

From: [Information Management Team](#)
To: [REDACTED]
Subject: RE: LGOIMA Request - Walk and Cycle the Hutt
Date: Friday, 12 March 2021 12:36:00 PM
Attachments: [Policy and Regulatory Committee Report - Walk and Cycle the Hutt - optio....docx](#)

12/03/2021

[REDACTED]

Dear [REDACTED]

Request for Information – Local Government Official Information and Meetings Act 1987

We refer to your official information request dated 11 March 2021 for report # PandR2014/4/118(4) [Walk and Cycle the Hutt- Options Paper].

The information you have requested is enclosed.

In order to provide you with further context in terms of the information you have requested, please note that the web portal is set to be upgraded this year which should make it easier for you to search for this information.

You have the right to seek an investigation and review by the Ombudsman of this decision. Information about how to make a complaint is available at www.ombudsman.parliament.nz or freephone 0800 802 602.

Please note that this letter (with your personal details removed) may be published on the Council's website.

Yours sincerely

Hutt City Council

[Official Information and Privacy](#)

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Encl: Policy and Regulatory Committee Report - Walk and Cycle the Hutt - optio...pdf

From: Contact
Sent: Thursday, 11 March 2021 10:13 AM
To: Information Management Team
Subject: LGOIMA Request

Name

[REDACTED]

Organisation

Address

[REDACTED]

Telephone

Mobile

[REDACTED]

Email



Response By Email

Information requested Can I please be provided with report # PandR2014/4/118(4) [Walk and Cycle the Hutt-Options Paper] I am asking for this as it appears that papers from the Policy and Regulatory Committee are not searchable through HCC Archive's Web Portal (i.e. P&R is not available from the Council Meetings drop down list). If this could be rectified that would be fantastic and save us all time :)

File upload

Urgency

Reason

Invisible CAPTCHA 2021-03-11 10:07:39|

Policy and Regulatory

18 July 2014

File: (14/982)

Report no: PandR2014/4/118 (4)

Walk and Cycle the Hutt - options paper

DECISION MAKING CHECKLIST

Any report writer seeking a decision from the Strategic Leadership Team (SLT), Council, a Council Committee or Sub-committee, a Community Board or a Community Committee must complete this checklist.

What is the decision you are seeking in your report? Approve Walk and Cycle the Hutt 2014-2019 and recommend the proposed budget increase described in Option 1.

Who is responsible for making this decision? POLICY COMMITTEE

Check Council's [Terms of Reference](#) the [Delegations Register](#) and [Community Committees and Community Boards Functions and Delegations](#)

LEGISLATIVE REQUIREMENTS		
<p>Does this decision fit the purpose of local government by meeting the current and future needs of the community by providing good quality:</p> <p><input checked="" type="checkbox"/> Local infrastructure, or,</p> <p><input checked="" type="checkbox"/> Local public services, or,</p> <p><input type="checkbox"/> Through the performance of regulatory functions?</p> <p><i>(Note: In the Local Government Act good-quality means infrastructure, services, and performance that are efficient, effective and appropriate to present and anticipated future circumstances)</i></p>		
Does this decision achieve this purpose in the most cost efficient way?	Yes	Click here to enter text.
Is this a significant decision, and if so, on what basis is it significant? Refer to significance policy	No	Click here to enter text.
Have I considered how this decision will affect the environment? (Water, land, flora, fauna, and waahi taonga?)	Yes	Click here to enter text.
Have I considered how this decision will affect people in the community?	Yes	Click here to enter text.
OPTIONS		Comments
Have I considered <i>all</i> practicable options?	Yes	Click here to enter text.
Have I assessed the costs and benefits (or pros and cons) of each of those options?	Yes	Click here to enter text.
Have I assessed the risks involved which each of the options? <i>Contact Manager, Organisational Performance and Risk</i>	Not applicable	Click here to enter text.
Does this decision require specialist input (for example, legal advice)?	No	Click here to enter text.
FINANCIAL CONSIDERATIONS		Comments
How would this decision be funded? <i>(If you answer 'existing budgets' please specify the budget year).</i>	Recommending option 1 would mean that Council's Community Plan Committee would be asked to approve greater investment to deliver the action plan.	
Do I need to speak to my finance account manager?	No	Click here to enter text.

