



2014-2019

# WALK AND CYCLE THE HUTT





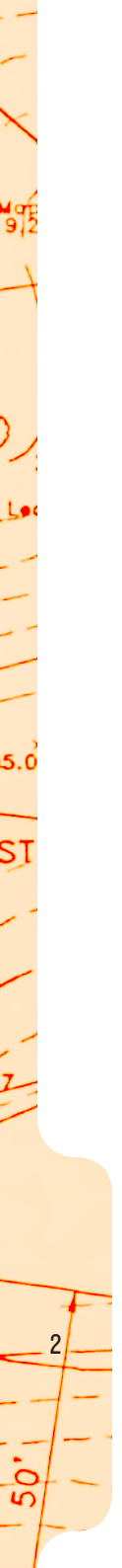


# TOGETHER WE ARE A CITY.

## WALK AND CYCLE THE HUTT 2014-2019

### CONTENTS

|  |    |
|--|----|
| Foreword .....   | 3  |
| Introduction .....   | 5  |
| Walking and Cycling in Hutt City 2006 – 2013 .....           | 9  |
| Participation and perceptions .....                          | 13 |
| Aims and objectives .....                                    | 15 |
| Advisory Group .....   | 19 |
| Monitoring and reporting .....                               | 21 |
| Evaluation and review .....                                  | 23 |
| Appendix 1: Data on participation and user perceptions ..... | 25 |
| Appendix 2: Studies on active travel .....                   | 29 |
| Appendix 3: Key routes map .....                             | 32 |





## FOREWORD

'Walk and Cycle the Hutt' is a core part of Council's work to make Hutt City a 'great place to live, work and play'.

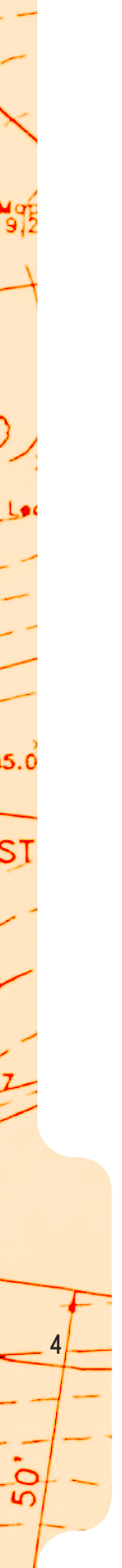
Promoting greater levels of walking and cycling contributes toward our four key areas of focus – Growth and Development, Environmental Sustainability, Infrastructure, and Leisure and Wellbeing. A transport system that requires people to be active is hugely beneficial to cities, as well as to the health and wellbeing of the individuals that participate. Benefits include thriving business areas, reduced congestion and vehicle operating costs, greater safety, resilient infrastructure and a better environment.

Hutt City has a great natural environment, and an abundance of opportunities for walking and cycling, and this plan illustrates Hutt City Council's commitment to making the city attractive to existing residents, new people, and investors.



**Ray Wallace**

*Mayor of Lower Hutt  
10 October 2014*







# INTRODUCTION

# INTRODUCTION

A safe and integrated transport system that prioritises active travel is central to Council's vision for Hutt City as 'a great place to live, work and play'.

'Walk and Cycle the Hutt 2014-2019' will build on our work since 2006 and improve cycling and walking experiences in the city. The implementation programme, which will be developed in partnership with a working group of stakeholders, will detail the actions, priorities and timelines to delivering the plan's aims and objectives.

Our principal aim is to encourage more people to cycle and walk more often and further, for commuting and recreational purposes. Achieving this aim requires a paradigm shift in thinking about and resourcing walking and cycling in order to create a network that is safe, easy, convenient, attractive and pleasurable, both for leisure and as transport to workplaces, schools, and other key destinations. In terms of cycling in particular, the design and delivery of routes both on and off-road will need to cater for a range of user needs, including commuter and leisure cyclists.<sup>1</sup>

Engagement with the community clearly shows a desire for Council to increase the priority given to active travel and build new and improved facilities at a faster rate. While data in terms of participation

and perceptions of safety and services for cyclists particularly indicates that we face a considerable challenge, encouraging active travel offers a range of opportunities and benefits, including better health and wellbeing, infrastructure and environmental sustainability, improved safety, and economic vibrancy.

