



Cycle Aware Wellington

www.caw.org.nz

info@caw.org.nz

(04) 934 8315 or 021 036 4443

<https://twitter.com/CycleAwareWgtn>

post office box: 27 120 Wellington

Wellington City Council 10-year plan – Cycle Aware Wellington submission

We would like to make an oral submission. Please contact Andy Gow at andy.gow@gmail.com

Cycle Aware Wellington is a voluntary, not-for-profit organisation aimed at improving conditions for existing cyclists and encouraging more people to bike more often. We advocate for cyclists who use their bikes for recreation and transport. Since 1994, we have worked constructively with local and central government, NZTA, businesses, and the community on a wide variety of cycle projects. We represent around 750 members and supporters.

Key points of our submission

- We strongly support the implementation of a cycle network as per point 11.
- We support redevelopments of Kent/Cambridge Terraces and Adelaide road providing high quality cycleways on this necessary route. We encourage the council to put more routes down.
- Building cycling infrastructure will help with **most** of the other 'ideas' presented in the plan.
- The infrastructure and financial strategy documents need to back the 'idea' of cycling with real detail.
- This is Wellington's plan for the next **ten** years – we would like to see a **step change** in commitment, and this plan is the place to do it.

We support the implementation of a cycle network

- We think key arterial cycleways need to be mentioned in the plan. This is a **ten year plan**. For example and not exclusively:
 - Ngauranga–Thorndon - especially key given GWRC aiming to complete Ngauranga to Petone, its high patronage, and its numerous hazards.
 - Island Bay to CBD - this is off the starting blocks so it is surprising not to see it in the plan
 - Eastern Suburbs to city
 - Karori to City
- We strongly support 'Idea 11' with regards to implementing a cycling network. Cycling is a part of point/idea 11 – the last in the [consultation document](#). But it became the number one most talked about idea in the [WCC's own feedback](#). Of all the highly talked about topics, it

receives the most support (91%) and receives the highest priority recommendation (80% - at time of writing). People really **want** – and **need** – cycle facilities.

- Proper cycle lane provisions don't just benefit existing cyclists but encourage a whole new group of 'keen but concerned' people who currently find cycling in Wellington too scary. There are other benefits include improving public health, lowering the overall accident rate for cars, bikes and pedestrians, reducing car congestion, and reducing hazards for drivers.
- \$44 million over 10 years is a modest amount if the council wants to create a quality level of cycle infrastructure.
 - especially over the whole city rather than just CBD,
 - especially when an extra \$100m funding is available from the government
 - especially set against a spend of \$433 million on the vehicle network with flat demand, not counting the NZTA spend.
- (3) We support redevelopment of Kent Terrace, Cambridge Terrace, and Adelaide road **providing that high quality segregated cycleways, and a smart, safe transition around the Basin are included.** This is a key route for most cyclists coming from Newtown, Berhampore, Island Bay, and surrounding hill suburbs, and there is no real alternative. There is also room for such provision on these wide roads.
- Other key CBD roads need to be considered for improved cycle facilities in the immediate term: For example, Taranaki Street, the waterfront Quays, Lambton Quay, Featherston Street, Thorndon Quay, and Willis St (especially given the work on its southbound counterpart, Victoria Street).

Help people to cycle and the other 'ideas' get fulfilled too!

We encourage the WCC to consider just how much the cycling idea in 'idea 11' could help most of the other 'ideas' in the plan:

- 2) **Strong and smart economic growth** – worldwide cities that put in cycle lanes [encourage young, smart, high tech business](#), and [economic growth including retail sales](#), whilst also [saving money in the economy](#).
- 3) **Vibrant inner city** – Cycleways on the roads listed for redevelopment will help ease access from satellite suburbs with the city. Easier cycling makes a city more accessible to people, [safer](#) for people walking, and reduces car congestion.
- 4,5) **Revitalising public spaces** – allow people to visit and use those spaces at a higher density with less disruption or pollution.
- 6) **Liveable cities** – accommodating growth and increasing density. As density increases, car use becomes less viable. But more cycle infrastructure can [reduce congestion](#) without needing any more space.
- 9) **Greater efficiency, better environmental and social outcomes** – cycling helps with all of these, and makes an active contribution to **reducing** carbon emissions. (A longer runway won't, and neither will simply "understanding climate change".)
- 10) **Reduce energy use, make streets safer** – New York has seen [accident rates for both cyclists and pedestrians drop](#) with new cycleways, and cycling reduces energy consumption over every other transport mode.

