
Wellington City Council

Wellington Cycleways Programme Master Plan

September 2015 (Programme Stage)



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Purpose of the Master Plan

Wellington City’s population is forecast to grow by more than 50,000 over the next 30 years. This is going to place extra pressure on the transport network. To reduce congestion, give people more transport choice, and make sure they can easily get to the central city and other important places around Wellington, we propose building a safe and comprehensive cycle network. This will be supported by promotional and safety schemes.

The Wellington Cycleways Programme Master Plan is a guide for the Council to deliver new cycling infrastructure that best meets the community’s needs. It outlines the cycling infrastructure and safety and engagement activities that are proposed, with a focus on work to be done in the first 3 years. It also explains how we will prioritise the development of the cycle network, how it will connect key locations throughout the city, and how it will increase the number of people who choose to get around by bike.

The plan does not focus on cycle projects on their own; it covers solutions for multiple modes of transport, with an emphasis on improving transport choice and ease of access for all road users. The benefits for transport users also include improved journey times, a more efficient transport network, improved safety, and a more liveable city.

While new or improved mountain biking infrastructure is not covered by the plan, it does take into account connections to key off-road trails that can be used for general transport purposes.

Figure 1 shows the main parts of the plan.

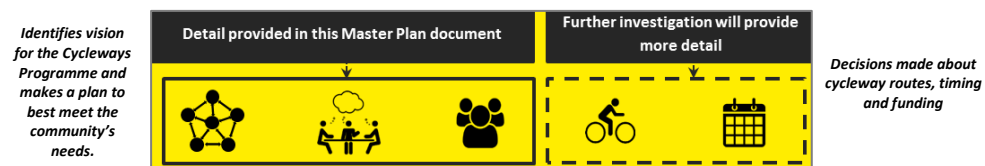


Figure 1 – Elements of the Master Plan and planning process

Development of the Master Plan

This plan is a “living document”, which means it will be updated as we learn more through research and putting the business case together. It builds on existing cycling studies and was developed with representatives from the Council and NZ Transport Agency (NZTA).

The Cycleways Programme was created using the Transport Agency business case approach. This has involved the development of the Wellington City Cycle Network Strategic Case, which outlines the strategic context and case for investment in the Wellington cycle network; a programme business case (PBC); indicative business cases (IBC) and detailed business cases (DBC).

To make sure the proposed cycle network best meets the community’s needs and can be funded through available resources, feedback was also given by representatives from the Council and NZTA at series of workshops (see Figures 2 and 3).

To decide on a preferred Cycleways Programme, the working group made a longlist of programme options. These ranged from a “do minimum” option of only minor works through to options investigating different cycle infrastructure priorities in the short, medium and long-term. The options were assessed against key investment objectives and NZTA funding criteria that covers Strategic Fit, Effectiveness and Benefit Cost Appraisal. You can read more about this programme evaluation process in the Wellington Cycle Network Programme Business Case, 2015.



Figure 2 – Confirming the Master Plan vision



Figure 3 – Evaluating the programme options

How the Master Plan fits with other strategic plans and policies

The following strategies and research provide the long-term direction for cycling in Wellington, and will help us develop a connected, integrated, high-quality and safer cycle network.

Wellington City Council, *Wellington Towards 2040: Smart Capital*, 2011

This strategy directs the Council’s work and investments over the next 30 years.

Wellington City Council, *Our 10-year plan: Wellington City Council’s Long-term Plan 2015–25*, 2015

The Council’s Long-term Plan 2015–25 has four main goals for the city: to become a people-centred city, a connected city, an eco-city and a dynamic central city.



Wellington City Council *Urban Growth Plan 2014–2043*

The Urban Growth Plan sets out a framework for the sustainable and strategic development of Wellington’s housing, infrastructure and services. This ensures that Wellington residents continue to enjoy a world-class quality of life as the city’s population grows over the next 30 years.

The Master Plan aims to deliver the Urban Growth Plan transport outcome “Transport routes that provide choice – Investment in cycling networks will improve the quality and safety of these routes and encourage more people to use them”.

Greater Wellington Regional Council, *Wellington Regional Land Transport Strategy 2010–40*, 2010

This strategy sets a target for active modes (eg cycling) to account for 15 percent of journey-to-work trips region-wide, fewer than 75 cyclists injured region-wide each year, and for all of the strategic network to provide an acceptable level of service by 2016.

Wellington City Council, *Cycling Policy*, 2008

This policy forms a framework for the development of cycling infrastructure. Its main goal is to improve safety for people who choose to cycle by providing better facilities.

Wellington City Council, *Cycling Demand Analysis*, 2014

This research investigates how different types of cycling infrastructure is likely to affect the numbers of people choosing to cycle in Wellington and assesses the demand for improvements.

Wellington City Council, *Cycle Way Programme – Strategic Case*, 2015

This outlines the challenges related to cycling and how achieving the objectives of the Cycleway Programme will benefit Wellingtonians.

Wellington City Council, *Cycling Framework*, 2015

This sets out the decision-making process for the cycling network and how it will be developed.

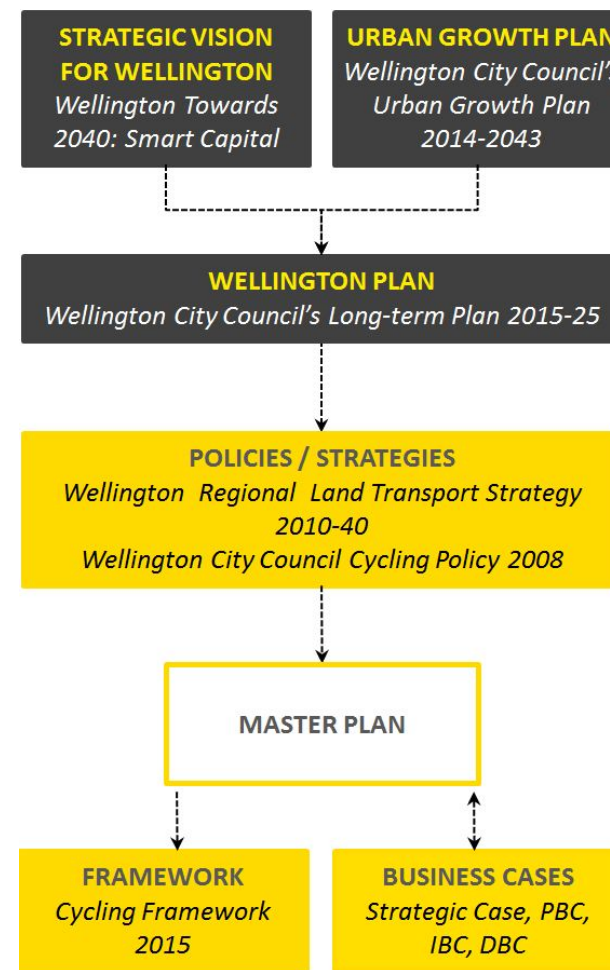


Figure 4 – Strategic alignment

Cycling in Wellington

The main reasons Wellington’s transport network needs to be improved are the city’s population growth forecast, and the need for greater liveability, sustainability and safety.

Figure 5 shows the different ways Wellington commuters chose to travel to work in 2013. Census data shows that driving in a private vehicle is the most popular mode of travel used by Wellingtonians for commuting.

The number of people using cycling as their main means of commuting to work has increased from 2.43 percent in 2006² to 4.04 percent in 2013³.

Without making significant improvements to existing cycling infrastructure, cycling use has been growing strongly over the past decade. Transport monitoring surveys carried out across the central city have observed a strong increasing trend in the number of people on

bikes in most corridors. As shown in Figure 6, the trend suggests that the number of people cycling will further increase with Wellington’s forecast

growth. However, improved cycling infrastructure is needed to make sure this growth continues.

