

WELLINGTON CYCLEWAYS PROGRAMME MASTER PLAN

PROJECT INSIGHTS



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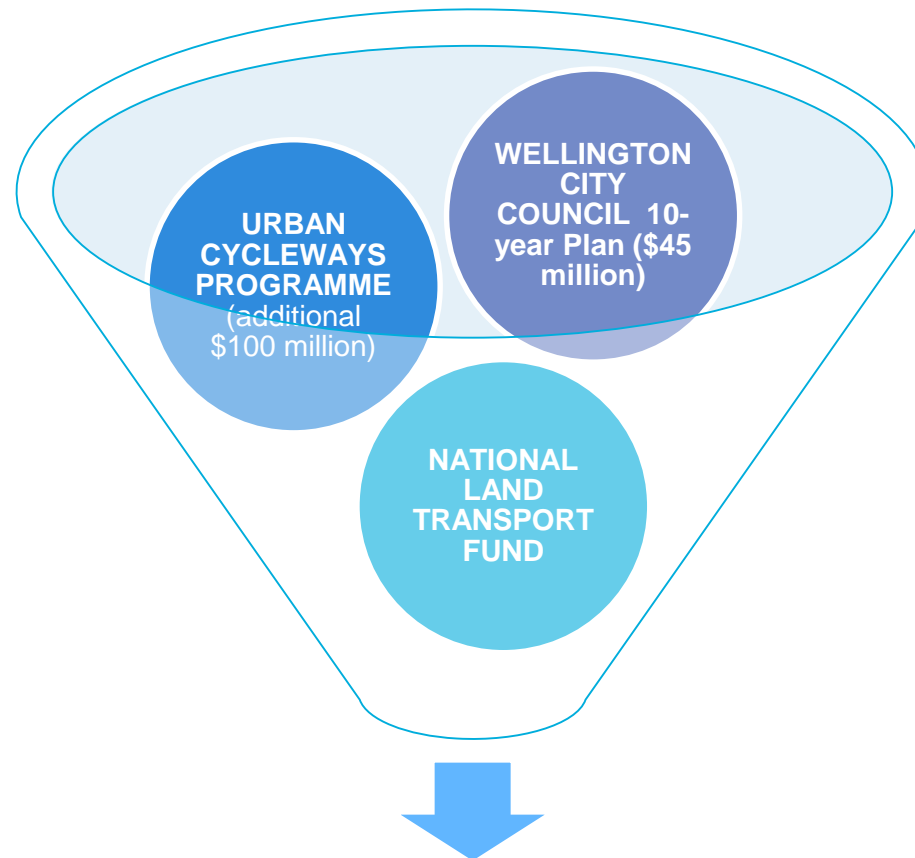
Overview

- Why Wellington City Council developed a cycleways master plan
- Benefits of a master plan
- Insights gained
- Life after a master plan



Cycling is gaining momentum + funding support

- 41 UCP projects across NZ
- The first sets of projects are already underway in Wellington, Auckland, Hamilton, Palmerston North, Christchurch and Dunedin



\$333 million by 2018

Public feedback on Wellington's 10 year plan on proposed \$45m Cycling Network

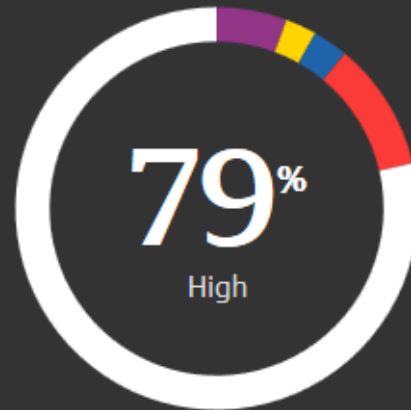
91%

Feedback received that supports this idea

#2

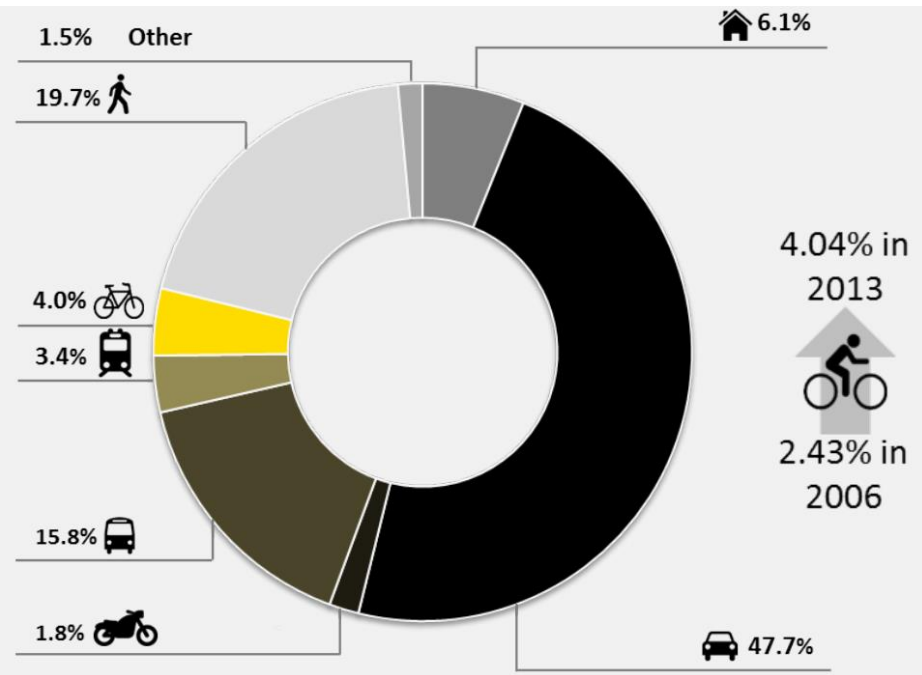
Out of 28 ideas based on amount of feedback received.

