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Committee Regional Land Transport
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Regional Cycling Strategy

1. Purpose

To provide the Committee with an analysis of the submissions received and to adopt the Regional Cycling Strategy (Strategy) presented in **attachment 1**.

2. Background

The draft Regional Cycling Strategy was released for public consultation by the Committee from 25 August to 20 October 2003.

3. Comment

3.1 Submissions received

Twenty seven submissions were received made up of eight government agencies, five cycling clubs/groups and 14 members of the public. Submissions were collated and analysed, with necessary amendments made to the Strategy in conjunction with the Cycling Technical Group. A copy of the submissions are enclosed as a separate document and will be tabled at the meeting.

3.2 Analysis of submissions

Twenty four of the submissions were generally supportive of the Strategy. Some of these requested minor changes, made suggestions regarding implementation or requested clarification of the text. Two submissions were opposed to particular parts of the action programme. One submission opposed the Strategy.

3.2.1 Vision

The vision is supported. No submissions requested changes or noted opposition.

3.2.2 Objective One: Advocacy

Objective One is supported by the majority of submissions.

Ten submissions note their support of the Regional Cycling Coordinator (Coordinator). They include Wellington City Council (WCC), Hutt City Council (HCC), Kapiti Coast District Council (KCDC), Greater Wellington Regional Council (GWRC), Regional Public Health (RPH), the Land Transport Safety Authority (LTSA), Kapiti Cycling Inc, Cycle Aware Wellington (CAW), and two members of the public.

Porirua City Council (PCC), South Wairarapa District Council (SWDC) note they do not support the objective and believe GWRC should not have a role in 'advocacy'.

Comment

A key to progressing cycling work programmes is adequate funding. GWRC is in a position to add weight to funding requests by advocating to central and local government. There is support for this role from most territorial authorities.

Ms Reesby believes the Coordinator an ineffective tool for the purposes of increasing cycling numbers and safety. Mr Waller believes the Coordinator would be ineffective and a misuse of ratepayer funds.

Comment

The Coordinator is one part of an integrated programme of actions aimed at increasing cycling numbers and their safety. There is strong support from most of the territorial authorities in the region and other key agencies who will potentially work with the Coordinator. It remains a key element of the strategy.

3.2.3 Objective Two: Safety

Most submissions support Objective Two.

RPH, KCDC, WCC, HCC, Kapiti Cycling Inc and CAW explicitly support the actions listed, some with the proviso that the Coordinator has a strong role in ensuring all cycling safety programmes in the region compliment each other, especially where a programme is being carried out in schools.

Comment

Agreed. This is an anticipated role for the Coordinator.

Kapiti Cycling Inc further suggest that a 'learner ground' be established as a safe environment for conducting cycling skill programmes.

Comment

The feasibility of such a ground being accessible to the region as a whole is questionable. In addition, schools in the region generally have within their grounds off road 'safe' space for children learning to cycle, which is often

used effectively for in-school cycle programmes. The learner ground is not a justifiable action for the strategy at this point in time.

PCC does not support GWRC's role as specified in the strategy and believe road safety is the responsibility of LTSA.

Comment

GWRC has a clear role in facilitating road safety in planning the transport network. GWRC are responsible for facilitating Regional Road Safety Week and produce a Regional Road Safety Strategy. Actions under the safety objective will also require the involvement of other key stakeholders, including the LTSA.

Mr Trolove and Ms Reesby do not support education as a means of achieving safety. They believe the key to cycling safety is physical works.

Comment

The Strategy is an integrated package of actions. Physical works also represent a key component of the strategy.

3.2.4 Objective Three: Accessibility

There was no opposition to this objective.

Recommendations for further action under this objective included:

- (a) More cycle lockers at train stations
- (b) Reference to best practice documents to guide RCA cycling works
- (c) Investigate promotion of workplace and school end use cycle facilities as a means of encouraging more cycling
- (d) GWRC to help territorial authorities set up trusts to secure more funding for cycle works.

Comment

- (a) **Cycle locker installation is ongoing throughout the region and is part of the Transport Procurement team work programme.**
- (b) **Agreed. The strategy should be amended to make reference to current best practice guidelines.**
- (c) **Sport and Recreation New Zealand (SPARC) have produced a workplace end use cycling facilities guide that is available to the public and have taken a role in promoting the guide. It is not considered a necessary action for the Strategy at this point in time.**
- (d) **The suggestion was made by Kapiti Cycling Inc. However, it is an action territorial authorities will need to initiate if they so desire. There has been no indication to date of an interest in setting up**

such trusts and is not considered an appropriate action for the Strategy.

3.2.5 Objective Four: Awareness

Most supported this objective.

A number of submissions noted opposition to 'Bikenews' page in *Contact* newspaper unless it is syndicated regionally.

Comment

At the present time ongoing regional syndication of Bikenews does not seem likely. At the time of publishing the draft Strategy, Bikenews appeared in *Contact* newspaper which was then a regional publication. *Contact* is now a Wellington City publication, and regional syndication of 'Bikenews' will cease in March 2004. GWRC believes it inappropriate to continue funding beyond that committed in the 2003/04 financial year given it no longer has regional distribution.

3.2.6 General

Two submissions request specific acknowledgement of and research into the danger Sport Utility Vehicles (SUVs) pose to cyclists.

Comment

Research of this nature is outside the bounds of a regional cycling strategy. However, the submission will be communicated to the LTSA.

Ms McLachlan recommends a communications strategy be developed.

Comment

Agreed. This will be progressed upon the appointment of a Regional Cycling Coordinator.

4. Recommended changes to the Regional Cycling Strategy

Given the general support of the strategy vision, objectives and actions the Strategy does not need significant revision. The following changes are recommended and are included in the Strategy document (**attachment 1**):

- Support of 'Bikenews' limited to 2003/04 financial year (Objective Four: Awareness)
- Remove action to publish skill guideline series in 'Bikenews' (Objective Two: Safety)
- Reference made to forthcoming best practice documents the *Cycle Network Planning Guide* (LTSA) and *New Zealand Cycle Design Guide* (Transit NZ) to guide road controlling authorities' cycling work programmes (Objective Three: Accessibility)

- The sections *Policy Context* and *Roles and Responsibilities* updated in accordance with the passing of the Land Transport Management Act 2003
- *Appendix One* and *Framing the Issues* amended to include results from the GWRC Perceptions Survey 2003
- General editing of text in Part One of the Strategy.

5. Communication

A media release communicating key details of the adopted strategy and its general availability is appropriate.

6. Recommendations

That the Committee adopts the amended Regional Cycling Strategy provided in attachment 1.

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Attachment

1 – Regional Cycling Strategy