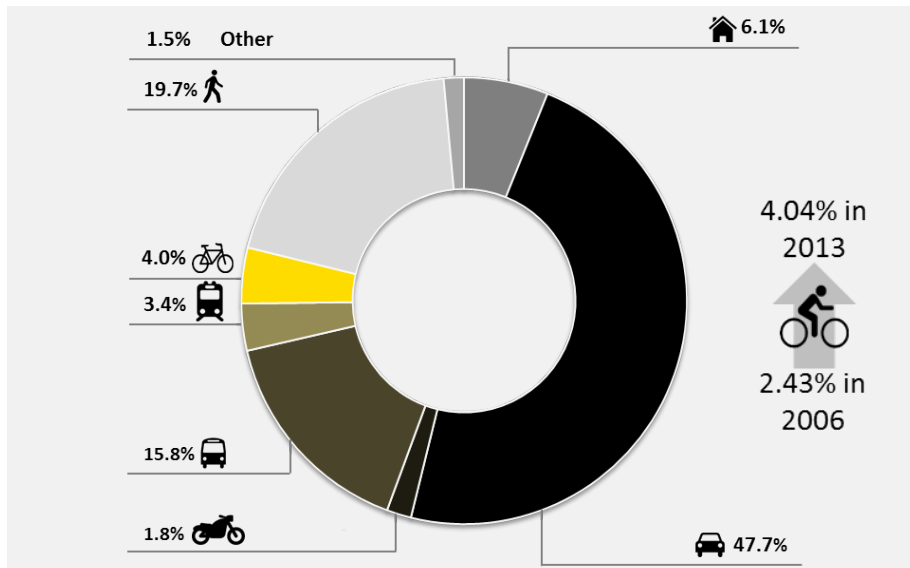


Figure 5 – Transport mode used as a main means of travelling to work in 2013

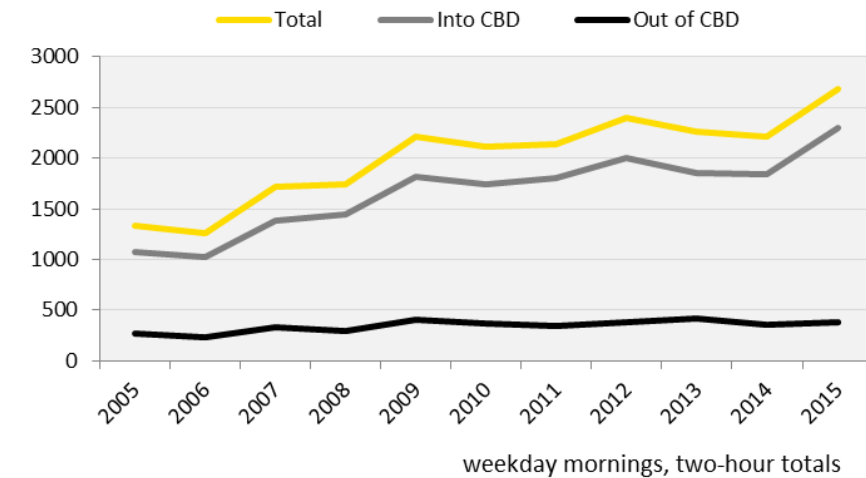
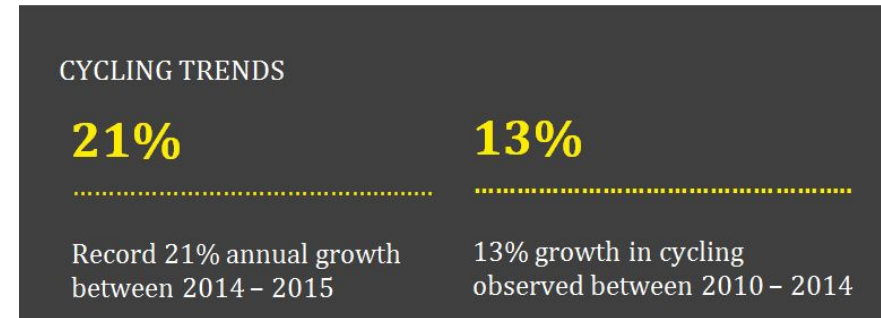


Figure 6 – Volumes of people cycling, entering and leaving the central city⁴

² Statistics New Zealand, Census data, 2006

³ Statistics New Zealand, Census data, 2013

⁴ Wellington City Council, Annual Transport Monitoring Reports

Across the city, working professionals, school-aged children, students and people of all ages cycle along the streets and recreational routes of Wellington City.

It is important that we create a network that is suitable for experienced cyclists as well as beginners and less-confident riders.

For the cycleways network to best meet the needs of the community, we need to understand the types of people who could cycle in Wellington.

In 2014, a study was carried out by the Council to better understand attitudes to cycling. The relative size of each group is shown in Figure 7. The study found that:

Non-cyclists

Non-cyclists are highly unlikely to consider cycling, no matter what improvements are made to infrastructure.

Hesitant cyclists

Hesitant cyclists are unlikely to cycle

in Wellington under current cycling conditions, but are much more likely to cycle if separated cycleways are provided.

Recreational cyclists

Recreational cyclists are much more likely to cycle for recreational purposes than for transport. Cycling infrastructure has a very strong influence on this group’s decision to cycle.

Likely cyclists

Likely cyclists are likely to cycle under current conditions. However, a large percentage would cycle more often if infrastructure is improved.

Safe cyclists

Safety-related factors are the most influential for safe cyclists when deciding to cycle. This is the largest group that will be likely to start cycling if improvements to infrastructure are made.

Dedicated cyclists

Dedicated cyclists are dedicated to cycling no matter what, and will cycle under current conditions.

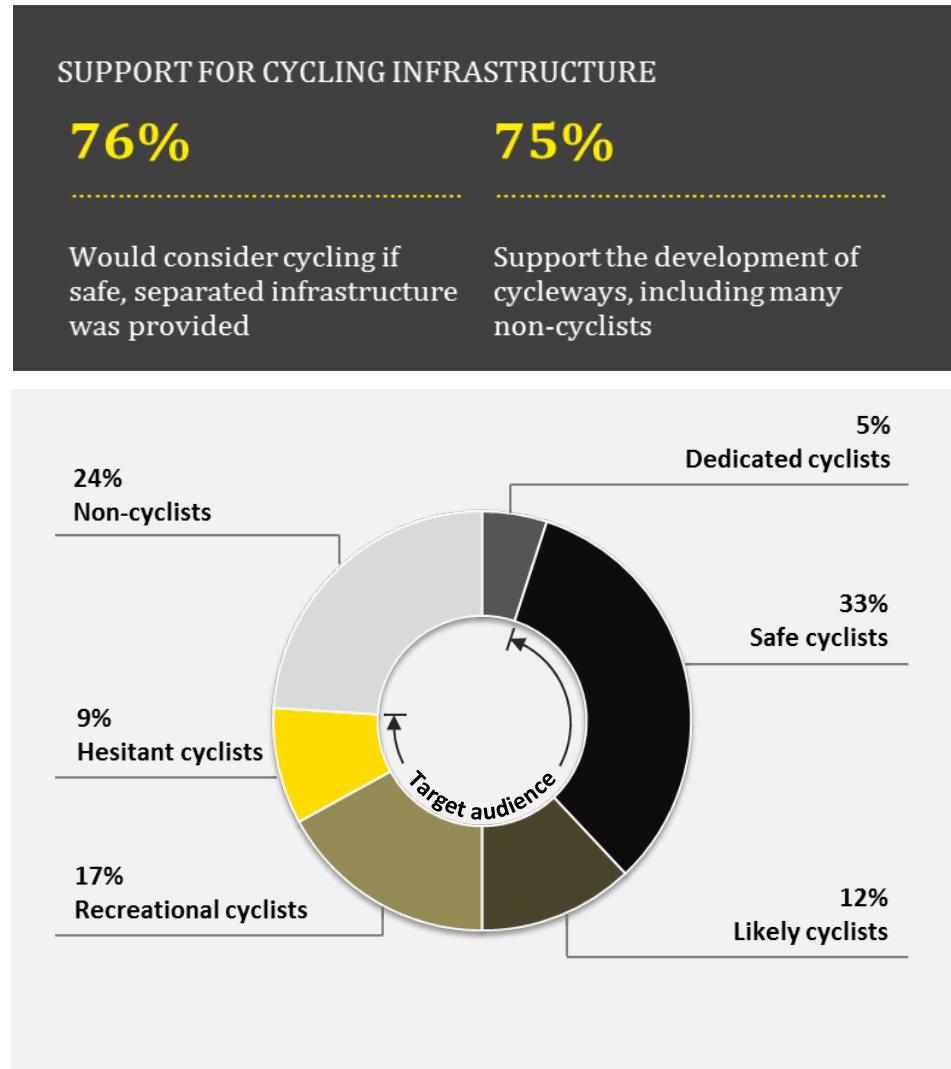


Figure 7 – Types of cyclists⁵

⁵ Wellington City Council, Cycling Demand Analysis, 2014

Finding out where Wellingtonians live, work, shop, do recreation activities and study will help us to understand where current and potential cycle trips happen.

This will make sure the Cycleways Programme enhances the current network and supports growth and good connections along existing routes.

Main corridors into the city from suburbs including Thorndon,

Newtown, Ngauranga, Kilbirnie and Kelburn have been monitored annually to find out how many people are cycling along these routes. An increasing number of people are entering the city via these cycle corridors, as shown in Figure 8.