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 safety.<sup>2,3</sup>

The review of the transport chapter of the 'District Plan' is a key opportunity to ensure that as the city develops, planning processes will include provision of routes so that active travel becomes easier and quicker and therefore the default option for a greater proportion of journeys. Similarly, place-making initiatives in the city's 'Urban Growth Strategy' and programmes such as Making Places offer opportunities to prioritise walking and cycling.

Delivering a better walking and cycling environment requires that we considerably increase Council investment in practical infrastructure and facilities but also that we improve our overall approach to the design and delivery of transport infrastructure and urban design. The following elements underpin our approach:

- Plan – integrate the provision of safe and convenient routes for pedestrians and cyclists into land-use planning and infrastructure in the city.
- 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.
- Positive promotion – changing attitudes and behaviour.
- Investment – we will pursue a twofold approach to funding the plan.

<sup>1</sup> Cycle Network and Route Planning Guide, (New Zealand Land Transport Safety Agency, 2004)

<sup>2</sup> P.L.Jacobsen, Safety in numbers: more walkers and bicyclists, safer walking and bicycling, Injury Prevention 2003; 9. See also, Ministry of Transport, Crash Statistics for the year ended December 2011 (2012) [http://www.transport.govt.nz/assets/Import/Documents/\\_versions/3877/Cyclist-Crash-facts-2012.1.pdf](http://www.transport.govt.nz/assets/Import/Documents/_versions/3877/Cyclist-Crash-facts-2012.1.pdf)

<sup>3</sup> Alexandra Macmillan, Jennie Connor, Karen Witten, Robin Kearns, David Rees, and Alistair Woodward, The Societal Costs and Benefits of Commuter Bicycling: Simulating the Effects of Specific Policies Using System Dynamics Modelling, Environmental Health Perspectives, Volume 122, Number 4, April 2014, pp335-344. <http://ehp.niehs.nih.gov/1307250/>



- Increase Council's annual investment over the next three year funding round.
- Continue working with the New Zealand Transport Agency (NZTA) to maximise the subsidy for eligible initiatives and advocate for increases in the resources.
- Partnership – work with stakeholders to develop and implement good practice.

## Policy context

Cycling and walking contribute to Hutt City Council's work in terms of growth and development and creating a safe, accessible and connected city, promoting leisure and wellbeing and actively engaged communities, and economic development.

Council is a signatory to the 'New Zealand Urban Design Protocol', which prioritises provision for cycling and walking as part of the overall network of connections in urban areas.

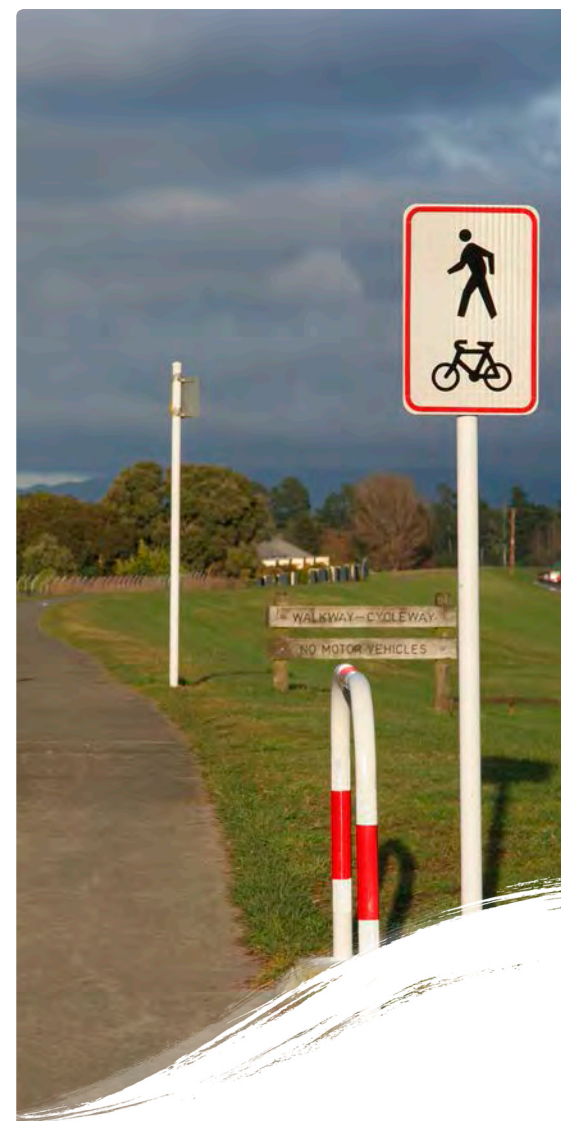
*'Good connections enhance choice, support social cohesion, make places lively and safe, and facilitate contact among people. Quality urban design recognises how all networks - streets, rail ways, walking and cycling routes, services, infrastructure, and communication networks - connect and support healthy neighbourhoods, towns and cities. Places with good connections between activities and with careful placement of facilities benefit from reduced travel times and lower environmental impacts.'*<sup>4</sup>

