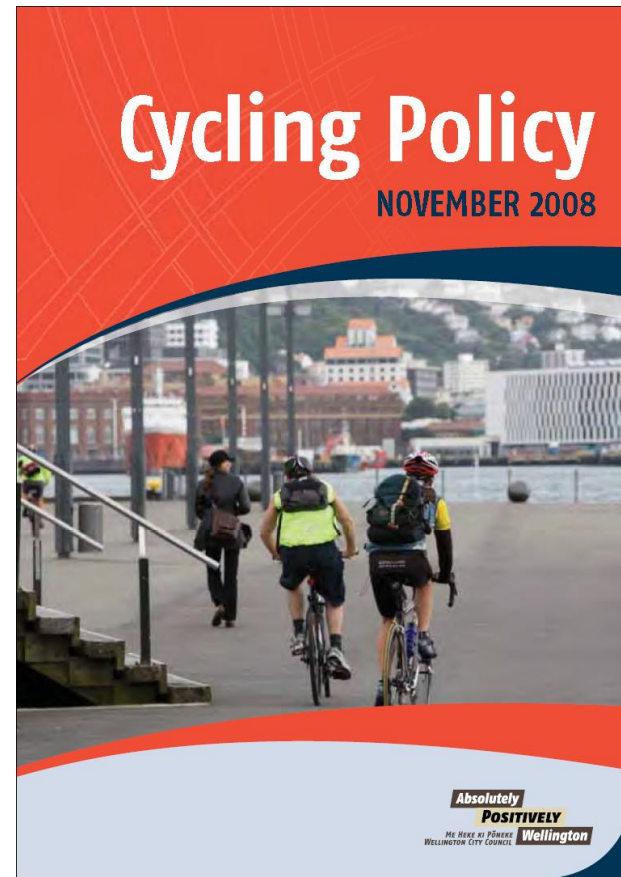


Wellington City

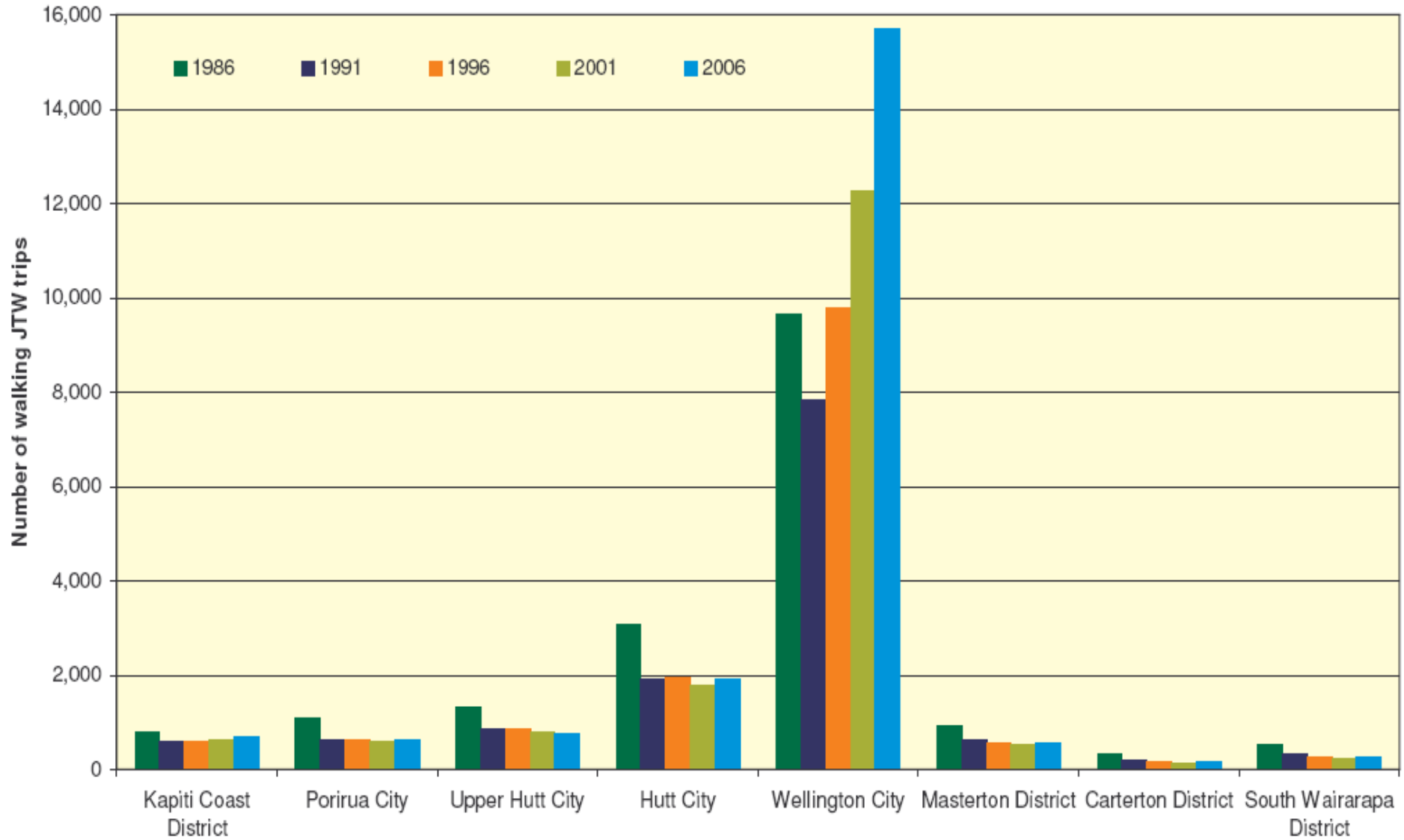
Cycling Master Class 21 July 2014

Background to WCC approach to Cycling