How should we prioritise it?



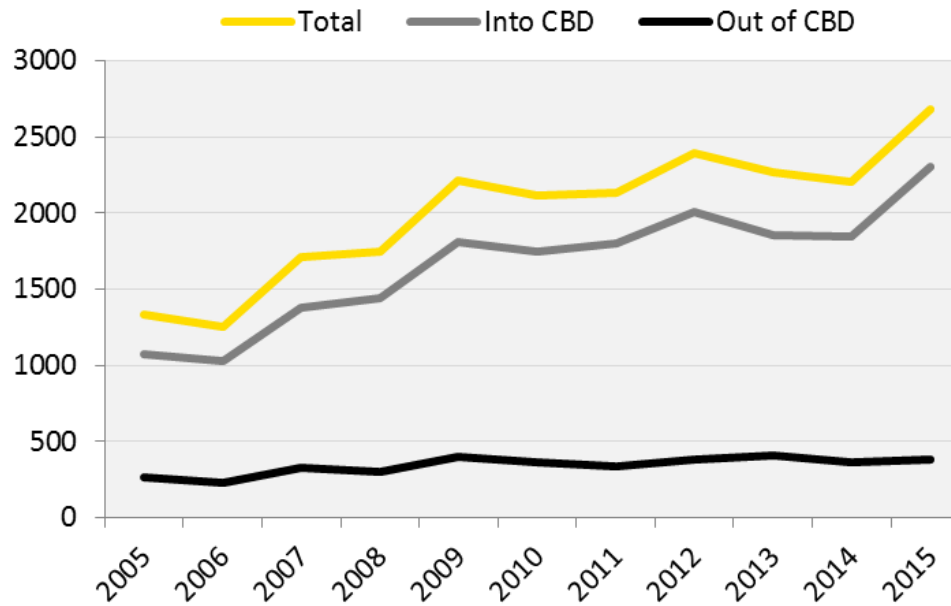
- Quite low
- Low
- Neutral
- Quite high
- High

Cycling is on the rise in Wellington city



Transport mode used as a main means of travelling to work. Source: Census data, Statistics New Zealand, 2013

Cyclists entering and leaving the central city weekday mornings, two-hour totals



Long term cycling trend in Wellington CBD. Source: Wellington City Council, Annual Transport Monitoring Report

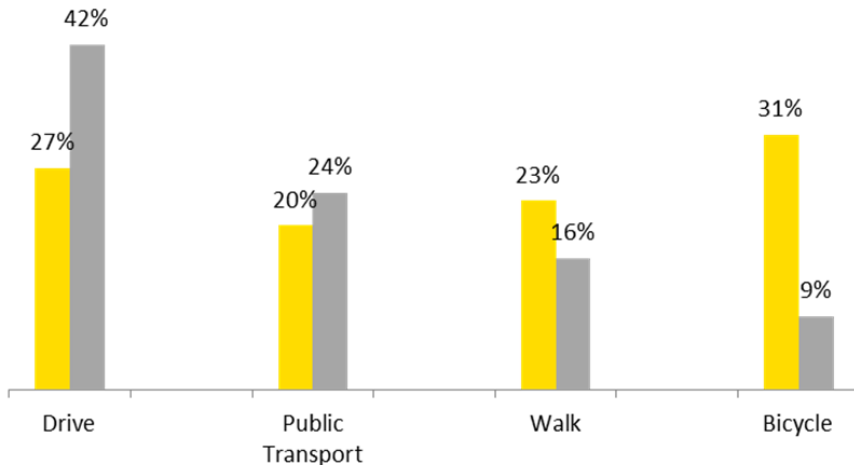
Support for safe separated facilities

- 76% of Wellingtonians would consider cycling if safe, separated infrastructure was provided

This indicates that people want to move out of their cars and on to their bikes

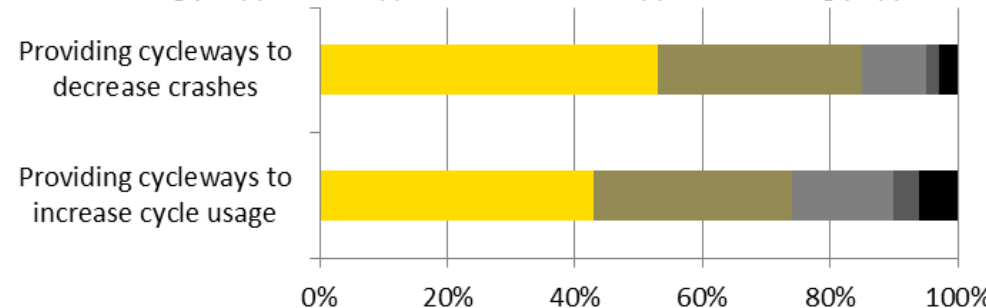
The Wellington City community has shown strong support for improvements to be made to cycling infrastructure