Figure 9 shows that the areas to the south and east of the central city have high numbers of residents who cycle to work.

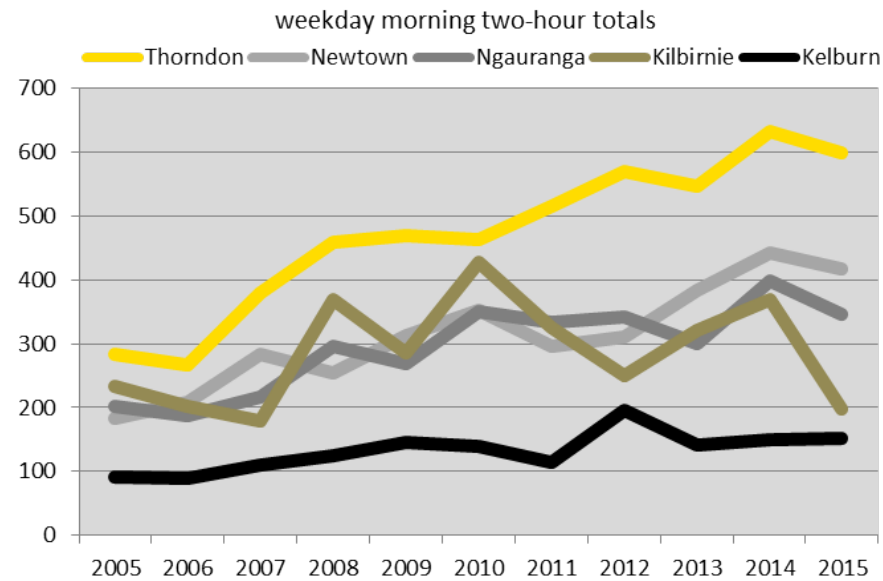


Figure 8 – Wellington corridor volumes⁶

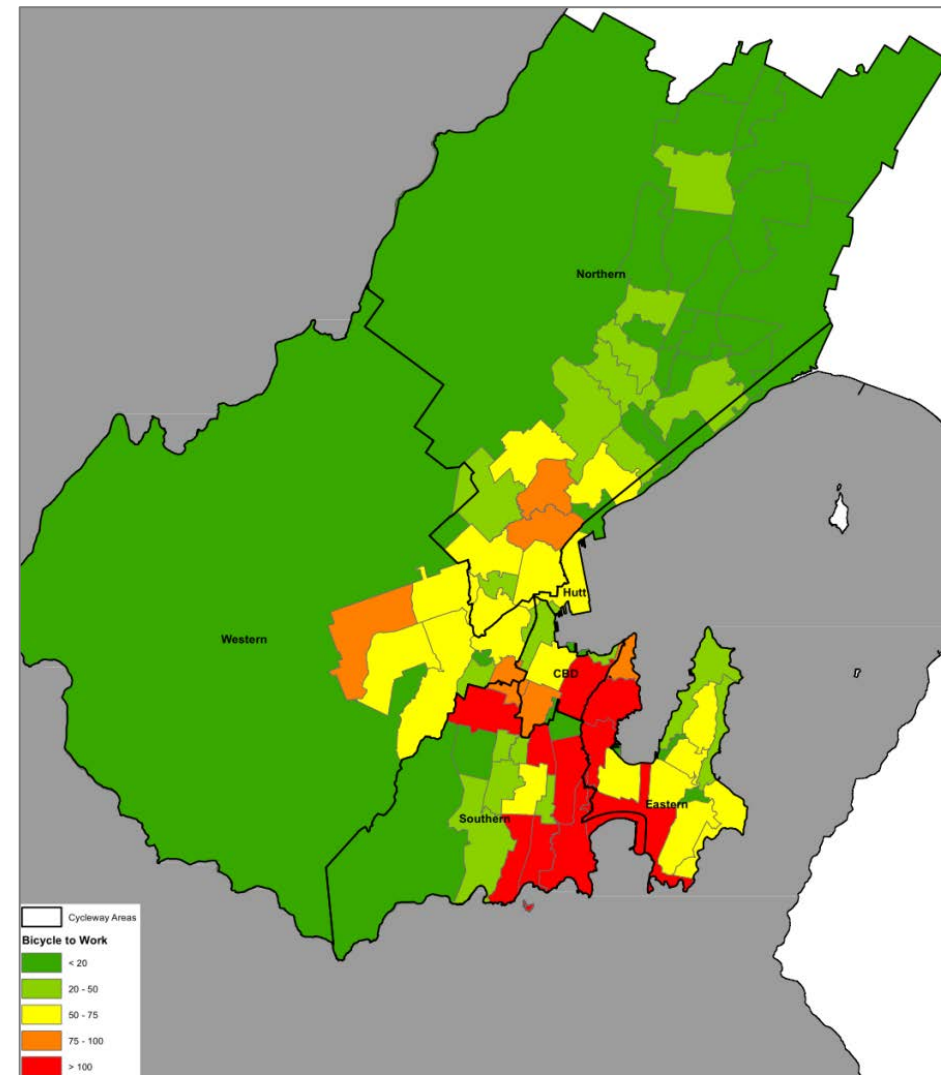


Figure 9 – Where Wellingtonians who cycle to work live⁷

As New Zealand’s capital and third largest city, Wellington City has a strong business and commercial hub. A large portion of the number of people cycling in Wellington City is made up of those who cycle to work.

This shows there is a need to provide effective connections between residential areas where there is high demand and the central city where most workplaces are based.

There are currently 200,000 people living in Wellington City. Where they live is shown in Figure 10.

The suburbs within and surrounding the central city have the highest levels of residency, along with Karori and Tawa.

Suburbs within the southern and eastern areas – including Miramar, Rongotai, Kilbirnie, Lyall Bay, Melrose, Houghton Bay, Southgate and Island

Bay – also have relatively high residency levels.

There are approximately 105,240 employed residents in Wellington City⁸. Where they work is shown in Figure 11.

The areas within and surrounding the central city – including Wellington Central, Te Aro, Mt Victoria, Thorndon and Hataitai – have high levels of employment. The Mt Cook and Newtown areas also have relatively high employment levels.

With two universities, three polytechnics and 12 private training establishments, Wellington City has a large tertiary student population.

The highest numbers of students live in Wellington Central, Te Aro and Mt Cook⁹. Aro Valley and Kelburn also have a relatively high number of students.

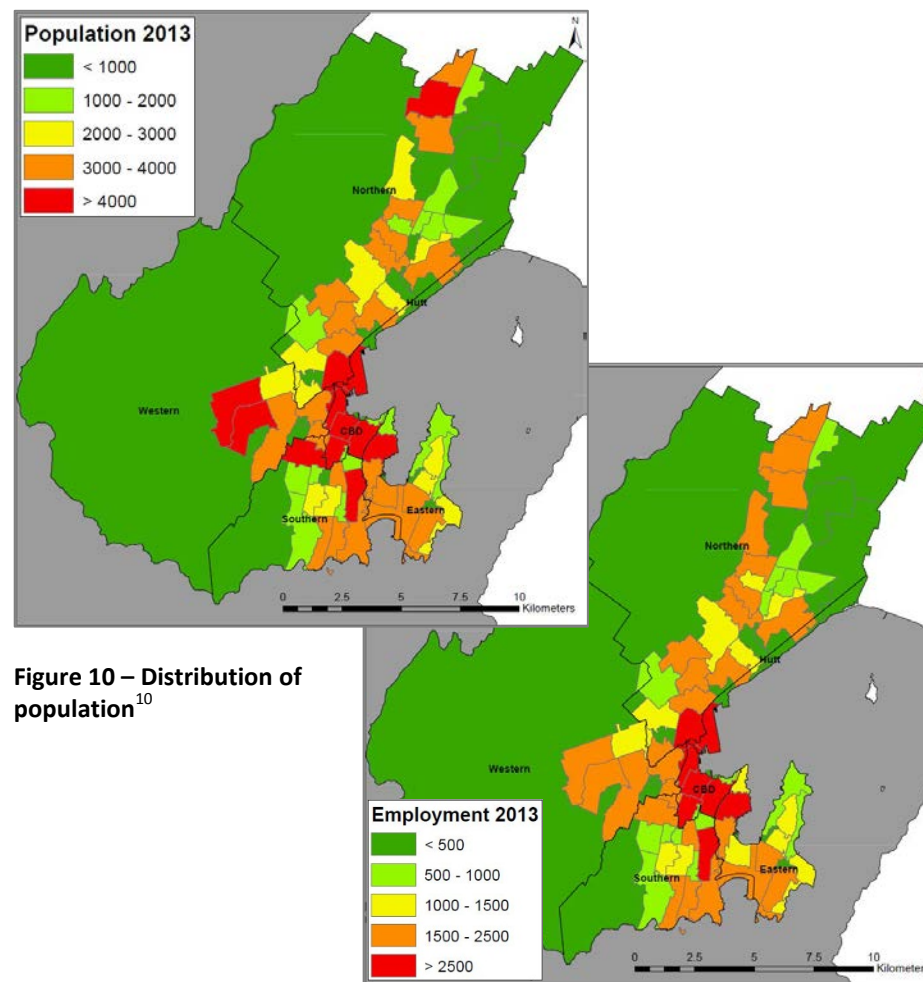


Figure 10 – Distribution of population¹⁰

Figure 11 – Distribution of employment¹¹

Demand for cycleways

The Wellington community has shown strong support for cycling infrastructure improvements that increase the number of people cycling and reduce the number of crashes, as shown in Figure 12.