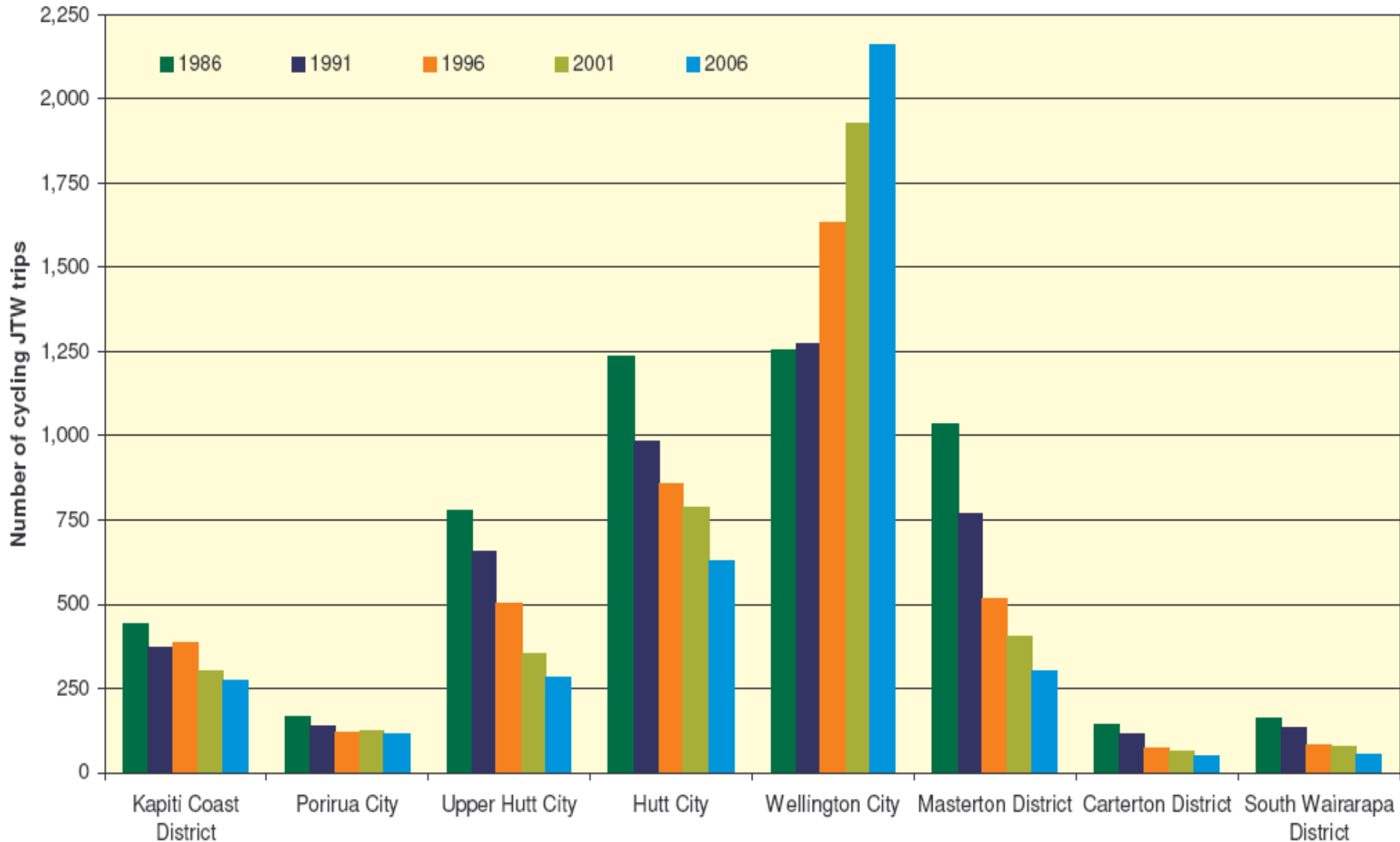
- Transport Strategies support ‘alternatives to car’
- 1st ever Cycling Policy adopted Nov 2008
- Focus on safety which will then lift numbers



