2	Provide regular sweeping of cycle network and cycle-friendly routes (refer Appendix 1)
3.1.1	Provide way-finding signage suitable for cycling
3.2.2	Provide improvements to road edges on non-key routes
Proposed actions that depend on the outcome of the investigation	
3.9	Provide additional cycle parking facilities in key identified areas
3.10	Provide public cycle lockers, showers and changing facilities at key locations where feasible

RATIONALE

Improving the convenience of the cycling experience in Wellington is important. The aim of this policy is to provide good quality, continuous, cycle-friendly routes along each of the main transport routes to the city, together with a network of links to each of the suburban centres and access to recreational spaces by utilising bus lanes and carriageway cycle lanes where practicable.

The policy includes a Key Cycle Routes Map (see Appendix 1) which details existing cycle routes in the city, existing and proposed bus lanes and key recreational routes. The policy identifies possible improvements to provide continuity over existing gaps in the network to make cycling more convenient.

This policy also recognises the importance of some other key routes frequented by cyclists, and these have been referred to as 'cycle-friendly' routes.

One aim is to create a network of routes generally suited to the novice and inexperienced cyclist while exploiting opportunities where possible to assist the more experienced cyclist using busier roads. The map will be used as a reference document when planning both cycling-specific and other road improvements, and roading maintenance schemes. In this way, it is intended that the opportunities to improve the cycling infrastructure are maximised. Cyclists will, therefore, have access to and be encouraged to use as many bus routes as possible and the design of new bus routes will cater for the needs of cyclists.

This policy promotes the use of signage to accompany the cycle network. Signage should clearly identify what type of route it is, for example commuter or recreation, and should include primary and secondary cycle signs which assist wayfinding and inform users of the time it takes to travel to key destinations.

It is recognised that cycle parking at train and bus stations is particularly important; at Wellington Railway Station there are currently a number of cycle lockers administered by Greater Wellington Regional Council (GWRC) that are poorly used. Cyclists tend to leave their bikes locked to poles and signs. GWRC has also recently announced cyclists can bring their bikes on Wellington and Wairarapa trains free of charge from July 2008. It is envisioned this will encourage the use of both active and public transport. The policy proposes Wellington City Council work with GWRC and rail on such initiatives as well as assist in increasing bicycle parking at all Wellington railway stations.

Another recommendation is that the Council install secure bicycle parking facilities at other key destinations. Such facilities could include features such as secure bike lockers which can be used by commuter cyclists who do not have appropriate facilities in their workplace, as well as people visiting the central city for other purposes. Secure cycle lockers could be installed outside fitness centres, in parking buildings and in Civic Square. The current cycle lockers administered by GWRC are leased out for six months at a time. It is proposed Wellington city cycle lockers are short-stay lockers only and available on a first-come, first-served basis. This policy also considers bicycle parking should be provided at other key suburban destinations such as libraries, sporting and leisure facilities, shopping centres and community centres.

The Council will continue to take opportunities to improve and increase cycle parking. The need for more, well-located cycle parking in the CBD and suburban centres is well recognised and this policy provides the starting point for getting such facilities in place. Council is currently trying to reduce the amount of street 'clutter', and since street furniture such as cycle stands adds to this clutter, careful consideration must be given to finding suitable and safe locations for cycle stands that don't interfere with pedestrian thoroughfare, visual amenity and other street furniture demands.

In Wellington city, there is no proactive sweeping of debris from the road. Clearing of debris is done only on request. It is proposed to proactively sweep an area at the side of the traffic lane using a mechanical sweeper. It is proposed to sweep all key routes at least once every two weeks.

There are a number of locations in the city that pose problems for cyclists due to road construction and sump locations. This cycle policy addresses these issues on the key cycle routes, however on major arterials that do not form part of the key routes network, it is proposed that improvements be made to these routes as opportunities arise through normal road maintenance.

Wellington City Council has been approached by a number of potential operators requesting support of their bike-hire or public bikes schemes. Each of these operators would like Council to provide bike parking at no cost to them. This model is used elsewhere in New Zealand and successfully on a large scale in Paris.

The Council will work with commercial operators to examine the viability of a short-term bike hire scheme with the objective of there being no net cost to Council.

Objective 3
To improve the experience of cycle trips to and from the central area

How will we know that we have succeeded?

Target 3
The Annual Land Transport Road Safety Report and the Resident Satisfaction Survey shows greater satisfaction with the central area cycling environment, a reduction in the number of reported cycle crashes in the central area and a reduction in crashes for commuting cyclists

What is the Council's position on cycling to and from the central area?

Policy 3.1

On main corridors, cyclists will have an option of riding free of general traffic by using dedicated cycle facilities where practical or by using dedicated bus lanes

Policy 3.2

Every opportunity must be taken to make improvements to the cycle network (refer Appendix 1) to make the routes safer and more convenient

Policy 3.3

Those who choose to cycle will have provision for securing their cycle near their destination in the central area

How will the Council do this?