■ Preferred Mode ■ Actual Mode



PREFERRED AND ACTUAL TRAVEL MODE

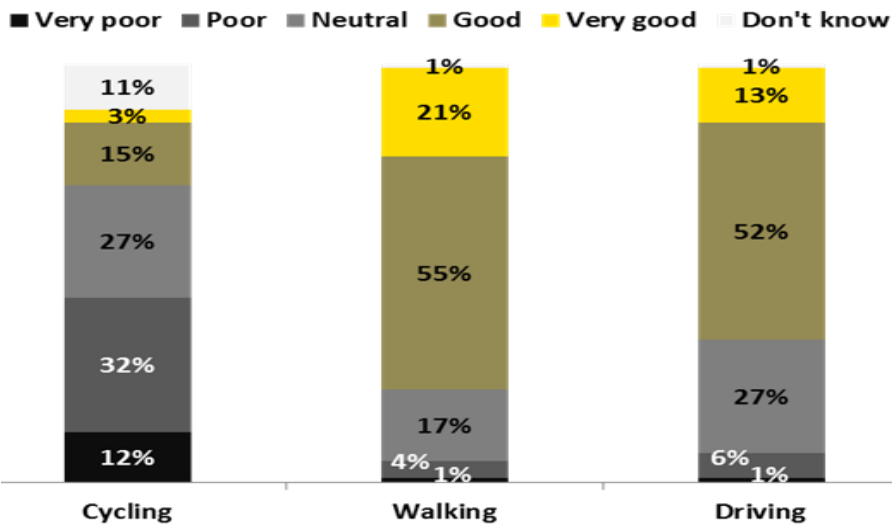
■ Strongly support ■ Support ■ Neutral ■ Oppose ■ Strongly oppose



SUPPORT FOR PROVIDING CYCLEWAYS

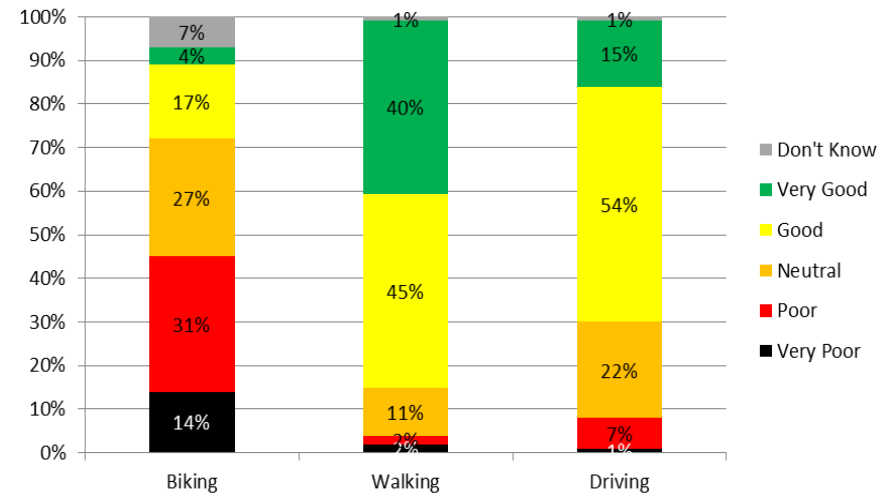
Problems to address

- Perception that cycling is unsafe and inconvenient
- Unforgiving infrastructure and poor road user behaviour
- Unappealing environment for people on bikes



LEVEL OF SERVICE BY MODE

(GWRC, 2012)



TRAVEL PERCEPTIONS BY MODE

(GWRC, 2012)

Why develop a master plan? Island Bay case study



Two phases of public consultation

81 %

of submissions were in support of protected cycleway



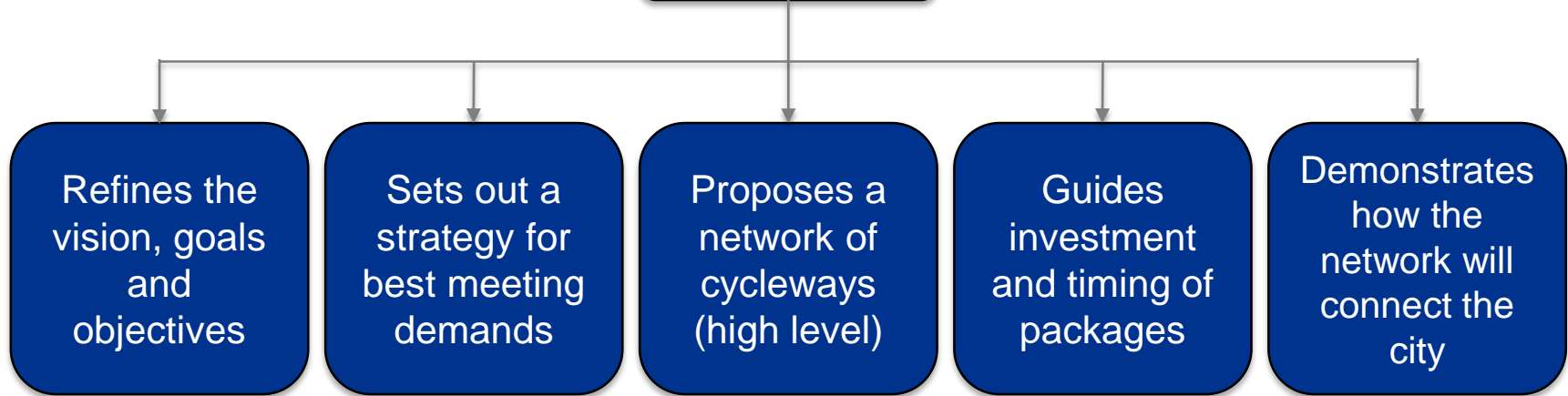
'cycleway to nowhere'