Hutt City's '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.<sup>5</sup> Making the city attractive and liveable for a range of households will be central to its future prosperity. A successful city must be able to attract a range of talented individuals and there is evidence that young professionals target where they want to live and subsequently look for employment. Similarly, as our population is ageing, a high-quality walkable environment will become more important.<sup>6</sup> 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 focussed spaces and contribute to a thriving economy.

Extensive literature indicates that increasing active travel modes offers major opportunities and contributes to a range of outcomes across public policy.<sup>7</sup>

If people are healthier, they are more productive at work, leading to better outputs and ultimately, growth. The environmental benefits also contribute to a more attractive environment within which to live, work and play.



4 New Zealand Urban Design Protocol, 2005, <http://www.mfe.govt.nz/publications/urban/design-protocol-mar05/html/page7.html>

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

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

7 See Appendix 2 for reference to research on active travel.

**Figure I: Benefits and contribution of active travel**



Both regional and national policies outline the benefits that accrue by prioritising active travel. Regional and national transport policies promote greater use of active travel modes, with integration into land transport approaches overall, as a contribution to improving the reliability and resilience of transport networks. Regional objectives include reducing car use and congestion, improving safety, contributing to environmental sustainability and economic development, and promoting better public health.<sup>8</sup> Nationally, the government's priorities for land transport are economic growth and productivity, value for money, and road safety.<sup>9</sup>

Improving active travel provision will contribute to these priorities by providing more transport choices and increasing safety, reducing the impact on the environment and contributing to more liveable neighbourhoods, increasing the sustainability and resilience of infrastructure, and contributing to local economic growth.

8 Wellington Regional Land Transport Strategy 2008-2012, (Greater Wellington Region Council)

9 The Draft Government Policy Statement on Land Transport 2015, (June 2014). <http://www.transport.govt.nz/assets/Uploads/Our-Work/Documents/GPS-2015-Engagement-draft-June-2014.pdf>; Ministry of Transport's Safer Journeys 2020 strategy.





# WALKING AND CYCLING IN HUTT CITY 2006 – 2013



# WALKING AND CYCLING IN HUTT CITY 2006 – 2013

Hutt City Council and its partners have taken forward numerous activities to promote active travel in the period since 2006.

Actions include:

- New and improved infrastructure – Council has continued to develop off-road shared pathways including the Hutt River Trail, Port Road and Eastern Bays. On-road cycle lanes, new and upgraded footpaths and cycle parking facilities have also been provided.
- New and improved recreational facilities – these include the Wainuiomata Trail Park, Rimutaka Cycle Trail, the coastal route to the Wairarapa, and paved paths through parks for year-round access.
- Encouraging walking and cycling – Council has run and supported events, such as Bikewise Month (Go by Bike Day, Bike the Trail), and King of the Hill, and supported the development of school and workplace travel plans. Fifteen of our city's primary schools have implemented travel plans and a similar number of schools have walking school buses.
- Improved information – Council provides information on local walking tracks; routes in the city are shown on Greater Wellington Regional Council's (GWRC) online journey planner and revised regional cycling maps are available.
- Safer roads – Council has reduced speed limits on rural roads, created neighbourhood slow zones and eleven 40km/h school safety zones. Several signal controlled pedestrian crossings and new non-signalled crossings have been installed, along with new kerb ramps and tactile pavers. New footpaths have been created through upgrading works on sub-standard roads in hill suburbs.

- Cycle skills training – Council supports GWRC's Pedal Ready Programme and this provides opportunities for children and adults to attend training workshops.
- Road safety campaigns – Council has run a number of campaigns targeting pedestrians, cyclists and motorists.