Proposed actions	
1.4	Deliver awareness campaigns on the responsibilities of all parties for both shared cycle/footpaths and bus lanes
1.6	Facilitate the creation of an internet-based regional journey planner which will enable people to personalise individual journey maps
1.16	Provide conceptual support for the great harbour way concept

2.1	Develop cycle parking requirements for central area buildings
2.3	Undertake an ongoing review of signalised intersections to understand where advanced stop boxes could assist
2.4	Undertake a study to identify the gaps in cycling routes to central area including difficult and dangerous intersections
2.5	Identify opportunities to provide cycle routes on the main corridors on quieter parallel routes to the main trafficked roads
2.8	Undertake a feasibility study for the provision of public cycle lockers
2.9	Undertake a review of signalised intersections to understand where marked diamonds highlighting signal loops could assist
2.15	Investigate the feasibility of using clearways as a cycle lane on key commuter routes.
3.4	Provide bus lanes on key commuter routes as set out in the Council's Bus Priority Plan, and accommodate the needs of cyclists in the design and operation of bus lanes
3.13	Provide where possible a suitable road surface on key cycling routes as identified in the key cycle routes map
Proposed actions that depend on the outcome of the investigation	
3.5	Provide advanced stop boxes at signalised intersections where required
3.7	Provide improvements to the road network to remedy gaps in the cycling network and address difficult and dangerous intersections
3.8	Provide alternatives to main trafficked routes on quieter alternative routes
3.9	Provide additional cycle parking facilities in key identified areas
3.10	Provide public cycle lockers, showers and changing facilities at key locations where feasible
3.12	Provide painted diamonds at intersections to highlight signal loops and promote how to use them

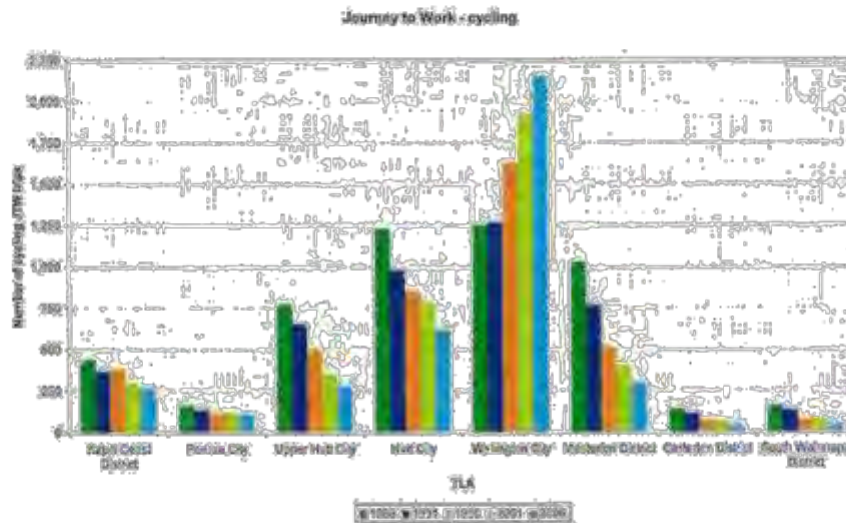
RATIONALE

At 2.5 per cent of all journey to work trips, Wellington's rate of cycling is just slightly above the average (2.4 per cent) for New Zealand as a whole. The cities with significantly higher cycling rates than Wellington (such as Nelson, Christchurch, Palmerston North, Napier and Hamilton) have flat topography and wide streets. Wellington's compactness and relatively good public transport network means journeys that in other cities might be taken by bicycle are likely to be made on foot or by public transport. When it comes to the total of bus, train, walking and cycling trips,

Wellington at 40.4 per cent is far ahead of any of the main cycling cities (Nelson is the best of those, at 17.1 per cent).

Cycle commuting is focused on central area destinations. While 60 per cent of all commuting trips within Wellington city end in the central area, for cycling this figure is 72 per cent. Therefore it makes good sense to concentrate on journeys between the suburbs and central area, rather than between suburbs. Appendices 2 and 3 provide useful maps showing the hourly cycle-volumes and distances in and around the central area.

The journey to work trip recorded in the national census over the last 20 years shows that of all the cities in the greater Wellington region, Wellington City is the only one to show an increase in the number of trips to work taken by bicycle. This increase can be attributed to Wellington's compactness and the number of residents choosing to live close to their place of work, as well as a significant increase in resident population.



This policy proposes to use the proposed bus priority programme to accommodate a network of bus/cycle lanes on key corridors into and out of the city. For these lanes to be useful to cyclists, they must be of sufficient width to safely accommodate both a cyclist and a bus. As the bus network alone will not always accommodate the needs for cyclists, it is proposed to identify and where possible remedy gaps in cycle routes to the central area and to identify and remedy dangerous intersections on the routes to and from the central area.

In Wellington there are bus lanes and 'bus only' areas. It should be noted that cyclists are currently able to use bus lanes as stipulated in the road code. However, lanes or areas marked 'buses only' are considered unsafe for other road users.

'Bus only' areas are considered unsafe because they are designated for bus operational purposes or used as contra flow bus lanes. Contra flow bus lanes are only a single lane running in the opposite direction to the general traffic stream. To pass a stationary vehicle in the lane means the other vehicle must pull out in front of oncoming traffic. This practice is extremely unsafe particularly for cyclists. Also buses

passing cyclists in the lane would have the potential to knock or squeeze the cyclist out of the lane. As a result all other vehicles including cyclists are prohibited from using contra flow bus lanes which are appropriately marked as "Buses Only."

There are currently three 'bus only' lanes in Wellington city: Lambton Quay southbound from Panama Street to Hunter Street; southbound on Willis Street and the southbound central lane at the southern end of Thorndon Quay. Thorndon Quay is restricted because any vehicle travelling in this lane must continue through to the Lambton bus interchange. This is a bus operating area and for safety reasons all traffic other than buses are excluded. Other bus lanes are usable by cyclists.

Safe and efficient functioning of shared facilities, such as cycle/footpaths and bus/cycle lanes, requires a sound understanding of rights and responsibilities on the part of all users. It is proposed to emphasise cycle awareness in bus driver training, work with cycling groups to promote appropriate use of shared lanes and include shared facility awareness in future cycling safety campaigns.