'no one cycles'

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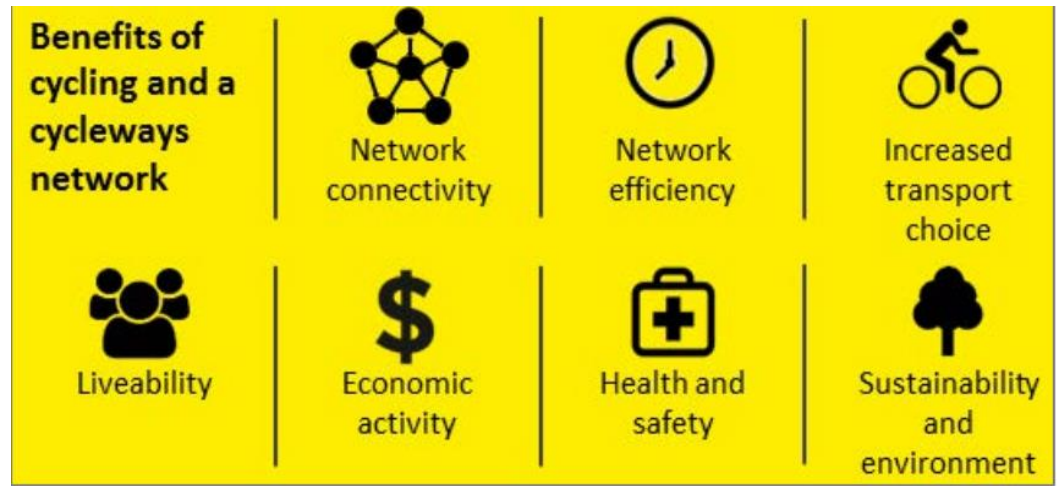
Wellington Cycleways Programme Master Plan

Master Plan



Insights

- Public facing master plan is vital to provide communities and decision makers with information and justification on:
 - Importance of cycle facilities
 - Benefits of cycling and a cycleways network
 - Process and timeframes
 - Funding available