Have I considered the short term and long term financial implications of this decision?	Yes	Click here to enter text.
Have I prepared a business case?	No	Click here to enter text.
CONSISTENCY WITH OTHER COUNCIL PLANS		Comments
Does the decision substantially deviate from current plans (including the Annual or Long Term Plan, The District Plan, asset management plans or policies or strategies); or	No	Click here to enter text.
Is this decision supplementing or replacing any current plans or policies?	Yes	Walk and Cycle the Hutt replaces the 2006 walking and cycling strategies.
CONSULTATION		Comments
Should this issue be consulted on? <i>Refer to the Community Engagement Strategy</i>	No	If the plan is accepted we will work with stakeholders to develop and deliver the action plan.
If so, have I identified a consultation plan and identified who I need to consult with? <i>Refer to the Community Engagement Strategy</i>	Not applicable	Click here to enter text.
Am I aware of any existing community views on this decision?	Yes	We conducted a workshop with stakeholders and have consulted with a small group on the plan. Submissions to the 2014/15 Annual Plan and previous plans have informed the proposed direction.
Should I consult with Māori on this decision? <i>Refer to Community Engagement Strategy and Contact the Kaitakawaenga Kaupapa Maori</i>	No	Click here to enter text.
COMMUNICATION		Comments
Which other staff members within Hutt City Council should I talk about this decision with?	No	Walk and Cycle the Hutt has been developed and written with a working group and informed by comments from colleagues
How will I communicate this decision? <i>(Consider both internally and externally)</i>	We would speak to the Communication Team regarding external publicity and work with teams in council on the implications of the plan.	
Have I spoken to my communications team account manager?	No	Click here to enter text.
IMPLEMENTATION		Comments

Have I made a plan for the implementation of this decision?	Yes	If approved we will work with stakeholder representatives to further develop the action plan.
Does this Decision affect workforce numbers	No	Click here to enter text.

Have I taken into account the changes to the Local Government Act 2002 and the purpose of Local Government under the Act?	Yes
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Purpose of Report

1. This report provides supporting information for Walk and Cycle the Hutt 2014-2019 (the Plan). The Plan proposes that Council increases its commitment to cycling and walking in the city and provide resources to ensure that this commitment becomes a reality and thus contributes to livability, and growth and rejuvenation of the city.

Recommendations

That the Committee recommends that Council:

- (i) approves the Walk and Cycle the Hutt Plan;
- (ii) notes that officers will continue to work with stakeholders to develop the implementation plan; and
- (iii) recommends to the Community Plan Committee that the following funding, as further described in Option One, be approved for the forthcoming three year funding round:

2015/16	
Current Council core cycling budget	\$207,000
NZTA funding	\$203,000
Additional from Council	\$1,129,000*
Total	\$1,539,000
2016/17	
Current Council core cycling budget	\$216,000
NZTA funding	\$203,000
Additional from Council	\$619,000
Total	\$1,038,000
2017/18	
Current Council core cycling budget	\$226,000
NZTA funding	\$203,000
Additional from Council	\$615,000
Total	\$1,044,000

* The \$1,129,000 includes \$624,000 for the 'protected cycleway arterial' and \$505,000 specifically for kerbside cycleways on Waterloo Road and

Knights Road.

Introduction

2. Walk and Cycle the Hutt (the Plan) has been developed by Strategic Services, Road and Traffic, Leisure Active, Parks and Gardens, and Environmental Sustainability, and with assistance from stakeholders in the city. The plan sets out the aims, objectives, opportunities and challenges in terms of active travel. It is ambitious in terms of the direction proposed and recognises that Council as whole needs to demonstrate greater commitment toward active travel. Consequently, delivering the Plan will require greater investment than is currently available, particularly in the core cycling budget, for the period 2015/16 to 2017/18 and further ahead. Developing the walkability of the Central Business District which is a key aspect of Walk and Cycle the Hutt, and referred to in the Plan and its objectives, are being progressed as part of Making Places.

Background

3. Council produced cycling and walking strategies in 2006. Council also produced an implementation plan for the cycling strategy in 2008 and increased the core cycling budget at that time.
4. With limited resources Council has made progress in terms of providing for walking and cycling in the city, and details of the actions taken and challenges remaining are summarised in section 3 of the Plan.
5. In December 2013 officers were asked by the Divisional Manager for Road and Traffic to develop a joint walking and cycling plan. A joint plan does not mean that the considerations required for both activities are the same but is recognition that Council should take an integrated approach to designing and delivering its transport infrastructure and the impact on a range of users. This point was also raised by individuals commenting on the 2014/15 Annual Plan 2014/15.
6. A working group of officers from Strategy and Planning, Road and Traffic, Parks and Gardens, and Environmental Sustainability were involved in the project. The method included background research into literature on active travel in New Zealand and internationally, engagement with stakeholders and analysis of data on participation in and perception of active travel in the city and region.
7. A workshop with stakeholders was held on 19 February 2014. Further consultation with a small group of stakeholders, notably Living Streets Aotearoa and Hutt Cycle Network, has continued as the draft plan has developed. Submissions to the 2014/15 Annual Plan, previous annual plans, and discussions between the Road & Traffic Division and the Hutt Cycle Network, have also informed the Plan and option for infrastructure development.