There are a number of locations in the city where cyclists could benefit from the installation of advanced stop boxes. These boxes are marked at traffic signals and allow cyclists to go ahead of the vehicle queue to get a head start on vehicle traffic when the lights turn green. This can improve safety for the cyclist as it allows them to clear the intersection before turning and before other traffic comes at them. It is proposed to work with cycling groups and individuals to understand where these could be installed and to prioritise their installation.

To create a demand at a traffic signal a vehicle only needs to stop at the limit line, where the subsurface detector loop's magnetic field recognises the mass of metal of a vehicle and sets the demand. However, cycles don't have enough mass to always register the loop. At locations that only get a demand when triggered, this means cyclists may have to wait until a car approaches or cross against the lights. It is proposed to mark on the road a small cycle symbol followed by a series of small diamonds, thus highlighting where cyclists should position themselves to maximise the effect on the signal loop. This has been used successfully at a number of locations in the city but it is not widely used and not all cyclists understand its meaning. It is proposed to work with cycling groups to determine where else this could be used. It is also proposed to promote where and how the marked loops are and can be used.

This policy also proposes a number of cycle-friendly routes that do not have the same status as a cycle route or bus/cycle route but recognise there are a number of cyclists who use them. It is proposed to make incremental improvements to these routes but, at present, it is not proposed to dedicate lanes to cycles exclusively.

The draft policy nominates two recreation routes: the coastal route including Happy Valley Road and the route through Makara and Ohari Valley, which are used regularly at weekends for recreational riding. These areas are important for recreational cyclists and this policy will ensure their needs are considered when planning and undertaking work along these routes.

Another recreation cycle route is the promenade along Oriental Parade and through Lambton Harbour. This route is a facility shared with pedestrians and other recreational users such as skateboarders and crocodile bikes. While cyclists are legitimate users of this space, it must be recognised that because, of the mixed use, the area is not suitable for fast cycling.

In addition, there are a number of opportunities to provide dedicated parallel routes to the existing cycle lanes or proposed bus/cycle lanes, such as Tory Street, Hanson-King Streets, Dover to Rintoul Streets and Tawa Porirua stream trail. It is proposed the feasibility of such routes be investigated.

Appendix 1 shows key cycle routes in Wellington. The existing dedicated cycle routes are shown as being along Hutt Road, Evans Bay Parade and Cobham Drive and Buckle Street and Karō Drive. There are also a small number of bus lanes that provide opportunities for cyclists to ride separately from general traffic. The lanes are not marked with a cycle symbol to allow flexibility in lane choice.

It is proposed to use the regional online journey planner being developed by Greater Wellington. This tool will enable users to select an origin and destination for their trip and include the type of route they would like to take. It is essential for this tool to be effective the City Council takes a proactive lead in providing sufficient resources and data for the information to be useful. Once collected and stored in the system, the information will be available for individuals and groups to produce individualised maps of routes and areas showing preferred cycle routes and routes with bottlenecks and barriers for cyclists.

The policy recognises there is a demand for cycle parking in the central city. It is proposed to install additional bike racks and investigate the provision of cycle lockers. Cycle parking and access should also be encouraged in private developments in the central area.

For a number of years cyclists and pedestrians have advocated for a high quality connection between Petone and Ngauranga. This has been the subject of a number of studies involving both the Wellington and Hutt City Councils, the Regional Council and NZ Transport Agency (formerly Transit). Some minor work was undertaken by Wellington City Council in 1999 to establish a southbound only cycle facility between our northern boundary near Horokiwi Road through to Ngauranga. More recently the call for a complete two way facility has been made, from this has grown the Great Harbour Way concept for a high quality commuting/recreational facility from Pencarrow on the eastern harbour entrance around the harbour to Red Rocks in Ōwhiro Bay.

Wellington City Council supports the concept of the Great Harbour Way as an important regional connection, while noting that its development would be challenging and expensive. There is also support for other similar regional connections such as from the Porirua basin to Wellington CBD.

All these desirable connections should be seen as regional projects and responsibility for their development lying with all the national and regional authorities rather than just Wellington City Council.

Objective 4
To improve the experience of cycle trips to and from suburban centres

How will we know that we have succeeded?

Target 4
The Annual Land Transport Road Safety Report and the Resident Satisfaction Survey shows a greater satisfaction with the suburban cycling environment and reduction in the number of reported cycle crashes in the suburban centres outside of commuter times.

What is the Council's position on cycling to and from suburban centres?

Policy 4.1
Cyclists will have provision for securing their cycle near their destination in suburban centres

Policy 4.2
Every opportunity should be taken to ensure cycling is a viable option for short trips to and from suburban centres

How will the Council do this?

Proposed actions	
1.7	Continue with the area-based SaferRoads programme or Neighbourhood Accessibility Planning programme to maximise walking and cycling opportunities in suburban areas
2.6	Undertake a study to identify the gaps in cycle routes to suburban centres including difficult and dangerous intersections
3.11	Provide way finding signage suitable for cycling
3.14	Provide additional cycle parking facilities at key suburban destinations
Proposed actions that depends on the outcome of the investigation	
3.15	Provide improvements to the road network around suburban centres to address difficult and dangerous intersections

RATIONALE

Wellington is well served by suburban centres that complement the city centre. Activities at these centres range from small-to-large supermarkets, restaurants and bars, takeaway food outlets, health professionals, libraries, recreational and social centres and neighbourhood dairies.

The short car trip (under 2km) is the most inefficient use of the car. This policy promotes that those living within 10 minutes' cycle of a suburban centre will have a safe and convenient cycle route to that centre.

