

Minister King: Possible response to Cycle Advocates nine point petition

Petition Point	Possible response	Comment
<p>Point 1: run a national 'share the road ' promotion campaign telling motorists and cyclists how to co-exist safely on the roads.</p>	<p>Support</p>	<ul style="list-style-type: none"> • This is an initiative in the Getting there, on foot, by cycle implementation plan. • NZTA has produced 'Share the road' guidelines and good practice examples. • Last year Greater Wellington conducted a 10 week 'share the road' campaign. Other major urban centres have similar initiatives in place. • NZTA has begun scoping the costs, risks etc of initiating a new national campaign aimed at improving safety for cyclists. Budget would need to be allocated if a campaign does go ahead.
<p>Point 2: change transport planning and funding processes to make sure key problem areas or gaps for cyclists get fixed.</p>	<p>Support in principle</p>	<ul style="list-style-type: none"> • See NZEECS funding review under Point 3. • Ngauranga to Petone cycleway, short term measures agreed to improve safety along state highway section. • Discussions ongoing with Wellington and Hutt city Council about Petone roundabout and Old Hutt Road. • Transit is continuing cross-agency working group to develop best long-term solution from Petone to Wellington city. • Auckland Harbour Bridge – study advises too expensive to create walking and cycling facilities across the bridge for expected demand. Auckland City Council

		has resolved not to support the project (not unanimous) while the regional council's transport committee has given qualified support to the project subject to evaluation of benefits against other regional priorities. This was not unanimously supported by all councillors.
Point 3: spend less on road building and more on encouraging alternatives to driving: more motor vehicles on our roads only make things less safe and attractive for cycling.	Support in part	<ul style="list-style-type: none"> • Government aims to see a modal shift to walking and cycling. • Key action in the NZ Energy and Efficiency and Conservation Strategy (NZECS) and in NZTS 08. • NZECS action to review funding policies to encourage greater provision of public transport, walking and cycling. CAN input?
Point 4: Promote the use of lower speed zones (particularly 30km/h)	Support in principle	<ul style="list-style-type: none"> • Key action in the Pedestrian and Cyclist Road Safety Framework. • NZTA refers to benefits of speed reduction zones in a number of guides. • Road controlling authorities set local speed limits. 30km/h zones exist in a growing number of major urban centres i.e. Lambton Quay, Willis Street.
Point 5: change the tolerance limit for motor vehicle speed enforcement from 10km/h to a maximum of ten percent of the posted speed limit.	No position at present	<ul style="list-style-type: none"> • This is a police operational matter. • Tolerance has been reduced around schools. • Not aware of any plans to amend the tolerance limits for motor vehicle speed enforcement.

<p>Point 6: increase walking and cycling budget in the National Land Transport Programme by a factor of five.</p>	<p>Support increasing budget where feasible</p>	<ul style="list-style-type: none"> • Last year \$14.5million for walking and cycling • 2008/09 \$18 million allocated • GPS sets out upper and lower funding bands
<p>Point 7: change funding and audit processes to make sure that all roading projects improve the environment for cycling</p>	<p>Support, work in progress</p>	<ul style="list-style-type: none"> • NZTA's Planning Programme and Funding Manual is being reviewed to ensure that roading projects have due regard to the needs of non-motorised road users.
<p>Point 8: change the driver licensing system and driver instruction (including bus and truck drivers) so motorists are educated about how to take care around cyclists.</p>	<p>Support in principle</p>	<ul style="list-style-type: none"> • Current education campaigns are targeted at drivers through 'share the road' initiatives and the tip sheet for drivers to be considerate around cyclists (part of Bikewise promotion). • Road Code contains a section 'about other road users' and provides <u>information for motorists about sharing the road.</u>
<p>Point 9: fund and promote nationwide roll-out of cycle skills training for children and adults</p>	<p>Support</p>	<ul style="list-style-type: none"> • NZTA produced guidelines for cyclist training providers earlier this year. Revised guide is due out early next year. • A national roll-out is planned for cyclist skills training commencing in 2010. However this will require increase in resources. • Police conduct cyclist skills training in schools nationwide. • Cycle Safe programme has been running in Christchurch for a number of years.

CAPS 09-12
 min \$45m
 poss max \$90m
 13-15 m min \$60m
 \$105m max