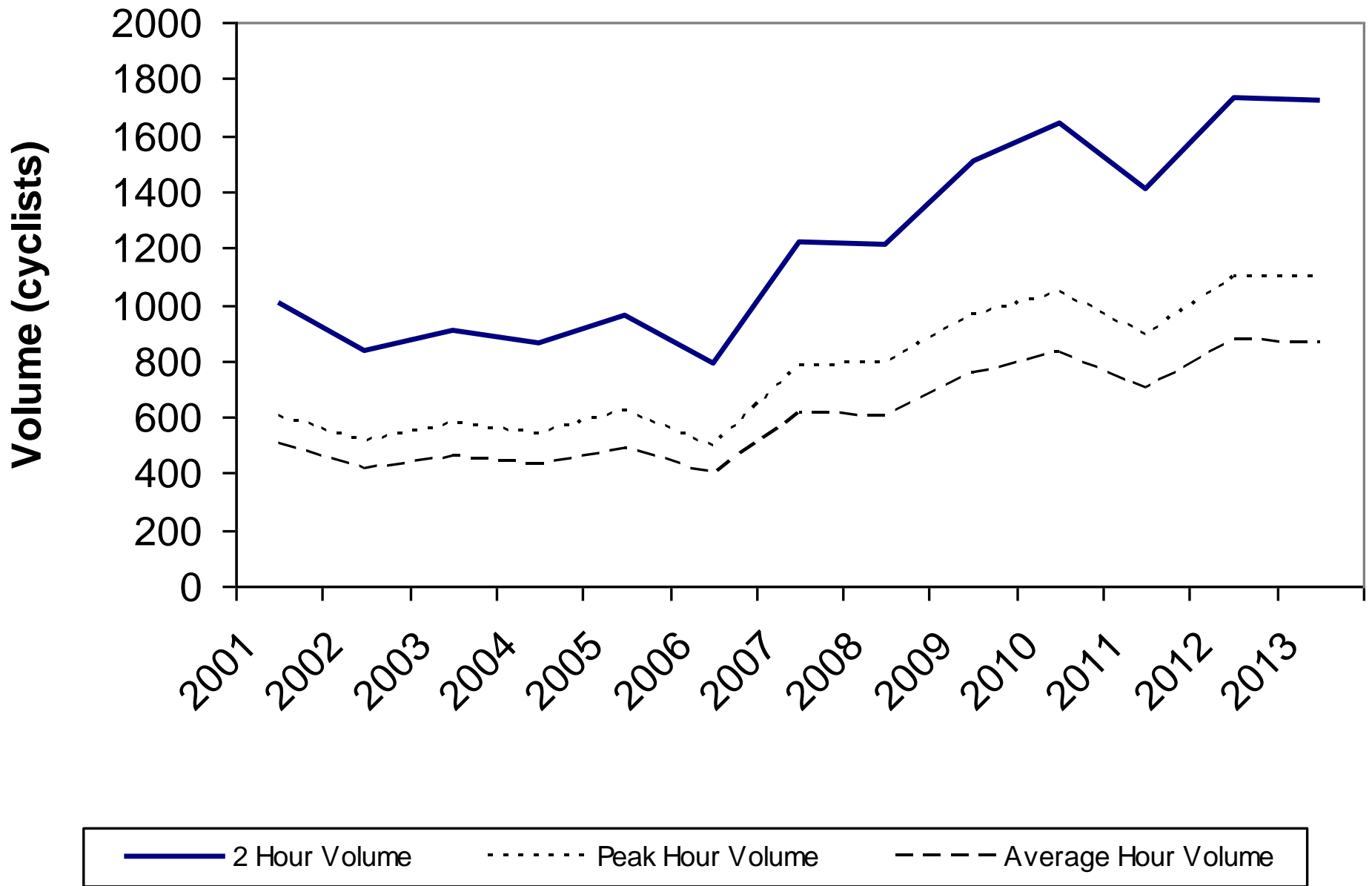
Journey to Work - Walking



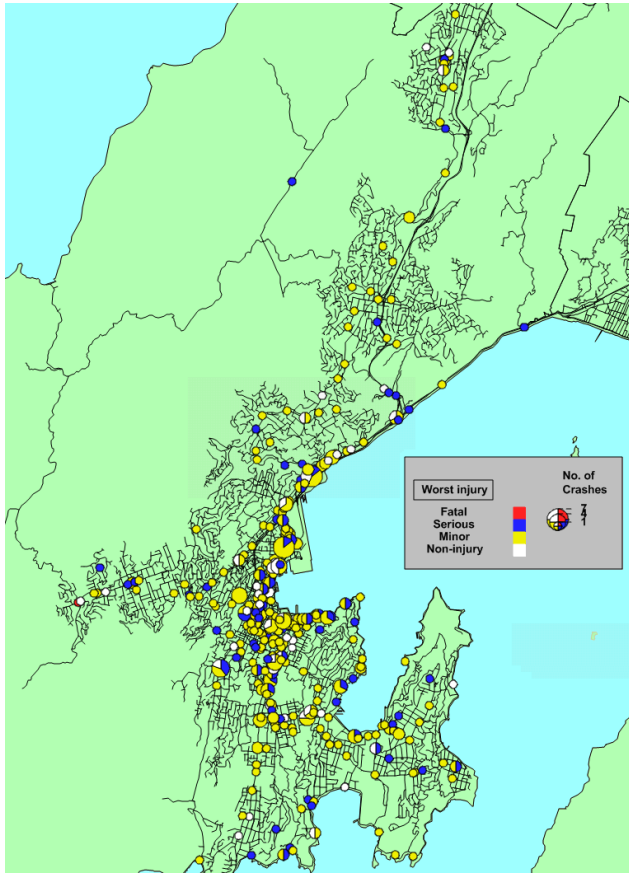
Journey to Work – Cycling



Cycle Cordon Survey (Inbound) - Average Weekday



Road Safety



- Most crashes are on arterials leading into CBD or CBD itself.
- Wellington City the worst in the country – Community risk register

Investment Levels

- 2008-9 when Cycling Policy approved - \$65,000 p.a.
- 2009-10 budget – increased to \$500,000 Strategic routes and \$220,000 smaller projects. NZTA funding required before making investments.
- 2011/12 Increased to \$1,000,000 Strategic (clarifying that was always the intent of the original motion)
- 2013/14 Increased to \$1,800,000 (including providing \$250,000 opex funding for planning)
- 2014/15 - \$4.3million capex and \$250,000 opex – removal of requiring NZTA funding on all projects

Actions to date – Making cycling safer and more convenient

- 53 actions, most being progressed
- Completing Tawa's 4.7km shared path
- Installing 400+ green boxes at signals
- Suburban speed limits
- Proposing 30kph for central area
- Doing various minor works – grates, cycle parking
- Thorndon Quay, Oriental Bay – Kilbirnie, Botanic Gardens etc
- Investigating what next

Tawa shared path \$4.5 million, 4.7km



NZTA Benefit components

A **composite benefit** of \$1.45 per cyclist per kilometre of new facility **may** be used for cyclists using the facility.

The composition of this benefit is :