In 2014, the Council carried out a cycling survey that found 76 percent of Wellingtonians over the age of 18 would consider cycling if improvements were made to provide safe, separate cycling infrastructure.

This survey revealed that although 42 percent of the respondents drove, there was a strong preference for other modes of transport, particularly cycling (as shown in Figure 13).

There is a notable gap between the preferred and actual ways Wellingtonians commute to work. The gap for the cyclist group is the largest, and shows that 22 percent of people across the sample would like to cycle but are not able to.

Also, 15 percent of the sample drives to work when they would prefer to use other modes of transport.

In summary, more people are driving than want to and fewer people cycle than want to.

This shows there could be as much as a three-fold increase in cycling once a safe, connected cycleways network is in place¹².

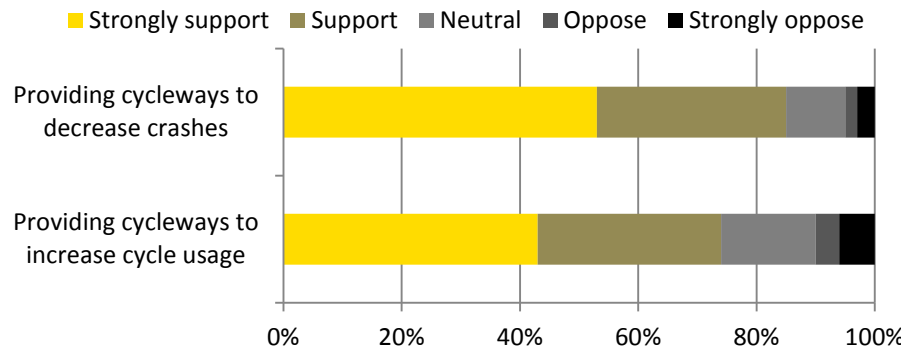


Figure 12 – Levels of support for cycling¹³

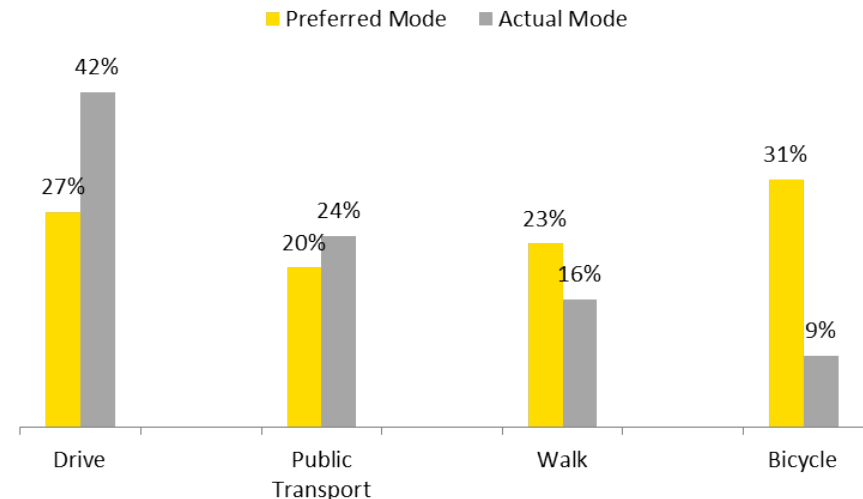


Figure 13 – Preferred and actual travel mode used in Wellington¹⁴

¹²Wellington City Council, Strategic Case, 2015

^{13/14}Wellington City Council, Cycling Demand Analysis, 2014

A strong transport network connects people and places.

While the future cycle route locations have not yet been identified, Figure 14 shows the demand from potential cycleway corridors' catchment areas. The yellow area in Figure 14 is the 0.4km catchment, pink is 0.8km catchment, and purple is 1.6km catchment.

The figure shows how key corridors can provide increased access by cycle to most of the Wellington City area.

There is an opportunity to provide more transport options and better connections to:

- 53 schools – attended by 25,000 children
- 20,000 businesses – with 200,000 workers
- Porirua and Hutt Valley – with the central city
- seven hospitals – for health workers
- national recreation cycling facilities – for visitors, tourists and residents
- existing cycle infrastructure.

WELLINGTON INFORMATION¹⁵

Wellington

The Wellington City was divided into five main cycleways areas or catchments to identify potential cycle trip generators and attractors.

Eastern

Population: 36,660
 Employed: 19,275
 Commuter cyclists: 1,056
 Schools: 20
 Libraries: 2
 Playgrounds: 17
 Recreation Centres: 2

CBD

Population: 43,197
 Employed: 26,286
 Commuter cyclists: 780
 Schools: 9
 Libraries: 1
 Playgrounds: 6
 Recreation Centres: 0

Southern

Population: 25,950
 Employed: 14,013
 Commuter cyclists: 783
 Schools: 12
 Libraries: 3
 Playgrounds: 21
 Recreation Centres: 0

Northern

Population: 43,962
 Employed: 23,061
 Commuter cyclists: 267
 Schools: 35
 Libraries: 4
 Playgrounds: 48
 Recreation Centres: 2

Western

Population: 41,190
 Employed: 22,605
 Commuter cyclists: 837
 Schools: 7
 Libraries: 2
 Playgrounds: 11
 Recreation Centres: 1

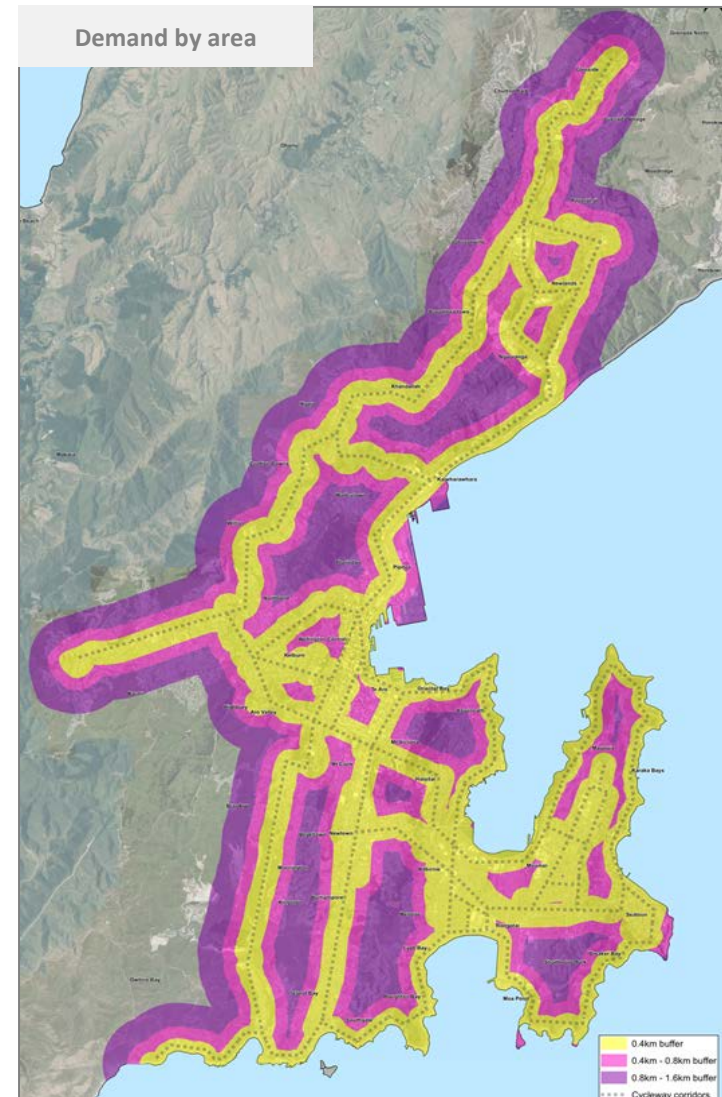


Figure 14 – Demand by area for cycling in Wellington¹⁶

¹⁵Koordinates.com., (2015). Wellington City Suburbs - Wellington City Council | Wellington City | GIS Map Data | Koordinates. Retrieved August 2015, from <https://koordinates.com/layer/1431-wellington-city-suburbs/>

¹⁶Figure undertaken applying NZTA SP11 process

Current problems

There are a number of barriers to cycling, most notably poorly designed or maintained infrastructure and unsafe motorist behaviour.