Together with partners, Hutt City Council has worked to promote progress on:

- The shared pathway on State Highway 2 between Petone and Ngauranga as part of the Great Harbour Way;
- Safety for cyclists riding on the State Highway 2 hard-shoulder north of Petone.

During this period, Council agreed to provide funding for two infrastructure projects that were deferred because NZTA had not approved a subsidy. These are:

- Wainuiomata Hill shared pathway and summit bridge (Subsidy for the summit bridge has been agreed for 2014/15).
- Continuation of the Eastern Bays shared pathway.

We have not met the target for providing 50km of purpose built off-road cycleways and dedicated on-road marked cycle lanes, included in Council's Environmental Sustainability Strategy 2009-2014. In 2009-2010 the city had a network of 20.1km, and 4.4kms have been added up to June 2013.

Council has yet to update the District Plan rules to ensure that developments include provision for pedestrians and cyclists. However, the District Plan is being reviewed according to an ongoing programme and the transport chapter is being reviewed in 2014/2015. As the city grows it is crucial that we follow best practice in the provision for active travel within neighbourhoods and subdivision developments.

Planning has also commenced on several other initiatives:

- Manor Park to Silverstream Bridge on the Hutt River Trail – 2014/15;
- The redevelopment of Avalon Park including all-weather quality shared paths and tracks – 2014/15;
- A new funding stream for sub-standard footpath construction in locations where a full road upgrade is not feasible e.g. Wairere Road and Pomare Road – Commences 2014/15;
- New funding stream to improve footpaths and walkoffs to meet the needs of mobility impaired users (identified in Table 6 as Origins and Destinations) – Commences 2014/15.

## Resources

Council increased the resources available for cycling and shared pathways as shown below.

**Table 1: Cycle and shared paths network and Eastern Bays budget 2007 - 2014**

|  | 2007/08  | 2008/09   | 2009/10   | 2010/11   | 2011/12   | 2012/13   | 2013/14   |
|--|----------|-----------|-----------|-----------|-----------|-----------|-----------|
| <b>Cycle Network (includes 58% NZTA subsidy)</b>               | \$50,000 | \$151,000 | \$351,000 | \$351,000 | \$460,000 | \$351,000 | \$351,000 |
| <b>Eastern Bays shared pathway (includes 58% NZTA subsidy)</b> | \$80,000 | \$180,000 | 0         | \$250,000 | \$482,000 | 0         | 0         |

During the period annual spending on pedestrian facilities did not increase significantly, and was similar to that shown for 2013-14:

**Table 2: Pedestrian facilities and other related work budget 2013 - 2014**

|   | 2013-14   |
|---|-----------|
| <b>Footpath renewal</b>                     | \$205,000 |
| <b>Minor road and footpath construction</b> | \$74,000  |
| <b>LATM (slow zones)</b>                    | \$51,000  |
| <b>New pedestrian crossings</b>             | \$53,000  |
| <b>Pedestrian crossing renewal</b>          | \$31,000  |
| <b>School speed zones</b>                   | \$60,000  |
| <b>Road safety promotion</b>                | \$15,000  |

In addition to the above, Council invested a varying amount of money each year from the sub-standard roads budget to build and improve footpaths in the city's hill suburbs. The Parks & Gardens Division of Council also provided resources to improve tracks through park and reserve land.



## Challenges

Although Council made progress with the resources available, data on participation in active travel, perceptions of levels of service and safety, and discussions with stakeholders, illustrate that considerable challenges remain to be overcome if we are to capitalise on opportunities that active travel could bring to the city. The major challenges are:

1. A shift in thinking about walking and cycling in the city and providing sufficient resources and priority to deliver better infrastructure and facilities.
2. Completing a connected coherent network – including key routes and connections within and between neighbourhoods and in the CBD that make it easy for people to choose to walk or cycle.
3. Ensuring that land use planning provides for active travel in residential and commercial developments.
4. Developing safe routes to schools to encourage younger cyclists and walkers.
5. Providing cycle safe routes, through building safe on-road and off-road cycle routes for both utility and leisure riders, and making routes through the city safe for commuter cyclists.





# PARTICIPATION AND PERCEPTIONS

# PARTICIPATION AND PERCEPTIONS

Data on participation in and perceptions of active travel reveals both opportunities and challenges.<sup>10</sup>

Overall, although the 2013 Census shows that fewer people walked or jogged to work on census day, regional results of the Household Travel Survey show we are walking slightly more while the number of trip legs cycled remains low.