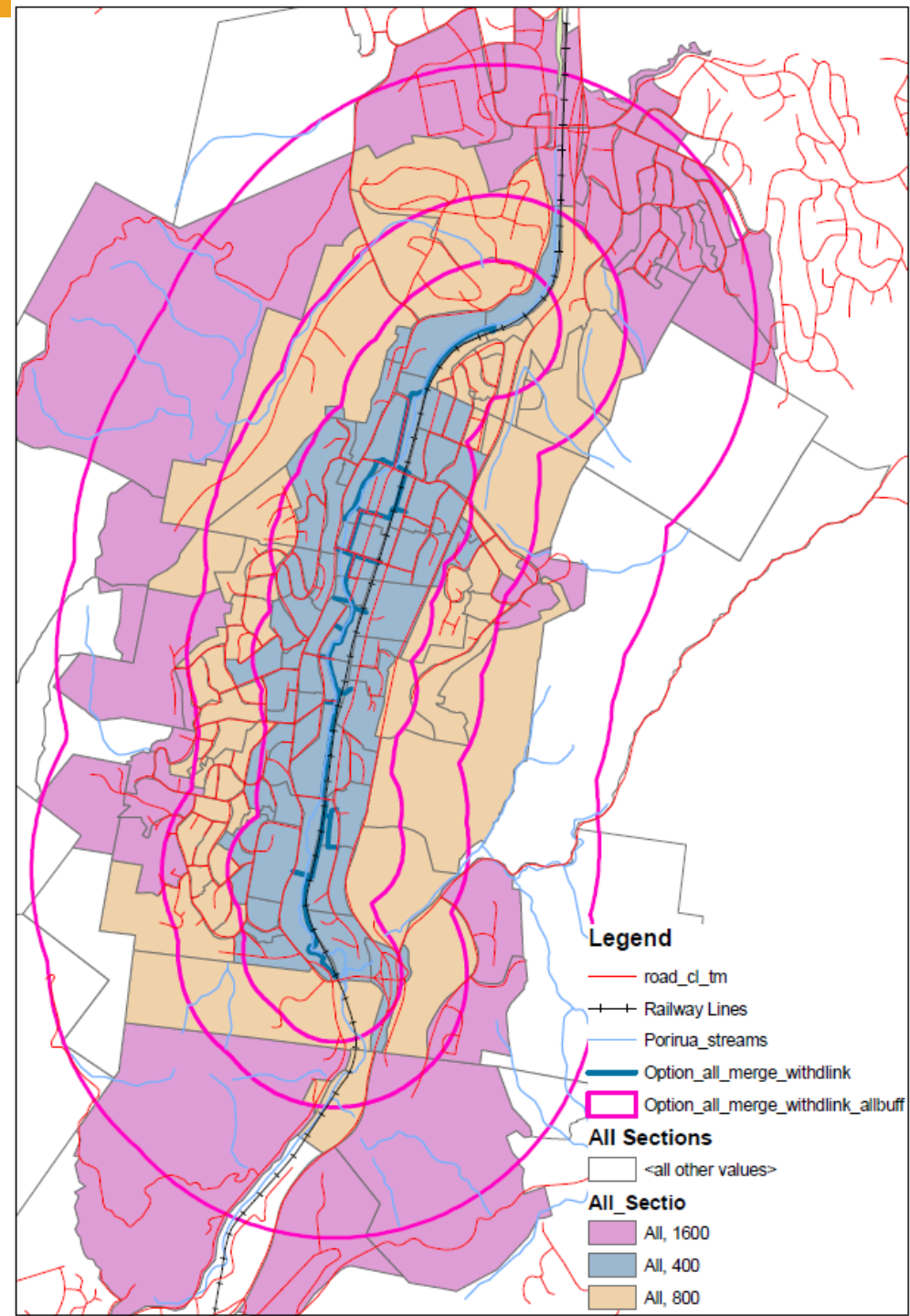
Benefits	Benefit per cyclist (per km)
Health	\$1.30
Safety	\$0.05
Road Traffic Reduction	\$0.10