8. Key points that emerged from discussions with stakeholders, the literature and local data include:
- The positive contribution that providing for, and increasing participation in, active travel can make to economic growth, health and wellbeing, liveable urban areas, environmental sustainability, infrastructural resilience, and safety;
 - Lack of significant Council investment to capitalize on and exploit opportunities to increase participation in active travel in the city;
 - Data on participation in and perception of the ease, safety, and quality of services for cyclists in Hutt City in particular illustrates that considerable challenges remain if we are to encourage more people to participate;
 - Lack of coordinated planning of network development. The District Plan includes little on the provision of cycling or walking facilities e.g. for businesses or other organisations in the City, and Council hasn't given this aspect priority in developments such as The Dowse Museum. Council is a signatory of the New Zealand Urban Design Protocol which prioritises provision for cycling and walking as part of the overall network of connections in the city. Ensuring that this is a real commitment requires practical actions e.g. prioritising walking and cycling in the CBD re-development and ensuring that provision for active travel is included in District Plan requirements as the city grows. The level of challenge faced is identified by the following stakeholder comment.

'Having signed up to this [protocol] how can Council through its planning processes develop such poor cycling precincts when they approve developments? How can the Dowse and the visitor information centre end up with such basic oversights as no cycles stands? A huge shift in Council officer and management awareness and commitment is required.' (Stakeholder comment)

Discussion

Active Travel Research

9. Walk and Cycle the Hutt is part of Hutt City council's overall approach to achieving its vision of a city which is a great place to live work and play. Making the city more walkable and cycle friendly can contribute to many aspects and is integral to Council's key strategies in terms of developing an attractive, resilient city with high quality amenities and therefore contributing to population and economic growth. This view is evidenced by research and also reflected in comments from city residents.

'If the HCC is really serious about serving its ratepayers and its residents then cycling has to be seen within the context of the greater needs and welfare of the Hutt Community. The HCC has shown that it is prepared to do just that by moving away from a short term maintenance funding policy to a vibrant longer term growth policy. I appeal to the HCC that this growth is directed in a way that will provide for the greatest return on investment - i.e. to provide a vibrant, healthy, safe

environment for all its citizens (young and old) to work, live, play and travel around. There is little doubt that if cycling in the Hutt is seen as a safe pastime then its citizens will use it more.' (Submission to Annual Plan 2014/15)

10. The Urban Growth Strategy emphasises development e.g. intensification, that provides a high quality environment, including reducing journey distances and giving people more travel choices. Integral to the changing shape of our city will be achieving a balanced transport system and encouraging people to choose active forms of travel.¹
11. Similarly, the Environmental Sustainability Strategy envisions a thriving environment now and in the future with transport networks being optimized for a range of users including vehicles, pedestrians and cyclists, with existing and proposed developments designed with effective networks which favour active and low impact modes.
12. Effectively delivering Walk and Cycle the Hutt in the period to 2019 will begin contributing toward achieving the aims of these strategies and towards the sustainability and resilience of the city's infrastructure. Emphasis on infrastructure that encourages participation in active travel, contributes toward greater transport choices, saves on maintenance and renewal of the network overall, and contributes toward reducing congestion.
13. Central to developing a competitive thriving city will be making it attractive and liveable for a range of households. This means attracting a range of talented individuals to live and work here and there is evidence that young professionals target where they want to live firstly on the basis of 'quality of life', including good urban design, transport connections, and walkability. Businesses and investors also value these attributes. See for example, Value of Urban Design The economic, environmental and social benefits of urban design, <https://www.mfe.govt.nz/publications/urban/value-urban-design-summary-jun05/html/page12.html>
14. Similarly, as our population is ageing, a high-quality walkable environment will become even more important to this demographic.² Changes to the central business district, through Making Places, as well as new residential and commercial areas, are opportunities to provide better active travel networks, create people focused spaces and contribute to a thriving economy.

Economic, environmental, and infrastructural resilience

15. Extensive research indicates that increasing active travel modes offers major opportunities and contributes to a range of outcomes across public policy, including health and wellbeing, infrastructural and environmental resilience, safety, and economic growth. The importance of investing in planning for active travel as part of infrastructure developments is also reflected in comments to the Annual Plan.

¹ Hutt City Council, Urban Growth Strategy 2012 – 2032 <http://www.huttcity.govt.nz/Documents/a-z/Urban%20Growth%20Strategy%202014.pdf>

² Jeff Speck, Walkable Cities – How downtown can save America one step at a time, 2012.