It is extremely difficult to determine the number of car trips to these centres that could otherwise have been made by cycle. It is proposed to prioritise these centres and undertake a survey of residents within five to 10 minutes' cycling range to understand the demand and reasons why perhaps residents do not cycle. If there is evidence that more locals would cycle then the Council will be able to prioritise and implement schemes to improve the safety and convenience of cycling in the area.

It is recognised that cycle parking at train and bus stations is particularly important in suburban centres as often people will cycle to their local train station or bus stop, leave their bike and continue their journey on public transport. This policy considers that secure bicycle parking and/or bike lockers should be provided at key suburban destinations such as libraries, sporting and leisure facilities, shopping centres and community services.

Lack of knowledge or awareness of safe routes and connections can deter people from cycling. This policy promotes the use of way finding signage with approximate cycle times to key destinations within the neighbourhood.

Council policy on suburban centres is currently being reviewed, and this presents an opportunity to improve the experience of cycling trips made to and from those centres. The provision and signage of cycle-friendly routes, and the provision of cycle parking at suburban centres will be considered in those policies.

Objective 5
To improve the experience of cycle trips to and from educational centres

How will we know that we have succeeded?

Target 5
The Annual Resident Satisfaction Survey shows a greater satisfaction for cyclists biking to and from educational centres. Council monitoring shows that all schools in Wellington have a School Travel Plan/Safer Routes to School programme incorporating safe cycling policies and that tertiary institutes have an organisational travel plan that incorporates safe cycling policies.

What is the Council's position on cycling to and from educational centres?

Policy 5.1
Every opportunity should be taken to ensure cycling is a viable option for short trips to and from educational centres

How will the Council do this?

Proposed actions	
1.6	Facilitate the creation of an internet-based regional journey planner which will enable people to personalise individual journey maps
1.10	Adopt school travel planning programme, rolled out in all schools across Wellington with the initial focus on primary schools but extended to include intermediate and secondary schools in the future.
1.11	Promote the use by schools of the online regional journey planner which will enable people to personalise individual journey maps.
1.12	Promote, encourage and support the use of the Safer Routes to School programme and school travel plans
1.13	Work with tertiary institutes to develop organisational travel plans
2.10	Undertake an audit of common routes to and from school to determine barriers and issues affecting cycling
2.11	Undertake analysis to determine options to correct issues identified in audit including identifying likely costs. Prioritise works in a way that creates the potential to reduce car trips to and from school

3.16	Provide a dedicated parking warden to address school parking issues.
Proposed actions that depend on the outcome of investigations	
3.17	Provide street improvements as identified to improve routes to and from school ie for safe crossing points and traffic calming as identified in the school travel plan
3.18	Provide infrastructural improvements where the experience of cycling to and from campuses is compromised and has been identified in Organisational Travel Plans

RATIONALE

Educational centres are defined as primary, secondary and tertiary institutes.

Parents driving children to school contribute significantly to congestion during morning rush hours and create safety problems outside and around school premises. Children who are driven to school miss out on valuable exercise and have fewer opportunities to develop good road sense. If parents are to allow their children to walk or cycle to school, they are going to have to be convinced there are safe routes available.

Travelling to school often involves trips without adult supervision along busy roads at peak times. Many school children are keen to cycle to school but are often afraid to because of the dangers and high levels of traffic on busy urban routes.

This policy identifies education as a priority to help prevent further car dependence and to make safer drivers for the future. Staff and pupils will be encouraged to consider cycling to and from school and provide training in safety and security. Through this policy, Council officers will work with local schools to assess the level of road safety knowledge to assist the development of initiatives.

The Council intends to use the proposed regional online journey planner being developed by Greater Wellington, which will enable users to select origin and destination for their trip and to include the type of route they would like to take. For this tool to be effective, it is essential the City Council takes a proactive lead in providing sufficient resources and data for the information to be useful. Of particular relevance to schools would be the ability to define a desired level of cycling confidence or ability, and thus the data must have enough detail to assess the suitability of a given section for young or inexperienced cyclists. Once collected and stored in the system, the information will be available for individuals and groups such as schools, enabling them to produce individualised maps of safe routes to and from school.

Wellington has 76 primary schools and 13 secondary schools and the Council has worked with 25 schools to develop a Safe Routes to School programme. Experience has shown each school needs on average \$100,000 of infrastructural changes to the roads surrounding the school to make parents feel more at ease to let their children walk to school. Unfortunately, current budgets can not sustain this programme but incorporating it into the larger suburb-wide, area-based SaferRoads programme will enable the programme to be delivered successfully.

One of the reasons given for not letting children cycle is the illegal and dangerous parking at or around the school gate. This policy proposes to dedicate at least one parking warden to address school parking issues.

There are a number of agencies working with schools to help increase fitness, reduce car dependency and promote road safety. Cycling to school is seen to be a good way of achieving these, therefore the Council becomes the lead agency in a multi-agency approach to cycling.

Organisational travel plans (OTP) are similar to school travel plans. There are a number of organisations that have adopted OTPs. Victoria University has an OTP as a means of addressing parking and travel issues between their four main campuses: Kelburn, Pipitea, Vivian St and Karori. The OTP has identified a number of deficiencies in the cycle network both on their campus and on the surrounding city streets. It is proposed the Council assists in rectifying publicly owned issues and improves the experience of cycling to and from campus. This will be extended to other tertiary institutions as required.

Objective 6
To improve the experience of cycle trips for recreation

How will we know that we have succeeded?

Target 6
The Annual Land Transport Road Safety Report and the Resident Satisfaction Survey show a greater satisfaction with trips for recreation and reduction in the number of reported cycle crashes on identified routes outside of commuting times.

What is the Council's position on trips made for recreational cycling?