**Table 3: New Zealand Household Travel Survey**

| TIME PERIOD | WALKING –<br>MODE SHARE OF<br>TRIP LEGS % | CYCLING –<br>MODE SHARE OF<br>TRIP LEGS % |
|-------------|---|---|
| 2009 – 2012 | 25  | 1   |
| 2008 – 2011 | 25  | 1   |
| 2007 – 2010 | 25  | 1   |
| 2006 – 2009 | 23  | 1   |

Source: New Zealand Household Travel Survey presented in NZ.Stat. A 'trip leg' is a non-stop leg of travel by a single mode.

Despite consistently poor reports on perception of safety, levels of service and ease of use as a mode of transport, the 2013 Census showed an increase in the number of people cycling to work. In contrast, the perception of service to pedestrians continues to improve and further emphasis on walkability should enable progress on this aspect.

## Participation

The 2013 Census shows an increase in the number of people commuting by bicycle on census day. 2631 people in the city walked, jogged or rode their bike to work on census day compared to 2535 in 2006. The number of people who cycled to work on census day increased to 849 from 627 in 2006, while the number who walked or jogged fell to 1782 from 1908.

Increased participation in cycling indicates its popularity for reasons such as health and fitness, convenience i.e. quicker than other modes in some situations, the costs of running private vehicles and public transport, and an awareness of environmental impacts. Despite poor results in terms of perceptions of safety and levels of service in the GWRC survey, figures 1 and 2 in Appendix 1, there is an indication that more people are commuting by bicycle. However, both the share of cycling and walking trips in the city remain below those at regional and national level.

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.<sup>11</sup>

Although there are some concerns regarding 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.

## Perceptions

Results for Hutt City residents from the GWRC Transport Perceptions Survey show that we must significantly increase our commitment and delivery of services for active travel, particularly in terms of cycling.

A growing percentage of respondents to the 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.

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.

A growing percentage of respondents believe that cycling is becoming more difficult.

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.

<sup>10</sup> Further data is available in Appendix 1.

<sup>11</sup> Hutt City Rotary River Trail Committee. The figures are based on actual counter records at Melling, Silverstream and Totara Park and observed use at other points. The Committee considers the figures to be a reasonable but conservative representation of actual use. The intervening year is not currently available.





# AIMS AND OBJECTIVES



# AIMS AND OBJECTIVES

'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. The principal aim is that:

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

Related aims are:

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

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

## Objectives

### 5.1 Safe and integrated networks for commuting and recreational purposes

- Prioritising the key routes for safe walking and cycling i.e.:
  - Complete the protected arterial route through the city i.e. the River Trail and a shared path on Cambridge Terrace linking back to the Hutt River via the 'Rail Trail' to Seaview and the Waiwhetu Stream route; and cycleways on Knights Road and Waterloo Road. (See Appendix 3)
  - Eastern Bays shared pathway (Great Harbour Way);
  - Wainuiomata Hill Road pathway and summit bridge.
- Connections and destinations – improve connections between the 'key routes' network, neighbourhoods, key destinations such as the CBD, and railway stations, to help make walking or cycling the easiest way to reach community facilities, hubs, shops, and schools. Eliminate on-road 'pinch-points', for example at bridges; improve footpath walkoffs and surfaces.<sup>12</sup>
- Safe cycle routes for commuter cyclists through the city – build on-road 'protected cycleways' where feasible and off-road alternatives where these are most effective.
- Identify and develop safe routes to schools.
- Land use planning – include best-practice provision for cycling and walking as part of new developments/subdivisions e.g. through resource consents and design guidance.

- Develop the walkability and cycle-friendliness of the CBD through Making Places.
- Ensure that road projects and maintenance work take account of the needs of cyclists and pedestrians.
- Continue to develop the network of mountain biking and recreational walking tracks.
- Continue to ensure that new and existing footpaths and infrastructure are compatible with a range of needs.