'The Hutt Valley is ideally placed to be a cycling friendly city. In terms of economic development, a city which is attractive to live in, including having a good commuting infrastructure, will attract highly qualified and productive residents. Additional residential development will not do this by default; new residents will be looking for good urban infrastructure, including easy access to their services for both themselves and their children.' (Submission to Annual Plan 2014/15)

16. Numerous studies have quantified the economic benefits associated with better health and well-being, less congestion, lower pollution, and infrastructural resilience.
17. A study for NZTA explored the economic value of active transport modes. The values below include the costs of morbidity and mortality attributable to inactivity, in addition to associated public and private health sector costs:

- per km walking - \$4.27
- per km cycling - \$2.14

There may be additional benefits due to reduced air pollution exposure and productivity gains, e.g. due to reduced absenteeism from work.

18. In Hutt City, based on travel time savings, environmental and health benefits and accident cost savings, it is estimated that the Eastern Bays Walkway would produce \$6.60 of economic benefits for every \$1 invested.

19. The *'Benefits of the inclusion of active transport in Infrastructure Projects'* study by Price Waterhouse Coopers and SKM for the Queensland Government found that, for a typical off-road path in an inner urban area, economic benefits per kilometre (km) walked or cycled are:

- decongestion (20.7 cents per km walked or cycled),
- health (up to \$1.68 cents per km),
- vehicle operating costs (35.0 cents per km),
- infrastructure savings (6.8 cents per km), and
- environment (5.9 cents per km.)

The study showed that:

- for each person cycling 20 minutes to work and back, the economy benefits by \$AUD14.30; (\$1.43 per km cycled, per person.)
- for each person who walks 20 minutes to work and back, the economy benefits by \$AUD8.48; (\$2.12 per km walked, per person.)

Over the longer-term:

- 1000 pedestrians per day will generate discounted benefits of around \$AUD7 million per km over a 30-year appraisal period.

- 1000 bicycle riders per day will generate discounted benefits of around \$AUD15 million per km over a 30-year appraisal period.

Local economic benefits

20. *'In addition to making the city desirable, there is consistent and growing evidence that increasing walking and cycling levels also achieves substantial economic return over the long run. Direct economic benefits have been reported to retail and other businesses from investing in communities with high active transport near frequently-used destinations such as shopping, eateries, schools and parks. People on foot or travelling by bike are likely to visit more often, stay longer in a well-designed pleasant area with other foot traffic, and spend more than people who drive to kerbside parking to make a specific purchase. Greater walk-ability and cycling gives higher values and higher net operating incomes for office, retail and apartment properties. To derive the maximum benefit from such investment requires a whole system approach with integrated policy and planning.'* (Submission to Annual Plan 2014/15)

21. As well as the broader economic benefits, research also points to the direct impact of active travel on local economies and businesses. Studies have found that improving both the walkability and cycle-friendliness of commercial areas can contribute toward increases in property values and rents, help attract new businesses, and increase local economic activity. Studies on cities in America, Canada, Australia and the UK, have reported improved sales, greater footfall and vitality of shopping areas, and increases in residential developments and increases in property values, following improvements in walkability and cycling infrastructure.

22. For instance, and informed by research from several countries, an Australian study on walkability found that: *'People often overestimate the importance of shopper's motor vehicle access, and therefore vehicle parking, and underestimate the value of access by walking, cycling and public transport.'* (T.Litman, Economic Value of Walkability, Victoria Institute of Transport Policy, pp.14-15, (2014)).

23. There is a growing market in terms of cycling and walking opportunities locally. With trails such as the Hutt River Trail linking to the Rimutaka Incline and the Wairarapa coast, as well as opportunities along from Petone to Fencarrow, Hutt City has an environment for active travel on which we could capitalise. Similarly, prioritising the walkability and cycle-friendliness of the CBD would contribute to creating an attractive environment which would help attract people, help businesses, and link into council's vision for the city. This is also a theme identified by local commentators.

'The benefits of closing the loop for cycling and walking from Petone out to Eastbourne, connecting up with the coastal route up to the Wairarapa and back to the Hutt Valley via the Rimutaka Incline or the Wainuiomata Valley would create a large number of cottage industries, revitalise and preserve the participating communities and generally add to the quality of life that Hutt has to offer.' (Submission to 2014/15 Annual Plan)

24. Some recent work and studies in New Zealand include:

A Ministry of Business, Innovation and Employment evaluation of Nga Haerenga – the New Zealand Cycle Trail found that 439 businesses surveyed attributed 5% of their turnover to the cycle trail and that about 50 full-time positions had been created in their businesses as a result of the bike trails opening. A quarter of businesses believed that they had already benefited and half believed it would be good for them in the future.