Safety for people who cycle is a main priority, with the number of reported road crashes involving cyclists being unacceptably high in Wellington.

Results for 2014 are shown in Figure 15. They show a total of 69 reported traffic crashes involving cyclists, with one fatality, nine serious injuries and 59 minor injuries. It should be noted that many cycle crashes are unreported.

A Transport Perceptions study carried out by the Greater Wellington Regional Council in 2012 revealed that only 18 percent of the respondents reported cycling facilities to be of an adequate standard, as shown in Figure 16.

This compares poorly to 78 percent satisfaction for walking facilities and 65 percent for driving facilities.

Current problems to address:¹⁷

The following are current issues that set out the case for change.

- Poor uptake due to the perception that cycling is unsafe and inconvenient is reducing cycling's contribution to the transport system.
- Unforgiving infrastructure and poor road user behaviour is resulting in significantly higher than average rates of harm to people on bikes.
- An unappealing environment for people on bikes is reducing transport and recreation choices for Wellingtonians.

These issues will be made worse by Wellington's forecast population growth over the next 30 years.

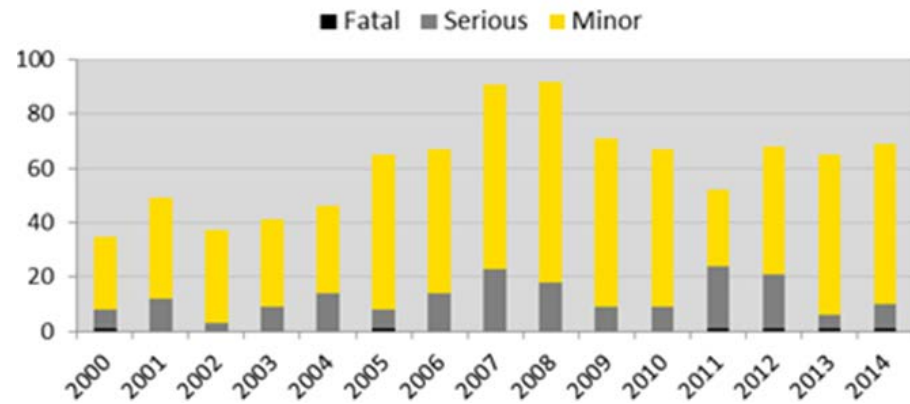


Figure 15 – Reported cycle crashes in Wellington City¹⁸

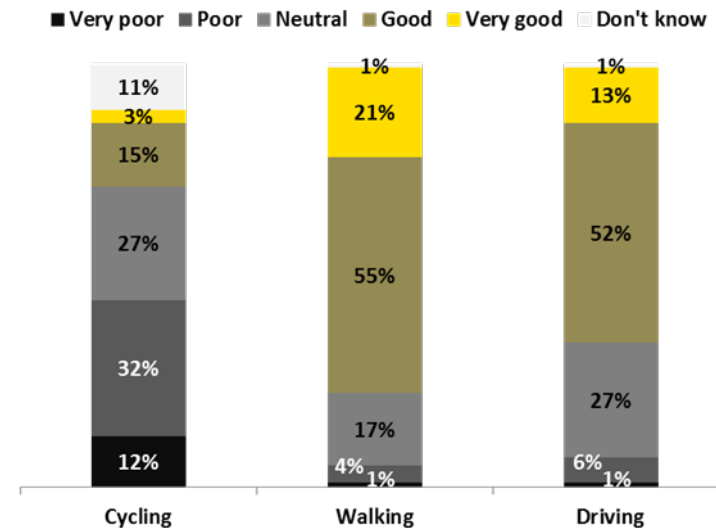


Figure 16 – Perception of transport levels of service¹⁹

Cycling is gaining international attention

Cycling is being increasingly recognised for the large part it plays in the overall transport network. A number of countries have put plans with clear visions for the future of cycling in place and experienced significant benefits as a result.

The Mayor's Vision for London, 2014

The main aim of this plan is for cycling numbers to double across London over the next 10 years. A key outcome is to provide a network of high-capacity, connected routes.

Portland Bicycle Plan for 2030, 2010

This plan aims for cycling to make up at least 25 percent of all trips 3 miles or less by 2030.

Within the first year of adopting the plan, Portland formed a dense cycleways network, increased cycle parking, expanded cycling programmes and increased funding for future cycling facilities.

Portland has made significant advances in attracting new riders – with cycling to work increasing from 1.1 percent in 1990 to 6.8 percent in 2011.

New York City Bicycling Routes Project

New York City has been transforming the city's streets from unwelcoming corridors predominantly used for vehicular traffic, to public spaces that are safer and well utilised. The strategic aim of the plan was to double the numbers of commuting cyclists between 2007 and 2012 and tripling the number by 2017.

262%

Commuter cycling has increased by 262% in New York City from 2000 to 2010

75%

A 75% decrease in the average risk of a serious injury experienced by cyclists in New York City

Local cycleways programmes

Cycling and cycleways programmes are also gaining momentum in a number of regions around New Zealand.

\$100 million of additional funding has been given to the Urban Cycleways Programme (UCP), which covers 41 projects across New Zealand.

Together with investment from local councils and the National Land Transport Fund, the programme provides a total of \$333 million to expand and significantly improve New Zealand's urban cycling network.

The first sets of projects are already under way in Auckland, Hamilton, Palmerston North, Christchurch and Dunedin.

Auckland

More people are choosing to cycle in Auckland. The UCP will speed up the delivery of cycling facilities in the central city, key corridors to East and West Auckland, and provide connections to major public transport interchanges in New Lynn and Glen Innes.

Napier/Hastings

The iWay Programme, which was successfully carried out in Hastings in 2010, created 108km of walking and cycling pathways. The programme will develop strong commuter cycling routes between Napier and Hastings.

URBAN CYCLEWAYS PROGRAMME IN NEW ZEALAND

43%

43% increase in the number of commuter cycle trips in Auckland since 2011

108km

108km of new walking and cycling pathways were constructed in Napier in 2010 and will be extended by the UCP

Our vision for cycling in Wellington

The Council's vision for the transport network by 2043 is for ongoing growth in the number of people using active modes to travel to, from and around the central city. This will be supported by a comprehensive cycling network.

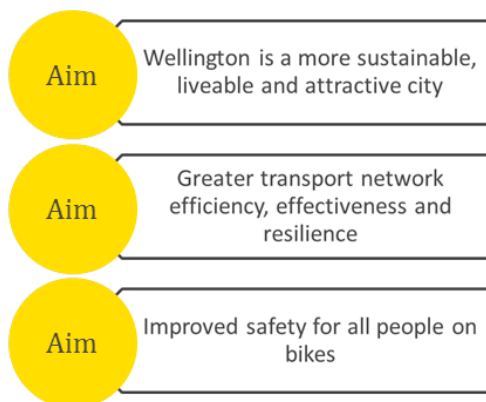
The Master Plan will guide the Council in working to achieve this vision for cycling in Wellington.

The following aims and desired outcomes for the Cycleways Programme align with the strategic case and framework set out in the Council's Urban Growth Plan.

The aims, desired outcomes and performance measures were identified through the business case process and working group workshops.

Aims

The Wellington Cycleways Programme has the following aims:



Desired outcomes

The following are the desired outcomes of the Cycleways Programme.

-  The city adapts and reflects the changing needs of society
-  The city is connected by a better, more efficient transport network by providing quality infrastructure for all modes, including cycling
-  Cycling is part of why Wellingtonians love living here and why people are attracted to visiting Wellington
-  Wellington is a people centric city which encourages active modes of transport resulting in healthier, happier people
-  Appeals and encourages people of all ages and abilities to cycle or use more active transport
-  Wellington is world renowned as a great place to be active within

Performance measures

Ongoing monitoring will be done to make sure the desired outcomes are being met.

Monitoring indicators will be developed as part of the business case process and will cover:

- increased customer satisfaction with level of service
- increased contribution to network reliability (shorter journey times)
- more people choosing to cycle
- fewer deaths and serious injury caused by cycle crashes
- lower crash rate per kilometre
- improved perception of cycling safety
- greater health
- improved wellbeing (quality of life)
- increased visitor satisfaction
- lower CO2 emissions.