Insights

- Master Plans can influence transformational change

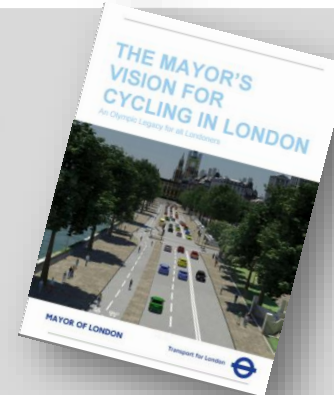
VISION

Wellington is a more sustainable, liveable and attractive city



Greater transport network efficiency, effectiveness and resilience

Improved safety for all people on bikes



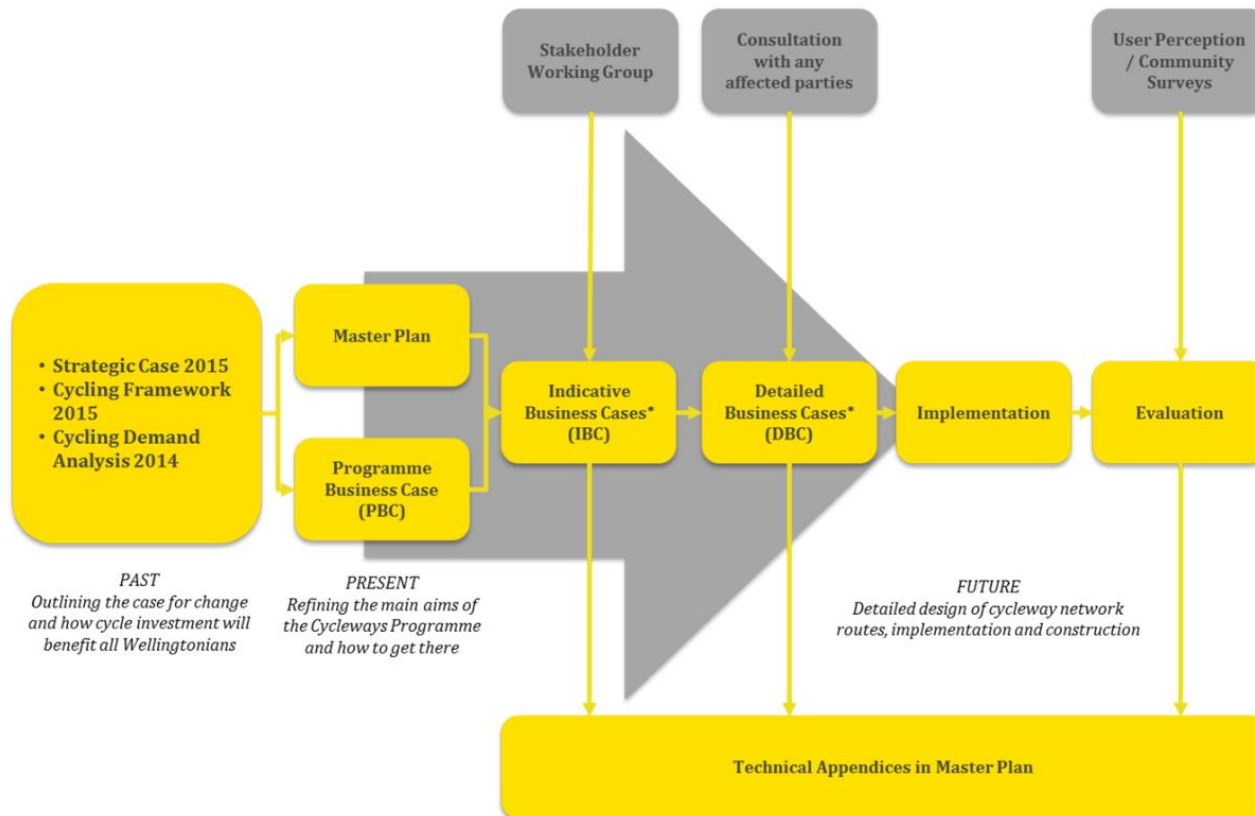
Insights

- Universal agreement can be achieved

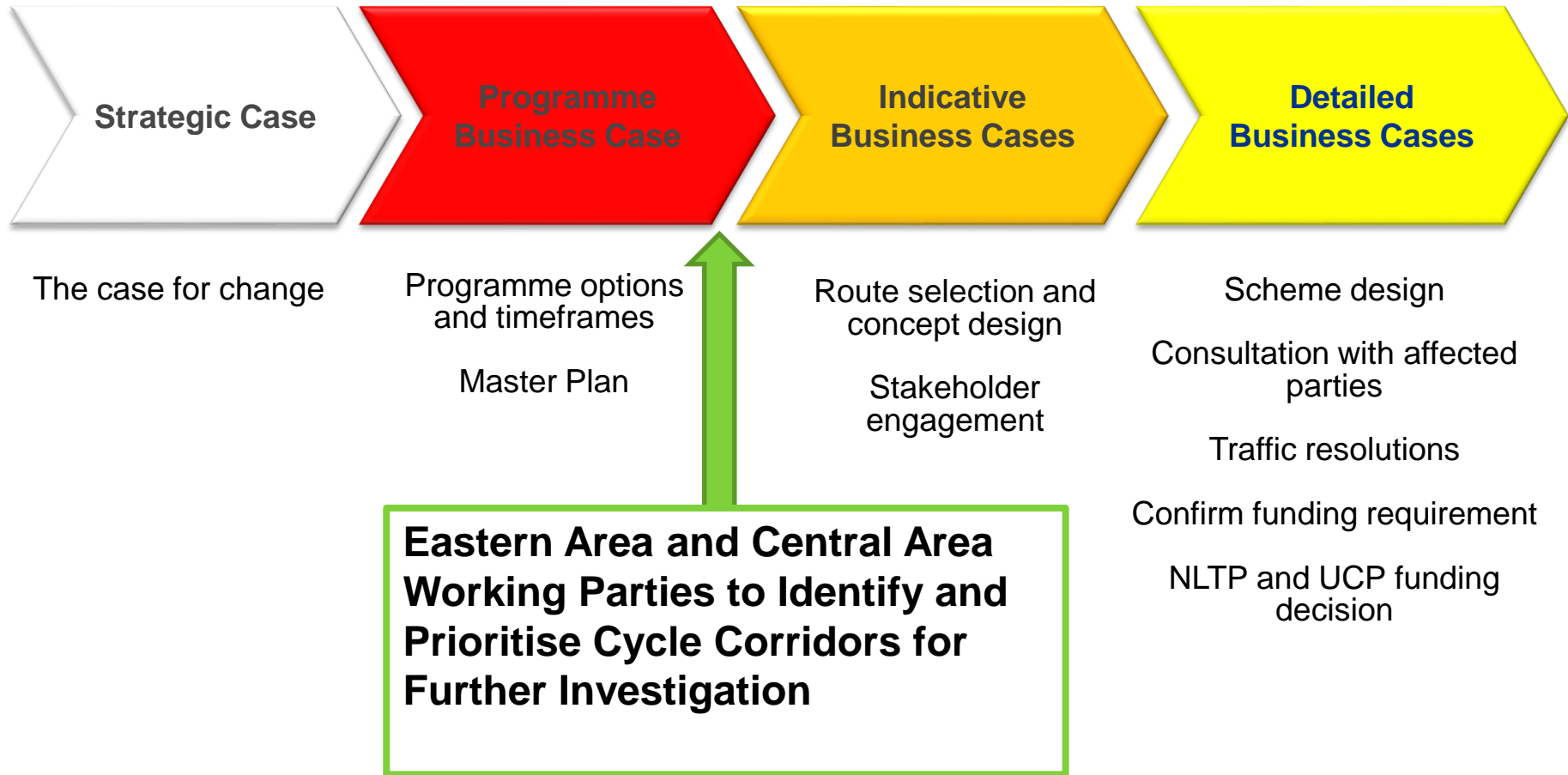


Insights

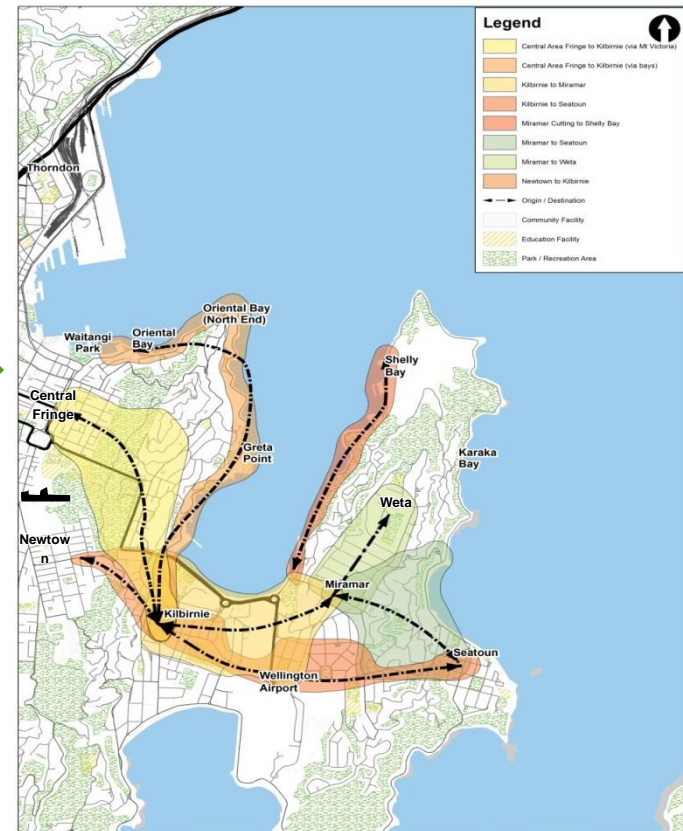
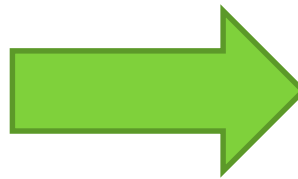
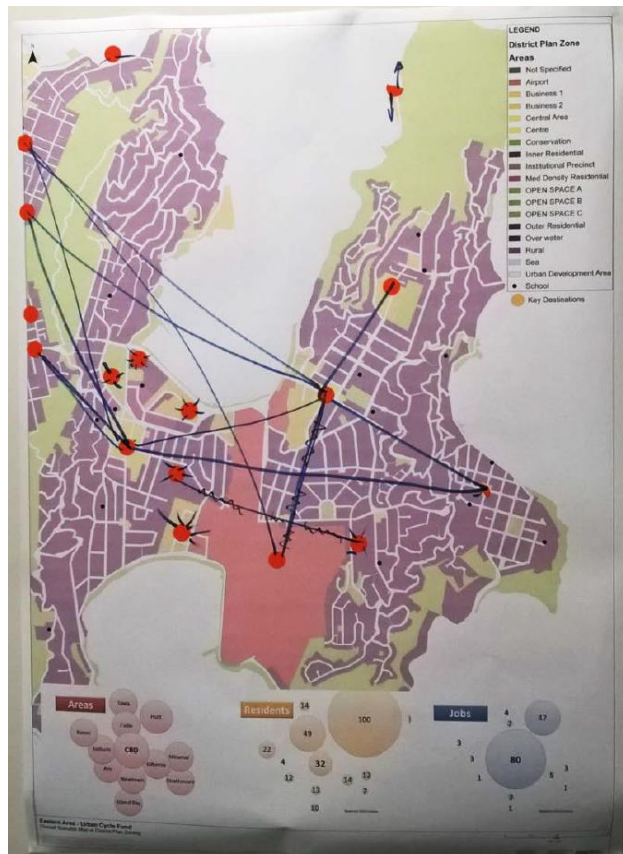
- Living plan