Policy 6.1
On-road recreational cycling is a legitimate and supported use of the road network

Policy 6.2
Opportunities should be taken to ensure cycling is a viable option for short trips to and from key recreational areas and facilities

How will the Council do this?

Proposed actions	
2.12	Undertake a study to identify the gaps in cycle routes to recreation centres and off road recreational areas, including difficult and dangerous intersections
2.13	Coordinate planning and delivery with the Open Space Access Plan to connect communities and recreational nodes
3.20	Provide a suitable road surface on key recreational cycle routes (refer Appendix 1)
Proposed action that depends on the outcome of the investigation	
3.21	Provide improvements to the road network around recreation centres and off road recreational areas

RATIONALE

The Open Space Access Plan is another key reference document for considering recreational cycling. This policy aims to improve links to the recreational track network by ensuring the routes are high quality. A lack of accessible cycle links to playgrounds and parks results in people driving to recreation destinations rather than cycling.

Leisure cycling is an important, high-quality way to enjoy local green space like the Town Belt or scenic routes such as the South Coast and rural circuit, and it is also a good way to introduce people to cycling for their everyday transport needs. To encourage more leisure cycling, small-scale improvements are required including links to residential areas, better signposting, marketing and information. Major leisure routes and facilities, such as the Makara Peak Mountain Bike Park, continue to increase the profile of cycling and enhance Wellington's reputation as a great place to live, work and play.

While many recreational cycle routes are off-road, there are also many parts of the road network (especially coastal and rural roads) with scenic qualities that make them attractive for recreational cycling. Where these routes are cycle-friendly, it is proposed the Council promote these as part of a wider recreational cycle network.

It is proposed recreational cycle routes have a smooth surface and road-sweeping and other maintenance policies consider the needs of cyclists.

DRAFT IMPLEMENTATION PROGRAMME

The draft implementation programme translates the ideals of the Cycling Policy into management on the ground and in the community. The implementation programme identifies specific projects and programmes (covering the full range of engineering, education, enforcement and encouragement activities) with cost estimates and timeframes.

The implementation programmes will be included within the Long-Term Community Council Plan (LTCCP) and Land Transport New Zealand programmes and may be subject to change in accordance with technical, political and financial priorities the implementation programme will be finalised once funding is approved.

	Proposed Actions	Applicable to Objective						When	What will it cost
		1 safer	2 convenient	3 connecting	4 self-serve	5 education	6 recreation		
1.0	Adopt / Promote / Advocate								
1.1	Adopt best-practice guidelines for cycle network and route planning	✓	✓	✓	✓	✓	✓	Ongoing	Operational
1.2	Regulate for lower speed limits in local streets to provide alternatives to busy main roads where appropriate	✓	✓	✓	✓	✓	✓	Ongoing	Operational
1.3	Promote road safety campaigns targeting both motorists and cyclists with a focus on reducing cycle injuries	✓	✓	✓	✓	✓	✓	Ongoing	\$10,000/year
1.4	Promote awareness campaigns on the responsibilities of all parties for both shared cycle/footpaths and bus lanes	✓	✓	✓	✓	✓	✓	Ongoing	\$10,000/year

1.5	Facilitate a forum where industry and community representative can come together to discuss cycling issues. This group would assist in planning and delivering road safety and travel planning initiatives	✓	✓	✓	✓	✓	✓	✓	✓	Ongoing	\$6,000 /year
1.6	Facilitate the creation of an internet-based regional journey planner, which will enable people to personalise individual journey maps	✓	✓	✓	✓	✓	✓	✓	✓	2008-2010	\$5,000
1.7	Continue with the area-based SaferRoads programme or Neighbourhood Accessibility Planning programme to maximise walking and cycling opportunities in suburban areas	✓	✓	✓	✓	✓	✓	✓	✓	Ongoing	Budgeted for elsewhere
1.8	Advocate for accessible public transport options for cyclists, eg carriage of bikes on buses	✓	✓	✓	✓	✓	✓	✓	✓	Ongoing	Operational
1.9	Require cycle safety assessments as part of resource consent applications for new developments (especially for multi-units and central area)	✓	✓	✓	✓	✓	✓	✓	✓	Ongoing	Operational
1.10	Adopt school travel planning programme, rolled out in all schools across Wellington with the initial focus on primary schools but extended to include intermediate and secondary schools in the future	✓	✓	✓	✓	✓	✓	✓	✓	Ongoing	\$50,000 /year
1.11	Promote the use by schools of the online regional journey planner which will enable people to personalise individual journey maps	✓	✓	✓	✓	✓	✓	✓	✓	Ongoing	Operational
1.12	Promote, encourage and support the use of the Safer Routes to School programme and school travel plans	✓	✓	✓	✓	✓	✓	✓	✓	Ongoing	Operational
1.13	Work with tertiary institutes to develop organisational travel plans	✓	✓	✓	✓	✓	✓	✓	✓	Ongoing	\$10,000 /year
1.14	Advocate for increased funding assistance rates from Central Government for the provision and maintenance of cycling infrastructure	✓	✓	✓	✓	✓	✓	✓	✓		
1.15	Advocate that Central Government provide a comprehensive deployment of Red Light cameras to reduce the instances of failing to	✓	✓	✓	✓	✓	✓	✓	✓		