Development programme – Increasing transport choice

The Cycleways Programme aims to create a sustainable, liveable and attractive city that offers choices about how to travel, with an appealing cycle network that encourages people of all ages and abilities to cycle. It includes:

- cycle infrastructure and facilities
- safety campaigns and initiatives
- marketing and promotion.

The programme is outlined in the following section. More details will be confirmed as part of the business case process, including where the cycle routes will be located.

While the future cycle routes have not yet been identified, Figure 17 shows the potential cycleways corridors and how a comprehensive network is created by the Cycleways Programme.

As a result of the programme, the cycle network will be:

- connected
- higher quality
- suitable for all ages and abilities
- safer.

Connected and higher quality cycle network

Where the cycle routes will be built and in what order will be investigated during the business case process.

To help us decide which routes are most important, we've defined three levels of priority:

- primary corridor, high priority
- primary corridor, medium priority
- secondary corridor, low priority.

Guiding principles:

- provide cycle facilities along main corridors to create a “backbone network” connecting all areas
- provide cycle facilities where the highest level of service improvements can be gained
- develop the network evenly so the facilities are spread throughout the city and the impact of construction is minimised
- allow for future cycling infrastructure when other projects, such as road upgrades, are being planned.

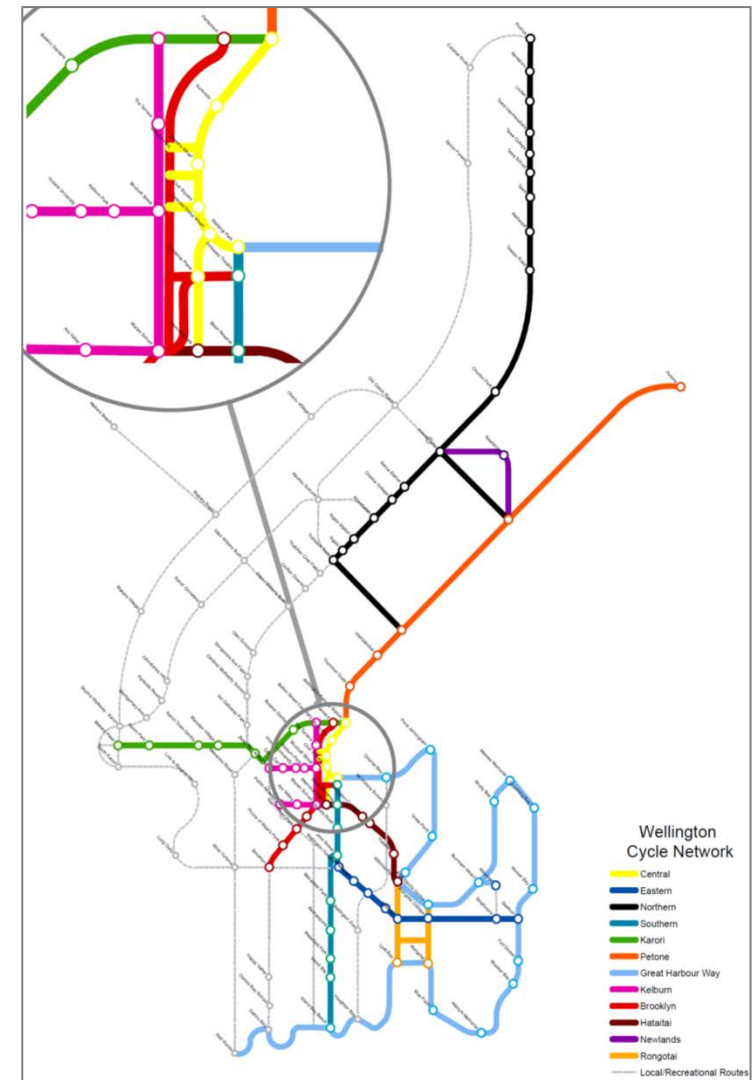
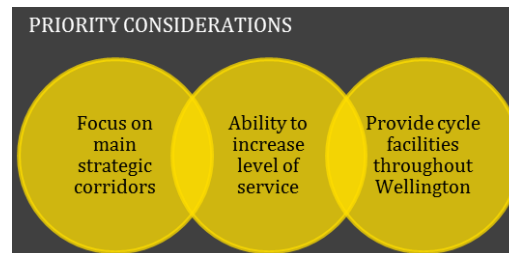


Figure 17 – Cycleways Programme potential network

Creating cycleways that are suitable for all ages and abilities

The network will consist of four main types of cycleways²¹. Together with on-road cycle facilities, they will create a comprehensive network that will connect Wellington, better suit the diverse needs of current and potential people cycling, and motivate different groups to cycle more often.

- **Shared zones**

Shared zones could be created in busy commercial areas where there is limited space and lots of people walking along and across the street. Because of the high volume of traffic, these will need low speed limits.

- **Quiet routes**

Quiet routes could be provided along less busy suburban streets rather than on main roads. Because cyclists would need to ride in the traffic lane, these would work well in areas of low speed and low volumes.

- **Protected bike lanes**

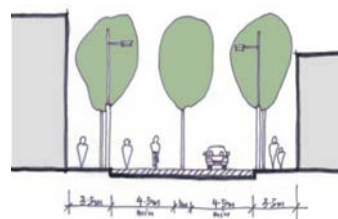
Protected bike lanes could be provided on main routes, where there will be high numbers of commuters. For these routes to be created, reprioritisation work may need to be done on the road area in the form of removing some parking, with alternative parking being provided as appropriate.

- **Bike paths**

Bike paths are off-road routes that could be placed through parks and reserves and along coastal areas. These will mainly be used where there is an opportunity for use by commuters and recreational riders. They will be designed to fit in with the natural environment and relate to the wider network by connecting commuter routes with recreational facilities.

More detail on the types of cycleways can be found in the Cycling Framework, 2015.

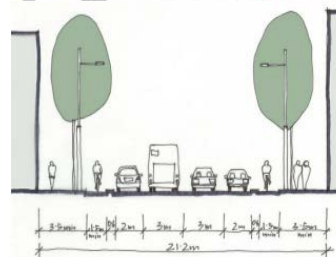
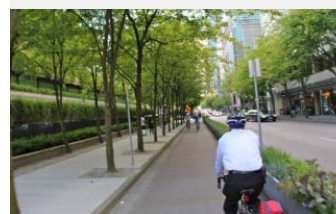
Shared zones



Quiet routes



Protected bike lanes



Bike paths



²¹ Wellington City Council, Cycling Framework, 2015

Safety campaigns and engagement initiatives

Cycling safety, along with the perception of cycling safety, is one of the underlying problems limiting cycling uptake in Wellington.

Providing new and upgraded cycling facilities makes it safer and easier to cycle in the city. For example, advanced stop boxes are being installed at busy intersections. These give cyclists a head start when the lights turn green, as well as increasing their safety by making them more visible to people in cars.

To support the proposed cycle infrastructure, the Council and cycling advocate groups promote cycling to make it easier for everyone to share the road.

Examples of current initiatives include:

- **Information on cycling routes**

A current list of cycle lanes, shared paths and bus lanes is on the Council website, so people who cycle can choose the safest route. Information is also given on the use of each facility, eg giving way to pedestrians on shared paths.

- **Bike Fix-It Stands**

Bike Fix-It Stands, located at the Central Library and Makara Peak Car Park, have tools, tyre pumps and bike repair tips for cyclists to use when they are out and about. (See: video “DIY Bike Repair on the Go”)

- **Bikes in Schools**

The Bikes in Schools programme provides grants to Wellington schools for the construction of on-site cycling facilities for use by school children and the wider community.

The benefits of the programme include increased health, fitness, skills, safety, confidence and self-esteem.

- **Safety checklist**

A cycle safety checklist is available on the Council website. It is an ideal starting point for anyone who is new to cycling and unsure about whether their equipment is roadworthy.

The checklist offers tips, from fitting helmets through to testing the condition and performance of tyres, gears, brakes, lights and steering.

- **Cycle lights checkpoints**

This collaborative Police, Cycle Advocates and Council initiative promotes safe cycling behaviour coming into the winter months.

- **Shared Pathway Courtesy campaign**

Working with City Shaper and the Cycle Advocates group, this campaign promotes courteous behaviour along the city’s shared pathways.

- **Share the Road – See the Person**

Councils within the Wellington region produced a localised version (using our own people who ride bikes) to promote this national campaign.