Process overview

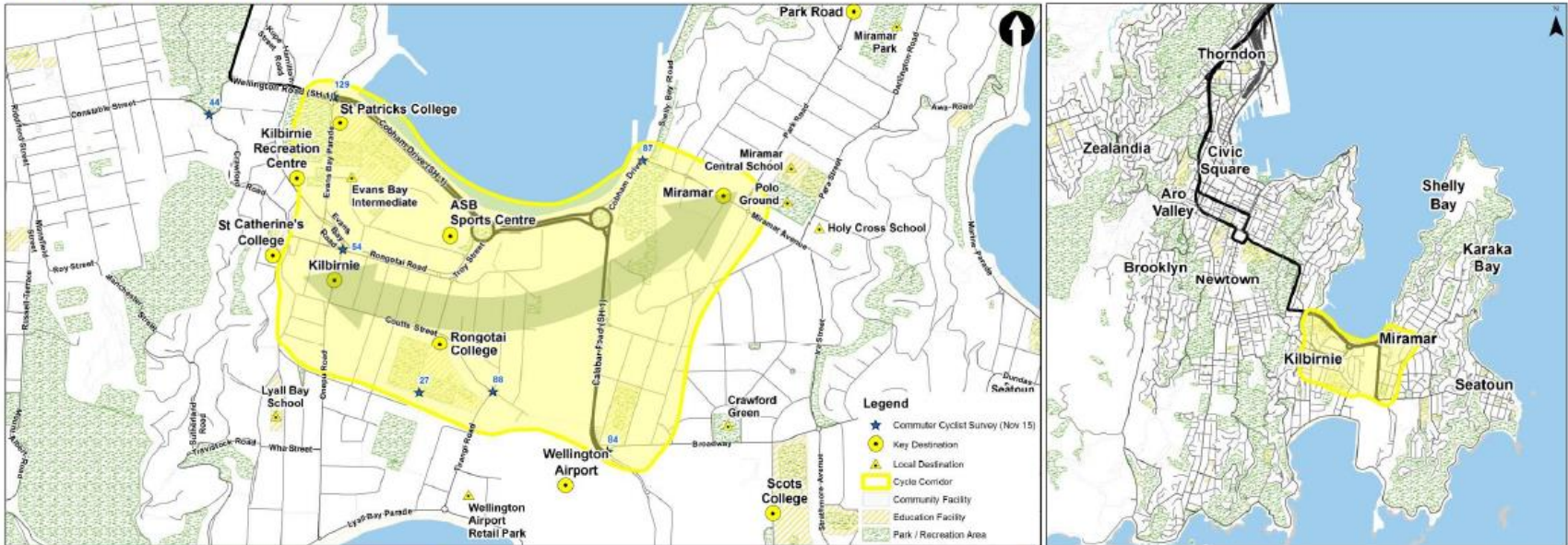


Cycle Corridor Identification (Eastern Area)

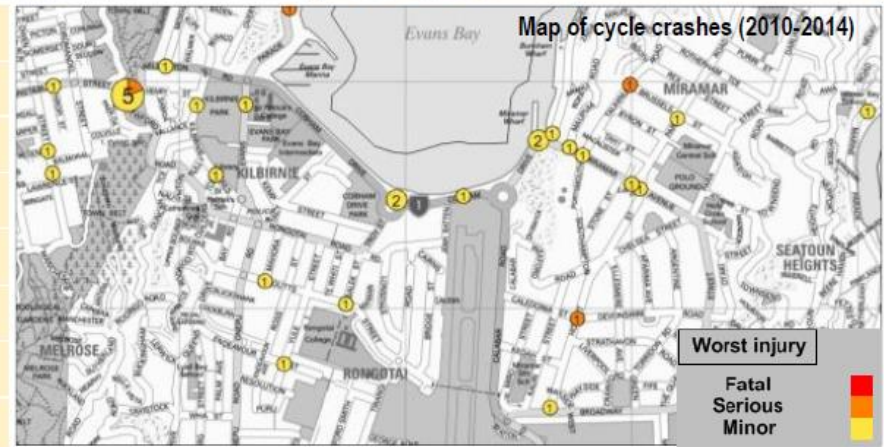


Corridor prioritisation

Kilbirnie to Miramar



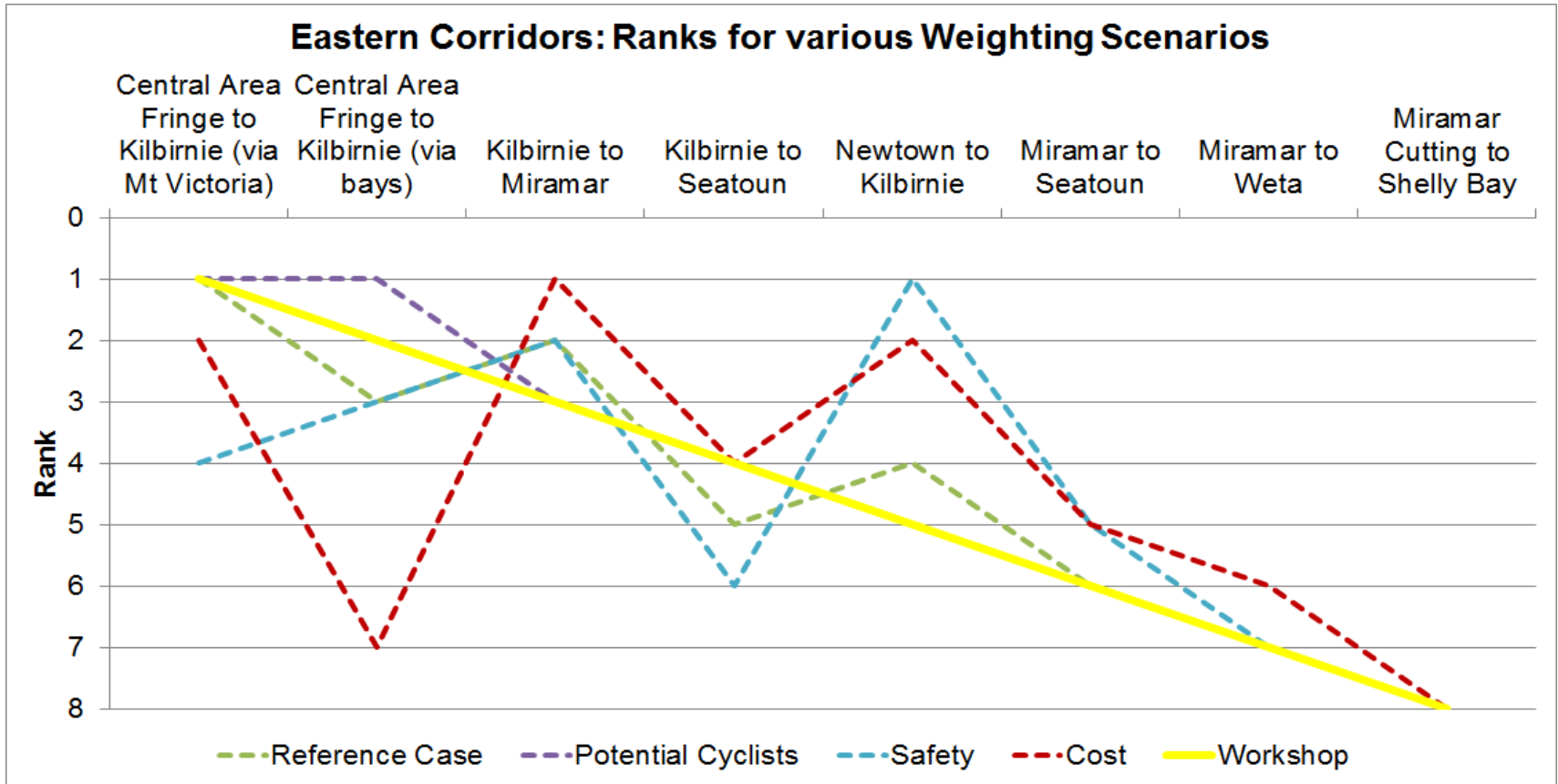
Indicative length	3 km		
Maximum Gradient	<5 %		
Current commuter cyclists	255		
Potential work cyclists	900		
Potential education cyclists	100		
Potential other cyclists	400		
Bike crashes (years 2010-2014)	F: -	S:1	M:14
Indicative Cost	\$5,580,000		