Twelve new businesses have opened and 18 expanded in the past two years as a result of the Clutha Gold and Roxburgh Gorge cycle and walking trails.

A feasibility report for Central Otago District Council identified that a cycle trail in the Cromwell Gorge would contribute \$1.4 million annually to the local economy and support 13 jobs.

Investment in cycle trail around Palmerston, East Otago, has the support of the business community in the area because of the potential to attract visitors and business to the town and district.

A study for NZTA, including case studies and surveys in nine shopping areas, found that although shoppers using public transport, cycling or walking, spend slightly less per trip than car users, they visit shopping areas more frequently and therefore have considerable spending power.

'The research found that the average spend was \$42 per person per trip (regardless of mode choice). The highest average spends for car users (including car drivers and passengers) was \$46 compared with \$34 per person for sustainable transport users (pedestrians, cyclists, public transport users and others). The results indicate there is only \$12 difference in the spending rate; this, however, is offset by the fact that sustainable transport users visit more frequently. Although cyclists only account for 2% of the sample data set they spend the second highest amount of all sustainable transport users and only \$4 less than car drivers per trip. Overall, sustainable transport users account for 40% of the total spend in the shopping area and represent only 37% of the total people spending in the area.' (Fleming (Allatt), T, S Turner and L Farjomi (2013) Reallocation of road space. NZ Transport Agency research report 530.)

25. Similarly, several studies in Europe and Australia show that cyclists and pedestrians make a significant contribution to the retail areas of cities and towns. These include the following:

Researchers for Transport for London surveyed shoppers in 15 town centres in London and found that pedestrians spent the most at £373. Those who arrived by car spent £226 on average whilst those who arrived by cycle spent £188 per month.

A 2007 report on the 7Stanes mountain bike trails in southern Scotland found that the project helped create 205 full time equivalent jobs.

In Melbourne's Lygon Street, the retail spend generated by one car parking space occupied at all times has been calculated at \$27 per hour. The same space (13m²), occupied by six fully utilised bike stands generated \$97.20 per hour.

Similarly, it is reported that changes to Melbourne's city centre from 1994 to 2004 including wider footpaths, more greenery, street art and usable connections led to:

'An overall 39 per cent increase in pedestrian traffic on weekdays and a 98 per cent increase on weekday evenings. The area has seen an 830 per cent increase in residents and a 275 per cent increase in cafés.' What was described as an 'empty, useless city centre' has been transformed and 'The results clearly illustrate that places designed to be people-friendly attract people, and public life will follow.' (Quoted in, R.Tolley, Good for Business - The benefits of making streets more walking and cycling friendly, 2011)

Safety

26. Research also shows that the greater the advantage we create for active travel, the more people will choose it and, particularly in the case of cycling, help address safety concerns. A greater number of cyclists and pedestrians and consequential increased visibility influences driver behaviour and contributes to greater safety – known as the 'safety in numbers' effect. In other words, the risk to each pedestrian and cyclist drops as the number of users increases. (P.L.Jacobsen, Safety in numbers: more walkers and bicyclists, safer walking and bicycling, Injury Prevention 2003; 9.)
27. Examples include studies in New Zealand which show that installing cycle lanes can lead to a 10% reduction in cycle crashes, and that adding advance stop boxes at traffic signals for cyclists lead to reductions in both cycle crashes and crashes overall.

Social interactions and community cohesion

28. Research also demonstrates that more walkable communities have higher levels of community cohesion i.e. the quality of interactions among people in a community. Urban design that creates a sense of place, including high quality pedestrian and cycle facilities, is more likely to attract people than focusing primarily on vehicular travel.

'Streets that are busy with bicycles and walkers are considered human scaled environments and foster a sense of neighbourhood and community.' (Strawser, C (2004) *The economic impact of bicycling in Wisconsin*. Quoted in S. Turner, T. Allat, and L.Tarjomi, What shoppers want – the reallocation of road space, p.41. (NZTA Report 530, August 2013)

Data in the city and region

29. Local data on active travel illustrates opportunities and challenges. There is currently limited data at a city level. Greater Wellington Regional Council's (GWRC) perception survey provides data on the views of Hutt City residents and those travelling into the city. While the number of people who walked/jogged to work on census day decreased compared to the 2006 Census, the New Zealand Household Travel Survey shows that more people are generally walking while cycling remains at a low level.