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	stop at traffic signals.													
1.16	Provide conceptual support for the great harbour way concept													
2.0	Plan / Investigate / Develop / Undertake													
2.1	Develop cycle parking requirements for central area buildings												Ongoing	Operational
2.2	Determine a suitable methodology for assessing levels of service and assess all routes identified in Appendix 1												2009-2010	\$50,000
2.3	Undertake an ongoing review of signalised intersections to understand where advanced stop boxes could assist												2009-2010	Operational
2.4	Undertake a study to identify the gaps in cycling routes to the central area including difficult and dangerous intersections												2009-2010	\$20,000
2.5	Identify opportunities to provide cycle routes on the main corridors on quieter parallel routes to the main trafficked roads.												2012-2015	\$20,000
2.6	Undertake a study to identify the gaps in cycle routes to suburban centres including difficult and dangerous intersections												2012-2013	\$5,000
2.7	Undertake a feasibility study for providing public cycle parking at key areas in the city												2009-2010	\$10,000
2.8	Undertake a feasibility study for providing public cycle lockers												20011-2013	\$10,000
2.9	Undertake a review of signalised intersection to understand where marked diamonds highlighting signal loops could assist												2009-2010	Operational

2.10	Undertake an audit of common routes to and from school to determine barriers and issues affecting cycling	✓	✓	✓	✓	2009-2010	\$20,000
2.11	Undertake analysis to determine options to correct issues identified in audit including identifying likely costs. Prioritise works in a way that creates the potential to reduce car trips to and from school	✓	✓	✓	✓	2009-2014	\$10,000 /school
2.12	Undertake a study to identify the gaps in cycle routes to recreation centres and off-road recreational areas, including difficult and dangerous intersections	✓	✓	✓	✓	2015-2018	\$2,000 /year
2.13	Coordinate planning and delivery with the Open Space Access Plan to connect communities and recreational nodes	✓	✓	✓	✓	Ongoing	Operational
2.14	Investigate the feasibility of setting up an 0800 Cycle Crash hotline to report cycle crashes to inform our work programme						Operational
2.15	Investigate the feasibility of using clearways as a cycle lane on key commuter routes.						Operational
3.0	Provide / action – some actions will depend on the outcome of the investigation						
3.1	Provide cycle-friendly sump-grates on the cycle network and on cycle-friendly routes (refer Appendix 1)	✓	✓	✓	✓	2008-2014	\$25,000 /year
3.2	Provide regular sweeping of cycle network and cycle-friendly routes	✓	✓	✓	✓	Ongoing	\$250,000 /year
3.3	Provide bus lanes that recognise the needs of cyclists	✓	✓	✓	✓	2008-2019	Budgeted for elsewhere
3.4	Provide bus lanes on key commuter routes as set out in the Council's Bus Priority Plan, and accommodate the needs of cyclists in the design and operations of bus lanes	✓	✓	✓	✓	2008-2019	Budgeted for elsewhere

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2015

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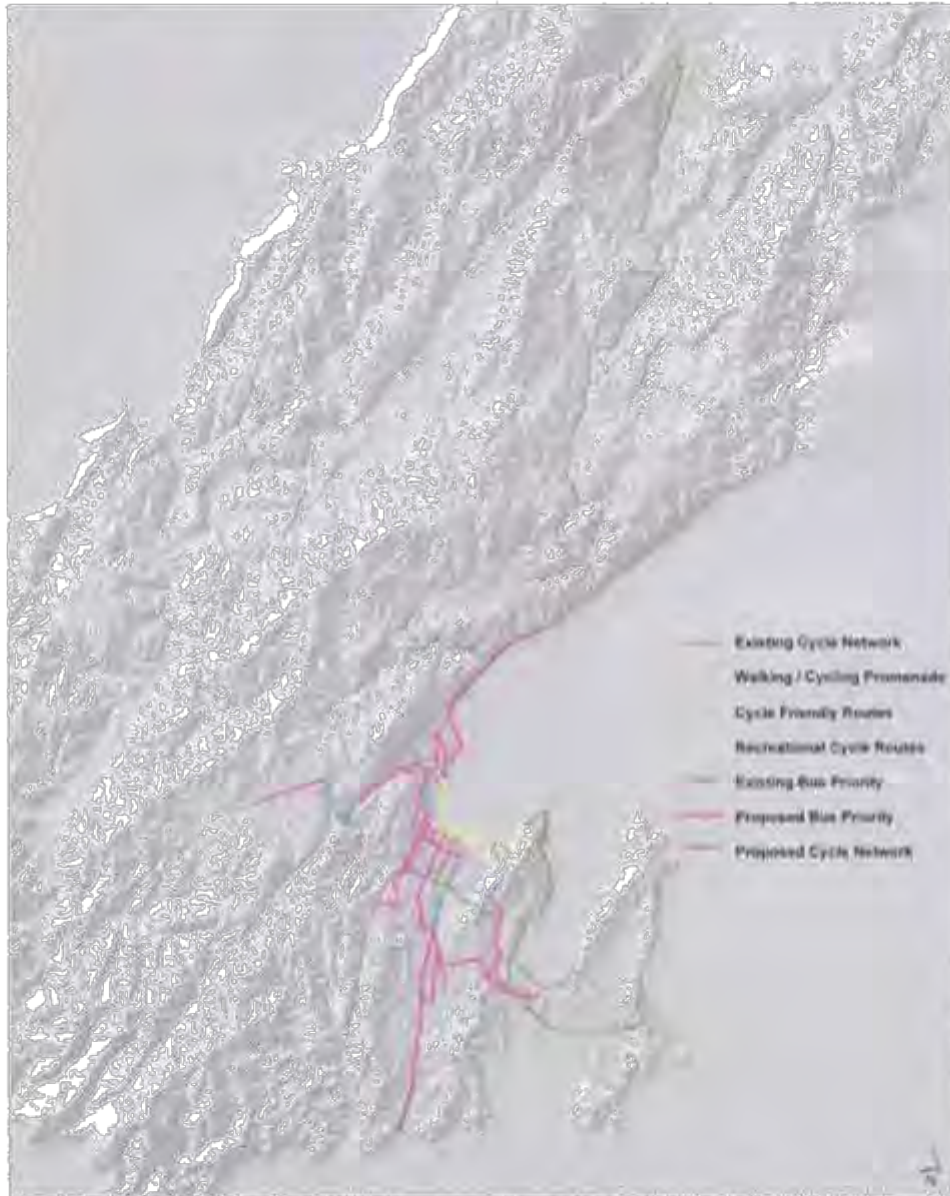
3.5	Provide advanced stop boxes at signalised intersections where required	✓	✓	✓	✓	2013-2016	\$50,000 /year
3.6	Provide coloured designated cycle lanes	✓	✓	✓	✓	2009-2014	\$10,000 /year
3.7	Provide improvements to the road network to remedy gaps in the cycling network and to address difficult and dangerous intersections	✓	✓	✓	✓	2011-2016	\$100,000 /year
3.8	Provide alternatives to main trafficked routes on quieter alternative routes	✓	✓	✓	✓	2016-2019	To be determined
3.9	Provide additional cycle parking facilities in key identified areas	✓	✓	✓	✓	2009-2014	\$10,000 /year
3.10	Provide public cycle lockers, showers and changing facilities at key locations where feasible	✓	✓	✓	✓	2013-2016	\$50,000 /year
3.11	Provide way-finding signage suitable for cycling	✓	✓	✓	✓	2009-2014	\$5,000 /year
3.12	Provide painted diamonds at intersections to highlight signal loops and promote how to use them	✓	✓	✓	✓	2009-2014	\$5,000 /year
3.13	Provide where possible a suitable road surface on key cycling routes as identified in the key cycle routes map	✓	✓	✓	✓	Ongoing	\$100,000 /year
3.14	Provide additional cycle parking facilities at key suburban destinations	✓	✓	✓	✓	2011-2013	\$4000 /year
3.15	Provide improvements to the road network around suburban centres to address difficult and dangerous intersections	✓	✓	✓	✓	2016-2018	\$25,000 /year