This is in addition to other benefits in [health](#), [traffic flow](#), and [road user behaviour](#), which are also very much in the city’s interest. We encourage the council to consider the difference in popularity expressed by the public on a cycling network versus a longer runway.

A strategy for cycling infrastructure is required

[The infrastructure strategy document](#) does not outline any strategy for achieving active mode transport goals, and uses very obtuse language in describing transport investments. We encourage the WCC to create more clarity in this document.

The same document suggests “*No new investment in PT and active modes*” as an option for addressing the issue/risk of ‘Increased public expectation of multi modal transport options’ – we don’t think that is an option, and encourage the WCC to remove it.

More financial details and forecasting are required

The [financial strategy draft](#) mentions “*Significant projects to upgrade or improve services include increasing the cycling network..*”. We would like to know what these projects are – but the idea sounds great. When \$44 million is to be spent on cycle infrastructure then an understanding is needed for where it will go. The **forecasting assumptions** document should also be able to provide some justification for spending figures (including spending \$433 million on a stagnant car demand). Time is of the essence whilst additional government funding is available.

We agree with the ‘statements’ on cycling

We agree with the statements made on page 40–41 of [the statements of service document](#). It is true that Wellington supports “vehicle transport more effectively than other modes such as bikes or buses.” This document doesn’t mention the safety implications of that, but there are also economic, environmental, social, and health benefits when more people cycle.

Given the extra funding available from central government, we want to see more than \$44 million over 10 years spent (p42). We encourage the WCC to consider whether it is wise spending nearly 10 times that on a stagnant car demand, not counting NZTA funding.

Please get on with it!

We like the drive and positivity in the consultation document, and many of the numbers appear well thought through. We also note positive wording for cycle provision in the Urban Growth Plan. But we would like to see a **step up in commitment** to cycling in the final 10 year plan. There has been a doubling of people cycling just in the last ten years even without infrastructure support, whilst accidents involving people cycling have increased as WCC’s own numbers show. Helping people cycle aids many other council objectives and deserves real plans for implementation, and timelines for doing it.

This 10 year plan needs concrete funding and plans to back up the positive sentiment, especially at a time when extra funding is available from the government. The best part of a billion dollars (including NZTA funds) have been allocated for roads despite a stagnant car demand. WCC’s own website feedback shows how desperate Wellingtonians are for more cycle infrastructure. We

strongly encourage the council to commit more in this 10 year plan.

Nā mātou noa, nā Cycle Aware Wellington

13 April 2015

Appendix A - External websites cited in this submission

<http://www.seattlebikeblog.com/2012/12/17/chicago-mayor-i-want-seattles-bikers-and-the-jobs-that-come-with-them/>

<http://www.nyc.gov/html/dot/downloads/pdf/2012-10-measuring-the-street.pdf>

<http://www.smh.com.au/national/bike-riders-save-economy-21-on-each-commute-20130730-2qxdg.html>

[http://www.thelancet.com/journals/lancet/article/PIIS0140-6736\(12\)60766-1/abstract?cc=y](http://www.thelancet.com/journals/lancet/article/PIIS0140-6736(12)60766-1/abstract?cc=y)

<http://www.smh.com.au/nsw/as-duncan-gay-considers-cycling-licences-bike-lanes-shown-to-be-highly-effective-20140502-zr3ff.html>

http://articles.chicagotribune.com/2013-06-10/classified/ct-met-getting-around-0610-20130610_1_cyclists-signals-bike-traffic