- **Bike Buddies**

The Bike Buddies programme matches experienced cyclists with new riders in their area, to show them the best routes for cycle commuting, help build confidence and give advice about safety on the roads.

- **Safety videos**

“The Friendly Cyclist – how to be safe cycling in Wellington City” videos produced by Cycle Aware Wellington can be viewed on the Council website.

They cover general courtesy, communication, road positioning, passing stopped traffic, intersections, shared paths and bus lanes.

- **Skills courses**

Skills courses within Wellington are free for anyone under the age of 18. They cover bike maintenance, safety and riding skills.

- **Communities on Bikes grant**

Funding is available from 2015 to 2018 for activities and events that encourage and normalise cycling as a regular transport mode choice, and contribute to the Council’s Cycleways Programme.



The Council will continue to support safety campaigns and initiatives throughout the Cycleways Programme.

Benefits of the programme

Improving cycling infrastructure and safety and undertaking promotional initiatives as part of the Cycleways Programme will have benefits for all Wellingtonians, not just those who cycle.

The expected benefits include:

- a better connected transport network
- increased network efficiency, resiliency and journey time reliability
- more transport options
- a more liveable city
- increased economic activity
- improved health, safety and wellbeing
- improved sustainability and environment.

A better connected transport network

Cycling plays a central role in achieving a balanced transport network that effectively connects people and places.

Building a comprehensive cycleways network and addressing common barriers will make cycling a viable transport option for Wellingtonians.

This will provide a suitable alternative to driving short or medium trips and allows entire journeys to be made without the need for private vehicles.

Increased network efficiency, resiliency and reliable journey times

Giving people more choice about how they travel will take people out of vehicles and onto bikes, which could result in our roads working more efficiently for all users. Cycling will provide more reliable journey times for people on bikes, particularly on congested roads.

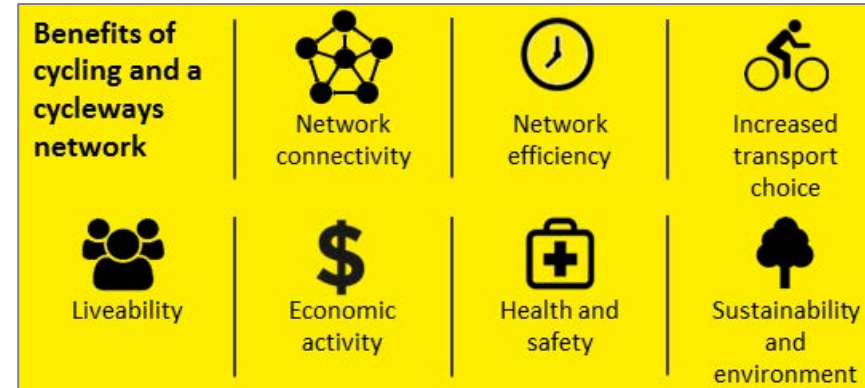
More transport choice

Improving cycleways infrastructure will give people more options when choosing transport. It will also cater for the large number of Wellingtonians who would prefer to cycle but currently feel unable to, and result in more people on bikes.

Improving cycle infrastructure will also have benefits for other modes of transport, such as better pedestrian crossing facilities, and traffic-slowing measures or safety improvements at intersections.

A more liveable city

Quality of life is the number one reason why people choose to live in Wellington²². Giving people more transport choice and being able to get around easily by bike makes Wellington a more attractive place



to live, visit and work. It will also help to attract more people to the area as Wellington becomes known for being a cycle-friendly city.

Increased economic activity

A strong transportation network is good for the region's economy. The positive effect of cycleway networks on retail sales has been documented. As a result of building cycleways in San Francisco, 60 percent of retailers observed more residents shopping locally and 40 percent observed an increase in sales²³.

Improved health, safety and wellbeing

Cycling is an active, healthy alternative to private transport and the Cycleways Programme will encourage active people and communities. A significantly

lower risk of injury (40 percent) has been observed following the installation of cycleways in New York²⁴. Cycling also makes it easier to include exercise as part of a daily routine, improving health, quality of life and sense of wellbeing.

Improved sustainability and environment

More people choosing to cycle can result in fewer people using their cars and a reduction in fuel consumption. A reduction in harmful CO₂ emissions will improve air quality, and along with improved cycle facilities, can create a more pleasant environment to cycle within.

²² Department of Labour research, 2010

²³ E. Drennen, Mission District of San Francisco, *Economic Effects of Traffic Calming on Urban Small Businesses*, 2003

²⁴ New York Department of Transport, *Protected Bike Lane Analysis*

Funding sources

The Cycleways Programme focusses on what can be planned and carried out in the first 3 years, and proposes improvements that can be made in the medium and long-term.

There is approximately \$100 million potential funding available over the lifetime of the Cycleways Programme.

Urban Cycleways Programme (UCP)

The UCP is comprised of shared investment from the Urban Cycleways Fund (UCF), the National Land Transport Fund (NLTF) and the Council.

UCF funding is only available for the first 3 years of the Cycleways Programme and must be spent by the end of June 2018. Minor works and safety initiatives are not eligible for UCF funding.

The UCP enables high-value urban cycling projects that improve cycling safety and support more connected cycle networks to get under way in Wellington over the next 3 years.

Funding from the Council has been approved through the Long-term Plan.

The Transport Agency NLTF funding available is through the walking and cycling activity class, which is capped to match UCF funding.

Financial assistance, currently 48 percent of project costs, may be available through the National Land Transport Programme (NLTP) subject to further business case processes and approval from the Transport Agency.

Figure 18 presents the proposed implementation of the Cycleways Programme.

The business case process will develop and refine the cycle corridors and how the programme can be delivered over time.

If more funding becomes available, the Cycleways Programme can be carried out more quickly.

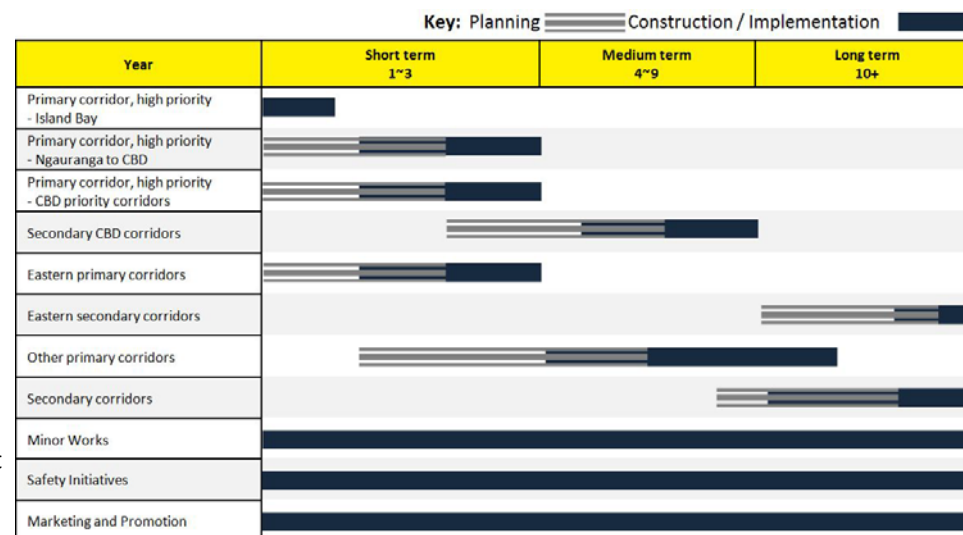
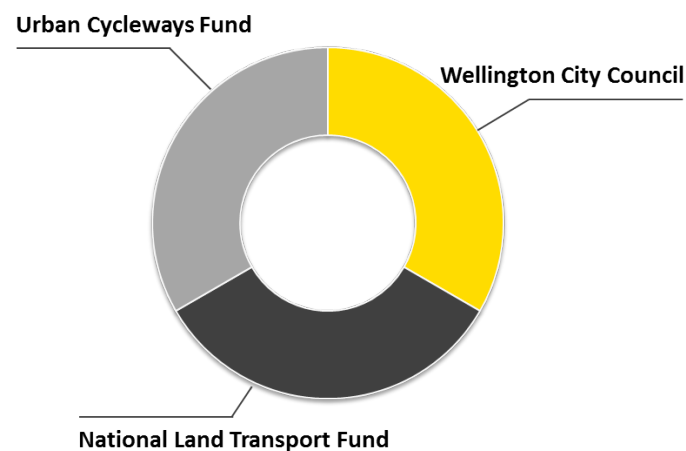


Figure 18 - Cycleways Programme Implementation



Next steps

The Master Plan will serve as a guide for the Council to successfully deliver new cycling infrastructure.