NZTA Evaluation

Predict Demand

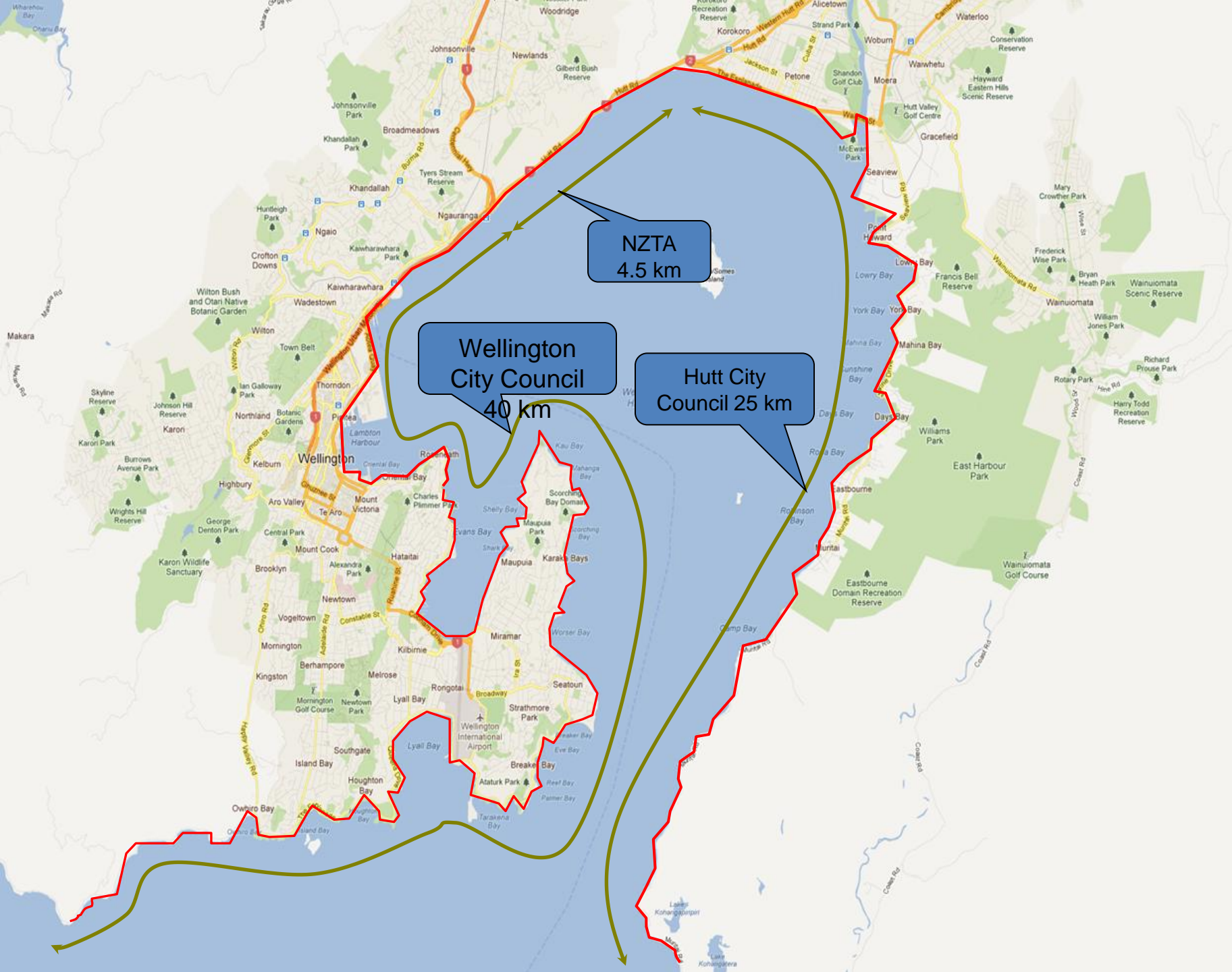
Factors influencing demand for walking and cycling include:

- availability of facilities
- type and quality of facility including cycle parking, signage and safety of use
- location, route length and connectivity of walking and cycling paths or lanes
- population served by the facilities
- education, promotion and marketing.



NZTA Requirements

- Mapping out distance bands
- Within 1.6km a small % of residents will use a facility.
Outside 1.6km – no benefit
- Tawa really good.
- Great Harbour Way – problem
- No point in looking at existing users - need to predict new users, somehow survey latent demand.