30. Data provided by The Hutt City Rotary River Trail Committee on use of the River Trail shows the growing popularity of this route for walkers and cyclists. For the year ending May 2012, an estimated 1,108,636 trips were made along the trail. By the year ending May 2014 this number had almost doubled to 2,187,019 trips. Source: The figures are based on actual counter records at Melling, Silverstream and Totara Park and observed use at other points along the trail. The Committee considers the total figures to be a reasonable but conservative representation of actual use. The intervening year is not currently available.
31. The 2013 Census shows an increase in the number of people who commuted to work by bicycle on census day. This data indicates the popularity of cycling for reasons such as convenience i.e. quicker than other modes in some situations, the costs of forms of travel such as private vehicles and public transport, and reasons of health, fitness and relaxation, and an awareness of environmental impacts. (See for example Ed Randal, What Makes a Commuter Cyclist? A Mixed Methods Study of Behavioural Antecedents and Perceptions of Commuter Cycling in the Wellington Region, 2013. <http://sustainablecities.org.nz/wp-content/uploads/ERandal-Whatmakesacommutercyclist-thesis.pdf>). Despite very poor results in terms of perceptions of safety and levels of service in the GWRC survey (figure 4 and 5 in the attached plan) there is an indication that more people are commuting by bicycle. However, both the share of cycling and walking trips in Hutt City remain below those at regional and national level.
32. Accepting concerns from some quarters that there is an element of under-reporting, for roads excluding State Highway 2, the number of road crashes resulting in an injury to cyclists or pedestrians has decreased each year between 2009-2010 and 2012-2013; from 98 in 2009-10 to 62 in 2012-13.
33. In terms of perceptions and despite the work since 2006, a growing percentage of respondents feel it is unsafe to cycle, that the level of service is poor, and that cycling is not hassle-free.
34. Since 2004, a growing percentage of respondents to the GWRC survey believe that cycling is unsafe compared to smaller increases in the percentage of those who believe it is safe. 47% of respondents in the 2012 survey said it was unsafe to cycle.
35. Over a third of respondents in 2012 felt that the level of service for cyclists was poor and, although down from the 46% in 2008, this is still an increase on the results of 2004 and 2006. In 2012, a high percentage of respondents indicated that the level of service for cyclists was neither good nor bad.
36. Since 2004, a growing percentage of respondents believe that cycling is becoming more difficult.
37. A growing percentage of survey respondents believe that the level of service for pedestrians is good and there are opportunities to build on this progress.

Walk and Cycle the Hutt - aims and direction

Aims and objectives

38. The principal aim of the plan is that:

- More people in the city will cycle and walk more often and further, for commuting and recreational purposes.

The plan has two related aims:

- High quality level of service for pedestrians and cyclists
- Improved safety for pedestrians and cyclists

39. Achieving these aims requires a paradigm shift in thinking about walking and cycling in the city and the commitment of sufficient resources to deliver a better active travel environment. To deliver the aims and contribute towards better health and well-being, environmental and infrastructural sustainability, and more vibrant and economically healthy communities, walking and cycling need to be high priorities and fundamental considerations when undertaking work under each of Council's high-level strategies of Growth and Development, Leisure and Wellbeing, Environmental Sustainability, and Infrastructure.

Approach

40. Plan - integrate the provision of safe and convenient routes for pedestrians and cyclists into land-use planning and infrastructure to create priority for active travel in the city.

41. Prioritise and build - create a suitable network of linked cycle and pedestrian infrastructure i.e. connections that are direct, coherent and with the right facilities. This includes a combination of protected cycleways, reducing traffic speed and volumes, and using traffic-free routes e.g. through parks, Hutt River Trail, and prioritising walkability in areas of the city.

42. Positive promotion - influencing attitudes and behaviour.

43. Investment - we propose a twofold approach to funding the plan.

- a. Increase council's annual investment over the next three year funding round.
- b. Continue to work with NZTA to maximise the subsidy for eligible initiatives and advocate for increases in the resources.

44. Partnership - work with stakeholders to develop and implement good practice.

Resources and planning

45. The level of resources provided for developing the city's active travel network has been a consistent theme to emerge during engagement with stakeholders in February and submissions to the Annual Plan 2014/15. The literature also identifies the benefits of investing in suitable infrastructure, prioritising active travel, and promotion.
46. If council wants to achieve the aims of a growing and more liveable city, there is a need to invest more in the infrastructure for active travel in order to encourage new participants. Greater Council investment will enable us to increase our rate of activity and deliver required networks developments over a shorter period of time.
47. Increasing resources over a period of time will enable Council to plan and effectively deliver coordinated network developments in the city. A planned approach translated into action plans across our activity areas will enable Council to coordinate the work we do to deliver improved active travel networks and walkability in the CBD, and link-up our facilities. This approach is also identified by comments on the Annual Plan, including:

'Increased spending also needs to be matched by better co-ordination and commitment within council to cycle initiatives. With the opening of the Rimutaka Cycle Trail, more riders are expected, especially tourists. Hutt has much to gain from attracting cycle tourists, but could miss out as nearby councils improve their cycling. Many of these new riders want to cycle in the Hutt, and expect quality cycling infrastructure. Good on the Council for improving the Hutt River Trail. Now we need to improve connector routes, so more people can benefit. Safer speeds are a popular, low-cost, high-value improvement. Better cycling adds to the transport system's resilience.' (Submission to Annual Plan 2014/15)

'I'd like to see cycling taken into account in all your projects. So, say for instance you go ahead with an upgrade of the Avalon playground - the planning processes should include 'can children cycle safely to the playground and on the lovely paths you are going to put into it?' What is the point of spending a huge amount of money on a children's playground when those same children who are to play there can't cycle to school or the playground safely?' (Submission to Annual Plan 2014/15)

48. Council has shown positive intent with the funds provided for cycling and walking in 2014/15 over and above the core cycling budget. Initially during the forthcoming three year funding round, and in the longer-term, Council should consider continuing this commitment through increasing the core budget.
49. As noted, officers will continue to work with NZTA to maximise the support available, however if Council believes active travel is a priority commitment and wishes to improve provision in the city, it is Council's responsibility to provide investment independent of subsidy.
50. Evidence from other areas of the country provides an indication in terms of investment in cycling and walking. For example, Wellington and Dunedin have announced significant investment in infrastructure, whilst Auckland is tripling the amount spent in 2014/15. Cities, such as New Plymouth and

Palmerston North, are also investing significantly in active travel. A sample of areas in the region and nationally gives an indication of investment:

Cities and investment
Wellington: \$4.3 million = \$21 per head.
Dunedin \$2.6 million in 2014/15 (\$21 per head). 2015-16 \$1071 million (\$9 per head) increasing to \$1,514 by 2023.
Porirua: \$471,000 or \$8.85 per head in 2015/16; 286,000 or \$5.30 in 2016/17; 519,000 or \$9.75 in 2016/17; 2017/18 316,000 or \$6 per head. \$535,000 or \$10 per head in 2019/20.
Palmerston North - \$1,392,000 in 2014/15 which is circa \$17 per head.
Kapiti: \$270,000 in 2014/15 in addition to some other work which is not quantified. Around \$5.40 per head.
New Plymouth: in 2014/15 is spending \$421,000 for travel planning, skills training, education and safety campaigns; \$1,582,000 for projects - shared pathways, street upgrade and on road walking and cycling improvements; \$1,200,00 for State Highway walking and cycling projects. This is a total of \$3,203,000 or circa \$43 per capita. After that Council is proposing \$360,000 per year on programmes and \$150-300,000 per year on infrastructure in the Long-Term Plan. This is a total of \$510,000+ in future years or circa \$7 per head.
Hamilton - \$618k in 2014/15 \$4.30 per head.
Auckland: \$32,000,000 for footpaths and cycling and \$2,000,000 for the Beach Road cycle route in 2014/15. \$23.94 per head.
Napier - \$2.8 million walkway/cycleway spending.

51. In 2014/15 the Hutt City Council core cycling budget is \$197,000 which is \$1.91 per head. With NZTA subsidy the total is \$400,000 or \$3.88 per head. In addition, Council is investing a further \$614,000 for Manor Park to Silverstream bridge, which means a total of \$811,000 or \$7.88 per head.

Current cycling funding

52. NZTA provides 58%, or \$203,000, subsidy on council investment up to a total of \$350,000. In 2014/15 Council is spending an additional \$53,000 and therefore the total in the core cycling budget is \$400,000. For the three year period between 2015/16 and 2017/18 Council's currently agreed unsubsidised contributions increase from \$60,000 in 2015/16, to \$72,000 in 2016/17, and \$82,000 in 2017/18.

	2015/16	2016/17	2017/18
Cycle Network (includes 58% NZTA subsidy)	\$410,000	\$419,000	\$429,000

53. In terms of walking provision, the 2014/15 Annual Plan includes \$300,000 on the origins and destinations programme, as well as substandard road/footpath work on Western Hills. Also the Plan includes funding for upgrading pedestrian crossings, traffic calming schemes and footpath renewal and replacement. Pedestrians will also benefit from the proposed works on shared pathways in the options proposed and Council is also separately proposing to undertake work on walkability in the CBD and connections from the CBD to the river and key destinations.