It is a “living document” and will be updated at key points in the business case process as more detail on the Cycleways Programme is developed.

Figure 19 shows the next steps for the Cycleways Programme. There will be opportunities for engagement with affected communities. Stakeholder working groups will be created to provide input to the indicative business cases, and public consultation with affected parties will provide input into the detailed business cases.

Figure 20 provides more detail on the planning and delivery programme for the Wellington Cycle Network.

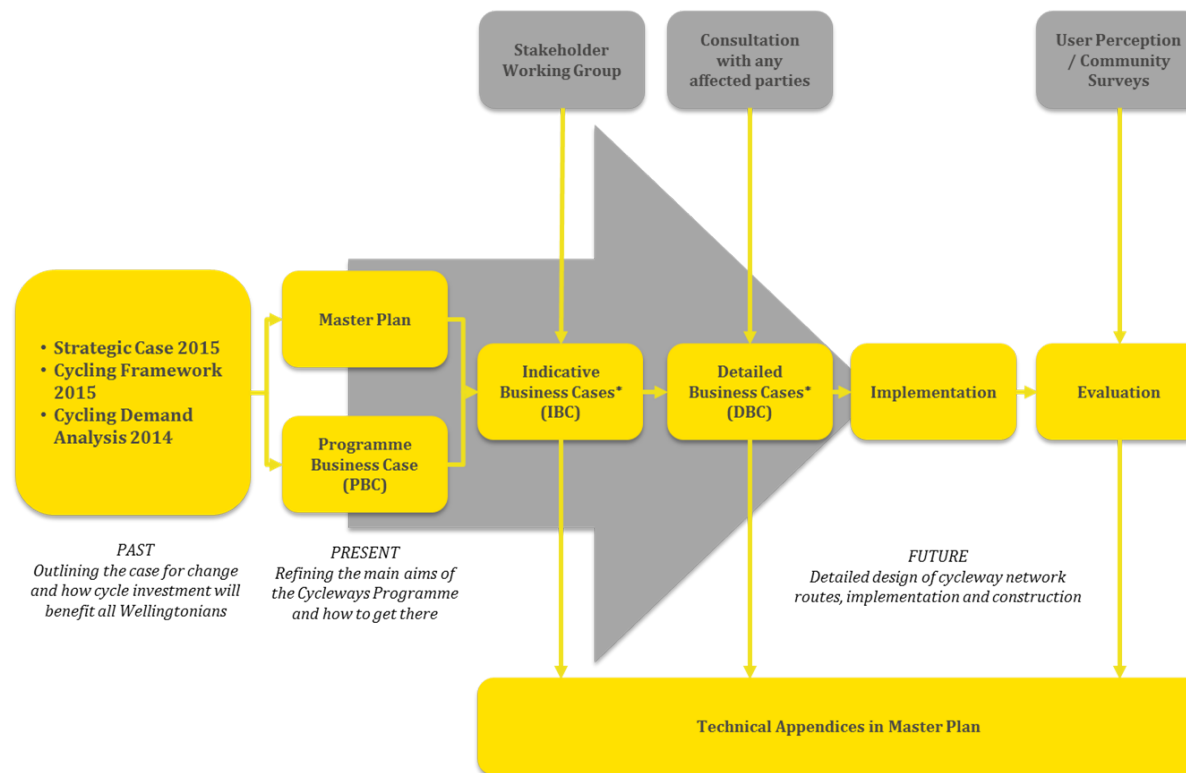
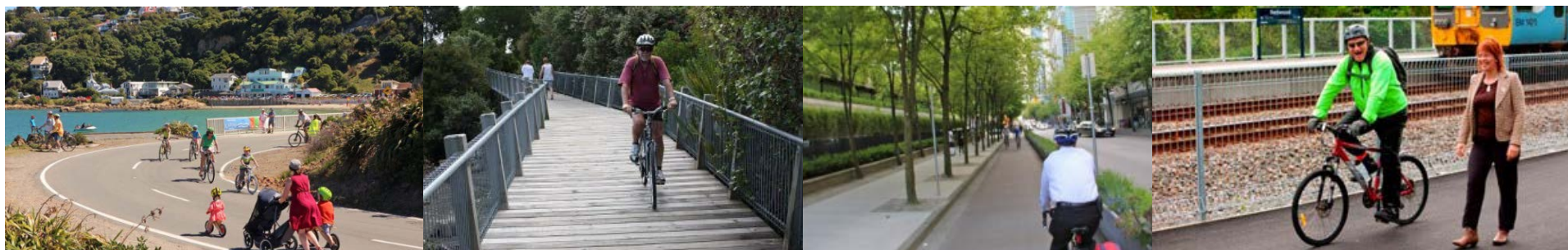


Figure 19 – Cycleways Programme next steps



Planning and delivery programme

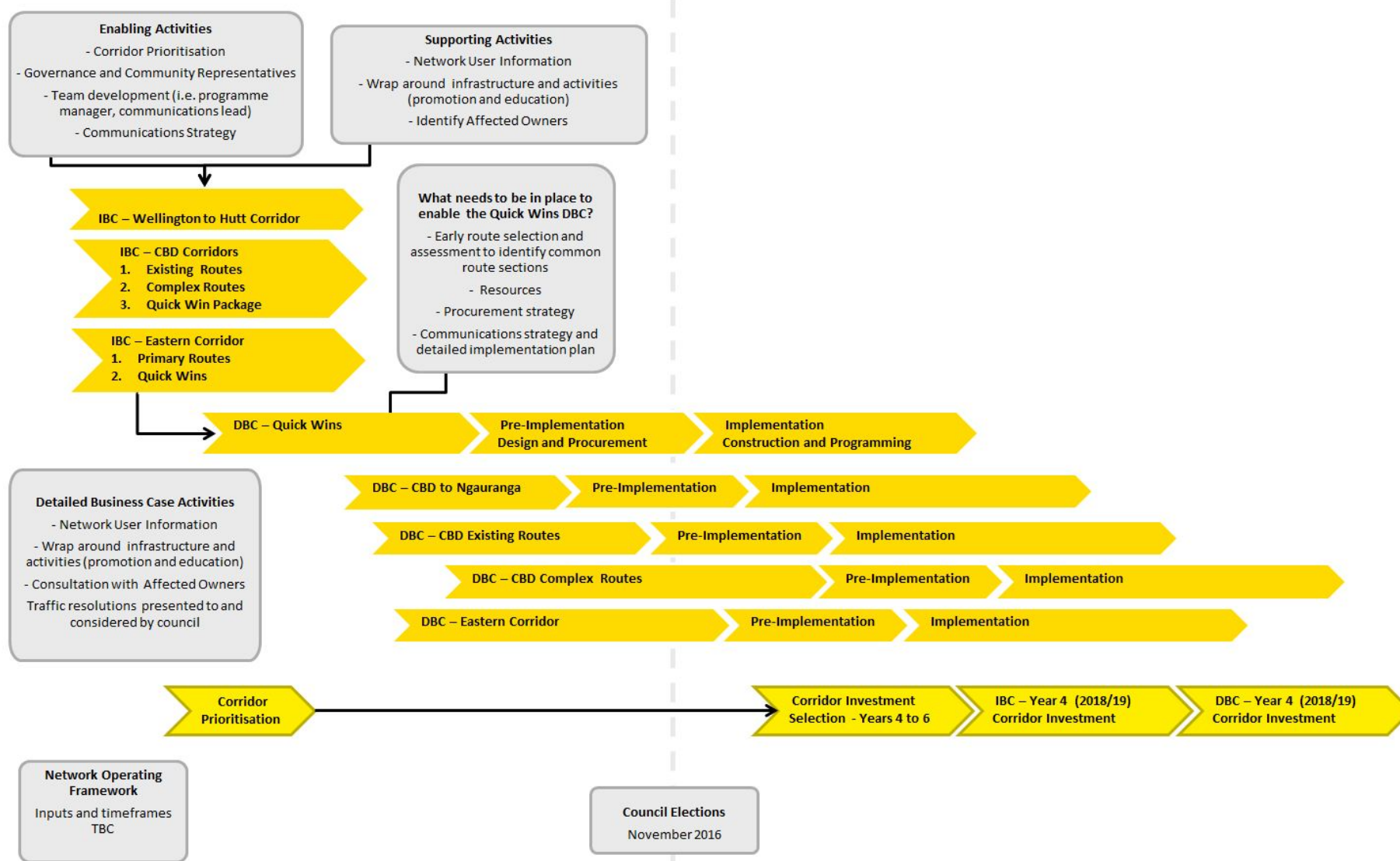


Figure 20 – Cycleways planning and delivery programme