NZTA
4.5 km

Wellington
City Council
40 km

Hutt City
Council 25 km

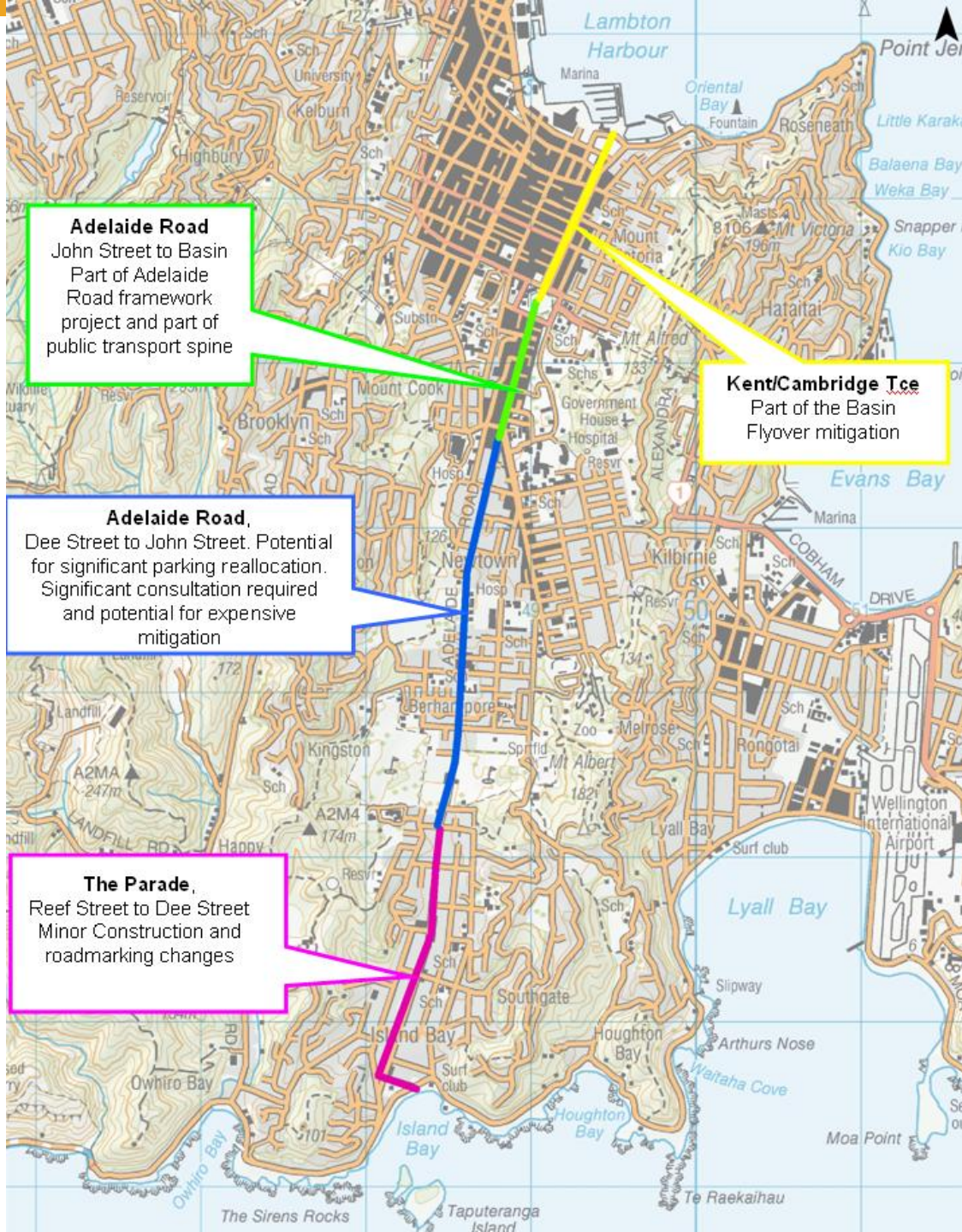
Great Harbour Way



- 70 kms Hutt City, NZTA , Wellington City
- Potentially transformative
- Expensive
- Region's #2 priority
- Challenging process

NZTA Process

- 2012-13 External consultants to assess 'feasibility' of routes
- Looked at Island Bay to City
- Great Harbour Way/Hutt Road
- Southern Bays
- May 2013 – Major Cycling Forum



Adelaide Road
John Street to Basin
Part of Adelaide Road framework project and part of public transport spine

Kent/Cambridge Tce
Part of the Basin
Flyover mitigation

Adelaide Road,
Dee Street to John Street. Potential for significant parking reallocation. Significant consultation required and potential for expensive mitigation

The Parade,
Reef Street to Dee Street
Minor Construction and roadmarking changes

Island Bay consultation (1)

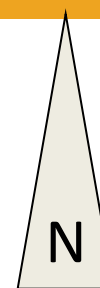
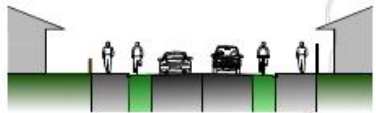
Consultation for Island Bay route

- **Island Bay**–

- Parking location choice Mar-Apr 2014
- Committee Decision May 2014
- Detailed design June-August 2014
- Consultation Traffic resolutions September 2014
- Committee consideration December 2014
- Construct February 2015

Island Bay Consultation (2)

- **Berhampore / Newtown**– route & level of service choices
 - Stakeholder engagement Late 2013/early 14
 - Appointing Citizens panel !
 - Citizens Panel reduce options June / July 2014
 - Initial engagement September 2014
 - Detailed design/negotiation Jan- July 2015
 - Final Consultation and approval July-Dec 2015
 - Implementation start January 2016



Existing



KEY:

- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F
- N/A

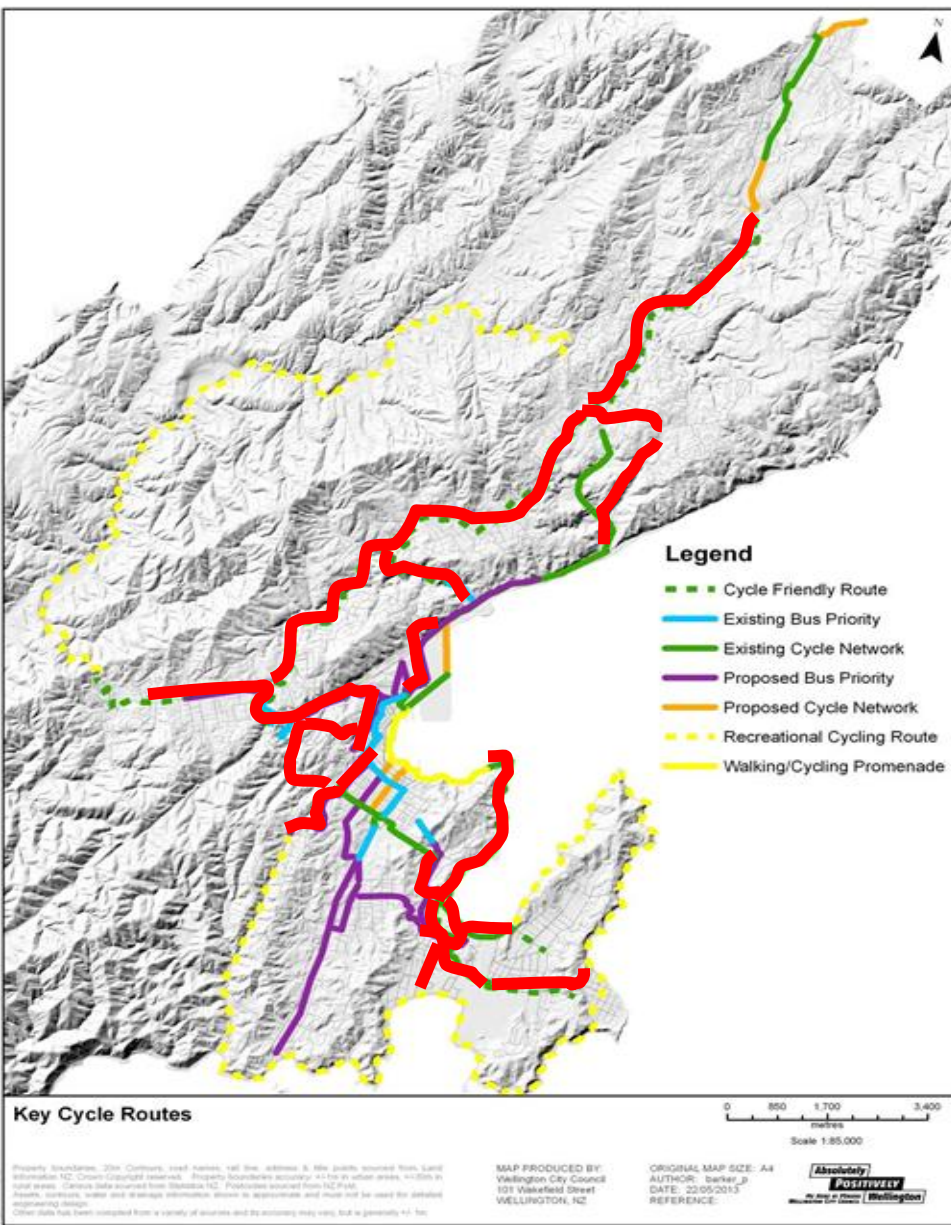
Dual Cycle LoS



Parking Migration (no)
Cycle Improvement Co
Parking Migration Co
Total Cost
Parking Displaced (val)
Parking Replaced (cost)
Price
Cost

Cycling LoS gap study

- Selected Danish method to assess LoS
- Assessed 19 routes (125 lane km)
- Identified minor improvements (\$2M)
- Identified pragmatic ways to lift LoS (\$16M++)
- Prioritised all improvements



Routes included in this study:

1. Karori (top of Makara Hill) to CBD
2. Karori to Johnsonville (Broderick Rd intersection)
3. Ngaio to Hutt Rd
4. Johnsonville (Helston roundabout) to Tawa
5. Newlands to Johnsonville
6. Newlands to Hutt Rd
7. Thorndon Quay (Aotea Quay overbridge) to Whitmore St
8. Evans Bay Pde (Rongotai Rd) to Carlton Gore Rd
9. Cobham Dr
10. Airport route (Broadway roundabout) to Evans Bay Pde
11. Broadway to Seatoun coastal route
12. Mt Victoria Tunnel to Evans Bay Pde
13. Rongotai Rd (Cobham Dr) to Newtown
14. Ohiro Rd/Brooklyn Rd to CBD
15. Willis St (Webb St) to Manners St
16. Kelburn Viaduct to The Terrace
17. Aro St/Raroa Rd to Chayton St
18. The Terrace (Ghuznee St to Bowen St)
19. Onepu Rd (Rongotai Rd) to coastal route

Conclusion

- NZTA process challenging and long – too great a focus on congestion relief
- Community consultation process also challenging and long !
- Look at international experience
- Even the great cycling nations have had to build numbers from low points in the 1960s and 1970s
- Show Leadership - Try things !