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3.16	Provide way-finding signage with approximate cycle times to key suburban destinations	✓	✓	✓	✓	2016-2018	\$5000 /year
3.17	Provide street improvements as identified to improve routes to and from school to for safe crossing points and traffic-calming as identified in the school travel plan	✓	✓	✓	✓	2010-2019	\$100,000 /school
3.18	Provide a dedicated parking warden to address school parking issues	✓	✓	✓	✓	Ongoing	\$65,000 /year
3.19	Provide infrastructural improvements where the experience of cycling to and from campuses is compromised and has been identified in Organisational Travel Plans	✓	✓	✓	✓	Ongoing	To be determined
3.20	Provide a suitable road surface on key recreational cycle routes.	✓	✓	✓	✓	Ongoing	\$25,000 /year
3.21	Provide improvements to the road network around recreation centres and off-road recreational areas	✓	✓	✓	✓	2015-2018	\$10,000 /year
3.22	Provide improvements to road edges on non-key routes	✓	✓	✓	✓	Ongoing	\$50,000/year

APPENDICES

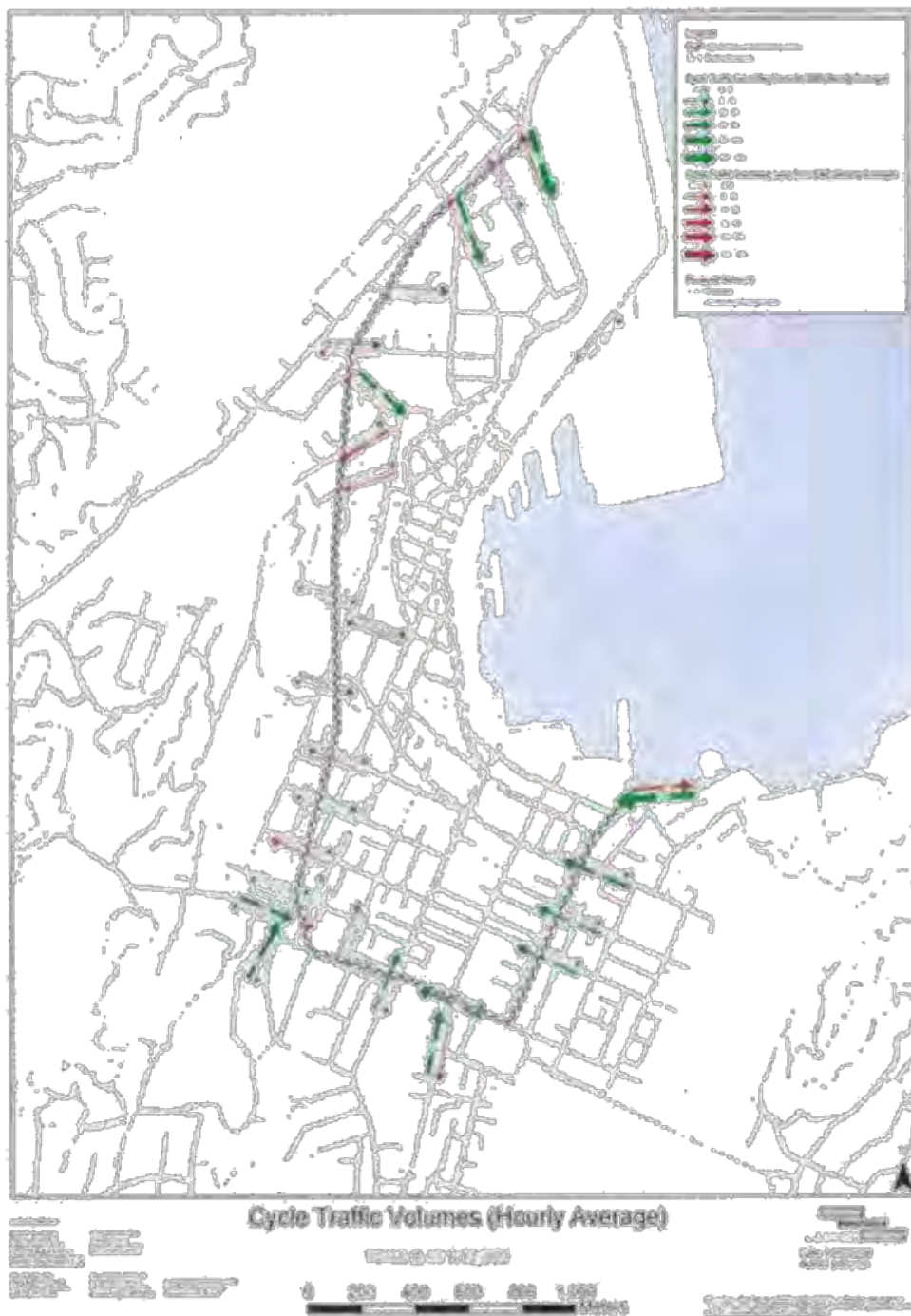
APPENDIX 1 – KEY CYCLE ROUTES MAP



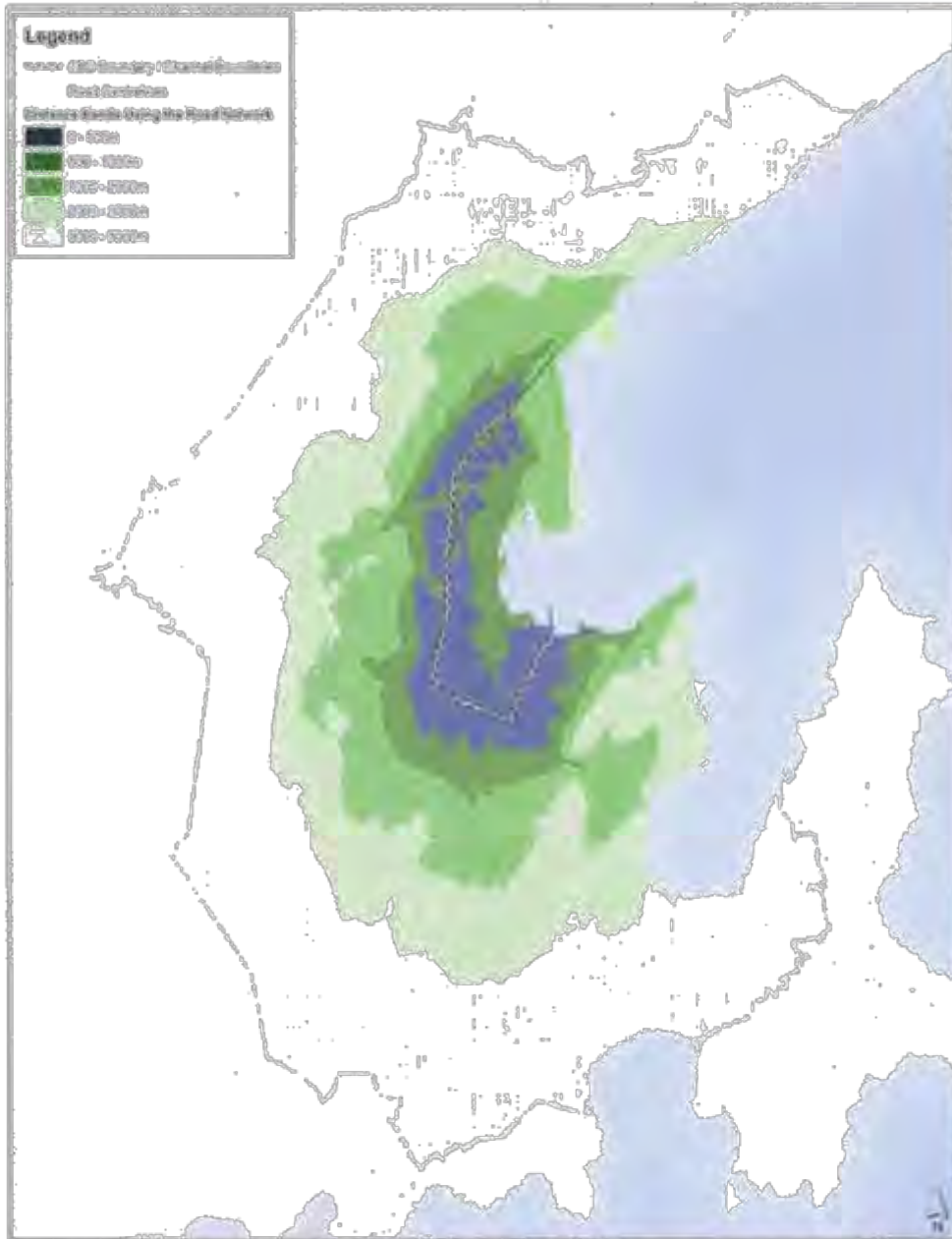
Key Cycle Routes



APPENDIX 2 – AVERAGE OF CYCLE TRAFFIC VOLUMES



APPENDIX 3 – CYCLING DISTANCES TO CENTRAL AREA



Driving Distance Bands from Wellington CBD

Wellington City Council Cycling Policy
2008