Options

54. Option 1 and 2 below exclude funding already included in budgets for Wainuiomata Hill Bridge and Eastern Bays. Both of these projects are awaiting approval of subsidy from NZTA.
55. **Option 1**

Council increases its investment to the following:

2015/16	
Current Council core cycling budget	\$207,000
NZTA funding	\$203,000
Additional from Council	\$1,129,000*
Total	\$1,539,000
2016/17	
Current Council core cycling budget	\$216,000
NZTA funding	\$203,000
Additional from Council	\$619,000
Total	\$1,038,000
2017/18	
Current Council core cycling budget	\$226,000
NZTA funding	\$203,000
Additional from Council	\$615,000
Total	\$1,044,000

* The \$1,129,000 includes \$624,000 for the 'protected cycleway arterial' and \$505,000 specifically for kerbside cycleways on Waterloo Road and Knights Road.

For year one, this option requires Council to provide increased investment of \$624,000 to begin the work to build the 'protected cycleway arterial' and includes \$505,000 to construct kerbside cycleways – west on Waterloo Road and east on Knights Road. See Appendix 2: **Network Plan – key routes for safe walking and cycling**. Year two and three would continue the level of investment Council has achieved in 2014/15 with the Manor Park link and mean spending \$835,000 in 2016/17 and \$841,000 in 2017/18 to complete the 'protected cycleway arterial'.

This funding would mean Council could build the 'protected cycleway arterial route' in three years. This includes completing the Hutt River Trail north from Kennedy Good Bridge and building a shared path alongside Cambridge Terrace, linking back to the Hutt River via the 'Rail Trail' to Seaview and the Waiwhetu Stream route. We will negotiate with New Zealand Rail for shared path public access in the rail corridor.

At current funding levels this work would take around nine years.

The estimated cost of building the kerbside cycleways is \$220,000 for Waterloo Road and \$285,000 for Knights Road. Option 1 takes advantage of the scheduled re-sealing programme to reduce the costs for both projects.

As they are separate from traffic, kerbside cycleways contribute towards safety and encourage increased participation. Further investigation into feasibility, as well as consultation, is required prior to constructing kerbside cycleways on these roads. Alternative options which have lower costs will also be considered.

56. Option 2

Council increases its investment to the following:

2015/16	
Current Council core cycling budget	\$207,000
NZTA funding	\$203,000
Additional from Council	\$624,000
Total	\$1,034,000
2016/17	
Current Council core cycling budget	\$216,000
NZTA funding	\$203,000
Additional from Council	\$619,000
Total	\$1,038,000
2017/18	
Current Council core cycling budget	\$226,000
NZTA funding	\$203,000
Additional from Council	\$615,000
Total	\$1,044,000

Essentially, this option would continue the level of investment Council has achieved in 2014/15 with the Manor Park link for the three year funding round. It means spending \$831,000 in 2015/16, \$835,000 in 2016/17 and \$841,000 in 2017/18.

This funding would enable Council to build the core 'protected cycleway arterial route', as described in Option 1, through the city in three years. It does not include funding for kerbside cycleways on Knights Road and Waterloo Road.

At current funding levels this work will take around seven years.

57. Option 3

Status Quo. This option would mean continuing current spending commitments and rejecting the Plan as currently written. Officers would scale-down the commitment described in the plan and the proposed action plan and timeline to deliver the protected cycleway arterial route.

Consultation

58. A workshop was conducted with stakeholders in February 2014 and we have consulted with a small group on the development of the plan document. Submissions to the 204/14 Annual Plan and responses to previous plans have informed the proposed direction. If Walk and Cycle the Hutt is accepted we will work with stakeholders to further develop and deliver the action plan.

Legal Considerations

59. There are no legal considerations.

Financial Considerations

60. These are considered in the options section of this paper.

Other Considerations

61. In making this recommendation, officers have given careful consideration to the purpose of local government in section 10 of the Local Government Act 2002. Officers believe that this recommendation falls within the purpose of the local government in that it:

provides high quality services and infrastructure for current residents, that will both contribute to quality of life in the city and toward achieving Council's longer-term vision. Investing in high quality provision for active travel also contributes towards other aspects as referenced in the paper; including developing resilient infrastructure as the city develops and its demography continue to change.

It does this in a way that is cost-effective because it:

Improves the level of services for current users and also is an investment in encouraging new participants.

Contributes towards developing resilient infrastructure in the city for the future which, as referred to in the paper, has benefits in terms of the sustainability of the infrastructure itself.

Much of the provision will benefit a range of users.

In terms of financial considerations, consultants are providing detailed costs for the work programme and we are coordinating activities with ongoing work in some instances.

Appendices

No.	Title	Page
1	Walk and Cycle the Hutt 2014-2019	
2	Network Plan - key routes for safe walking and cycling	

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