Cycleway MCA Evaluation

	Kilbirnie to Miramar	Newtown to Kilbirnie	Central Area Fringe to Kilbirnie (via Mt Victoria)	Miramar Cutting to Shelly Bay	Kilbirnie to Seatoun	Central Area Fringe to Kilbirnie (via bays)	Miramar to Seatoun	Miramar to Weta
Cost Estimate Per KM	5	5	5	1	5	1	5	4
Peak Hour Cyclists	5	3	4	1	4	5	1	1
Injury/Fatality Crashes per KM	4	5	2	1	2	4	3	2
Potential Commuter Cyclists	4	2	5	1	4	5	2	2
Potential Education and Other Cyclists	3	2	5	1	3	4	2	2
Recreational Route	3	1	1	5	2	5	2	2
Total	24	18	22	10	20	24	15	13

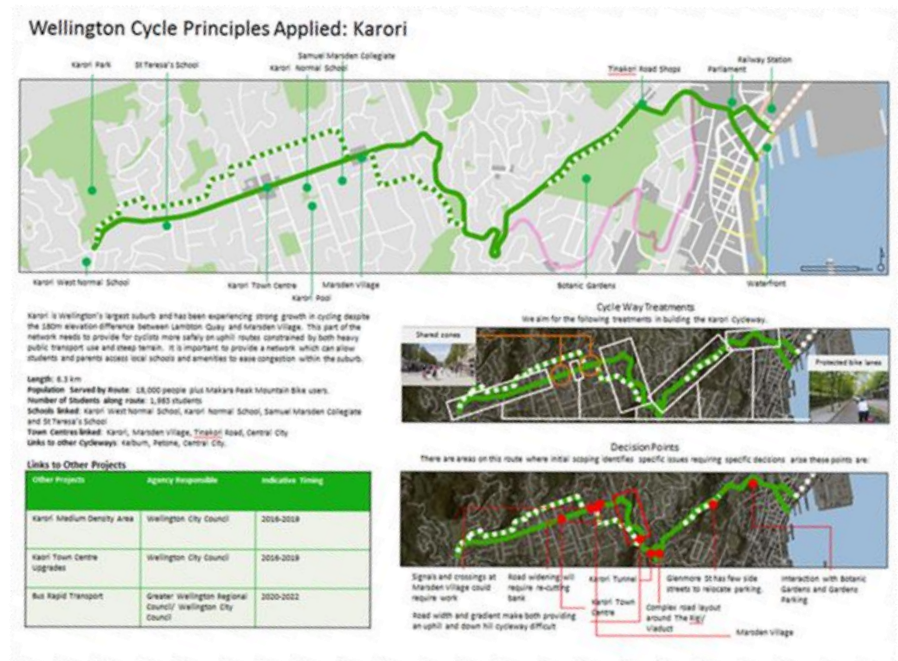
Cycleway Weighting Assessment



Package / Indicative Business Cases

Indicative Business Cases

- Working Party to:
 - Determine key and local destinations
 - Determine corridor priorities
 - Consider wrap around activities
 - Recommend preferred routes and treatments



Working Party Membership

- Ward Councillors
- Officers
- NZTA
- **Broader community reps**

Route / Detailed Business Cases



- Working Party to:
 - Review specific designs
 - Review consultation feedback
 - Confirm scheme delivers outcomes
 - Recommend scheme design to TUD's traffic resolution process



- Working Party Membership
- Ward Councillors
 - Officers
 - NZTA
 - **Affected community reps**

Conclusions – Insights from Wellington Master Plan

- Master Plan – high level strategic document that builds political support for investment in cycleways
- Masterplan must be developed in an open and transparent manner with key stakeholders
- Master Plan has and will assist in community engagement and telling the story as cycleway programme is implemented



Thank you

<http://wellington.govt.nz/services/parking-and-roads/cycling/cycling-master-plan-and-framework>

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