### 5.2 High quality facilities for pedestrians and cyclists

- Provide well-designed bicycle parking and trip-end facilities in the city i.e. libraries and public buildings, shopping areas and businesses. Ensure that the District Plan and development approval process requires facilities to be provided.
- Walkable areas – ensure routes are continuous and connect key destinations, include clear signage, shelter and resting places, and suitable surfaces for a range of needs.
- Way finding – clear signage and mapping, particularly for key routes and destinations e.g. from train stations to the city centre, public buildings.

<sup>12</sup> Linked to work on Origins and Destinations.



### 5.3 Safety and positive promotion – ‘it’s cool to walk or ride a bike’

- Expand education, training and awareness programmes and events – focus on changing attitudes to cycling and walking and encouraging new and novice cyclists.
- Branding – initiate and support promotional work and positive messages on cycling and walking.
- Work with partners e.g. schools, employers, GWRC, and NZTA, to promote cycling and walking.

## Resources

Delivering the plan will require increased Council funding over the three year funding round from 2015/16 to 2017/18. This additional money will enable Council to deliver the protected cycleway and shared path arterial route in three years. At current funding levels this work would take approximately nine years to complete. Table 4 below shows the recommended budget from 2015/16 to 2017/18 and Council’s Community Plan Committee will make a final decision on this funding in 2015.

Additional money has been allocated in 2014/15 for the Manor Park to Silverstream Bridge, which completes the Harbour to Taita Gorge trail along the Hutt River. NZTA has approved subsidy for building the Wainuiomata Hill Road summit bridge in 2014/15.

Improving walkability in the CBD is part of Council’s plans, through Making Places, to rejuvenate the economic performance of the area. This has a separate budget

**Table 4: Cycle Network and shared pathways recommended budget to 2017/18**

|   | 2014/15   | 2015/16     | 2016/17     | 2017/18     |
|---|-----------|-------------|-------------|-------------|
| <b>Cycle Network (includes NZTA subsidy)*</b> | \$400,000 | \$1,539,000 | \$1,038,000 | \$1,044,000 |
| <b>River Trail - Manor Park</b>               | \$614,000 |             |             |             |

\* The cycle network budget for 2015/16 to 2017/18 will need to be approved by the Community Plan Committee in 2015.

**Table 5: Eastern Bays and Wainuiomata Hill Road budgets to 2018/19**

|  | 2014/15   | 2015/16   | 2016/17   | 2017/18   | 2018/19    |
|--|-----------|-----------|-----------|-----------|------------|
| <b>Eastern Bays shared pathway (includes NZTA subsidy)</b>                         | 0         | \$604,000 | \$105,000 | \$107,000 | \$110,000  |
| <b>Wainuiomata Hill Road shared path and summit bridge (includes NZTA subsidy)</b> | \$820,000 | 0         | 0         | 0         | \$2862,000 |

**Table 6: Budget for pedestrian facilities and other related work to 2018/19**

|  | 2014/15   | 2015 /16  | 2016 /17  | 2017/18   | 2018/19   |
|--|-----------|-----------|-----------|-----------|-----------|
| <b>Footpath renewal</b>                                      | \$205,000 | \$210,000 | \$215,000 | \$220,000 | \$226,000 |
| <b>Minor road and footpath construction</b>                  | \$74,000  | \$76,000  | \$78,000  | \$79,000  | \$81,000  |
| <b>Local Area Traffic Management (includes NZTA subsidy)</b> | \$51,000  | \$52,000  | \$53,000  | \$55,000  | \$56,000  |
| <b>New pedestrian crossings (includes NZTA subsidy)</b>      | \$53,000  | \$54,000  | \$56,000  | \$57,000  | \$58,000  |
| <b>Pedestrian crossing renewal (includes NZTA subsidy)</b>   | \$31,000  | \$32,000  | \$33,000  |           |           |
| <b>School speed zone programme (includes NZTA subsidy)</b>   | \$60,000  | \$61,000  | \$63,000  | \$64,000  | \$66,000  |
| <b>Road safety promotion</b>                                 | \$15,000  | \$15,000  | \$15,000  |           |           |
| <b>Origins and destinations initiative</b>                   | \$300,000 | 0         | 0         | 0         | 0         |
| <b>Sub-standard footpaths programme</b>                      | \$250,000 | 0         | \$262,000 | \$268,000 | 0         |

Additionally, Council will continue to invest money from the sub-standard roads upgrading budget in building and improving footpaths in the Eastern Bays and Western Hills. Parks & Gardens will also continue to improve tracks through parks and reserves.

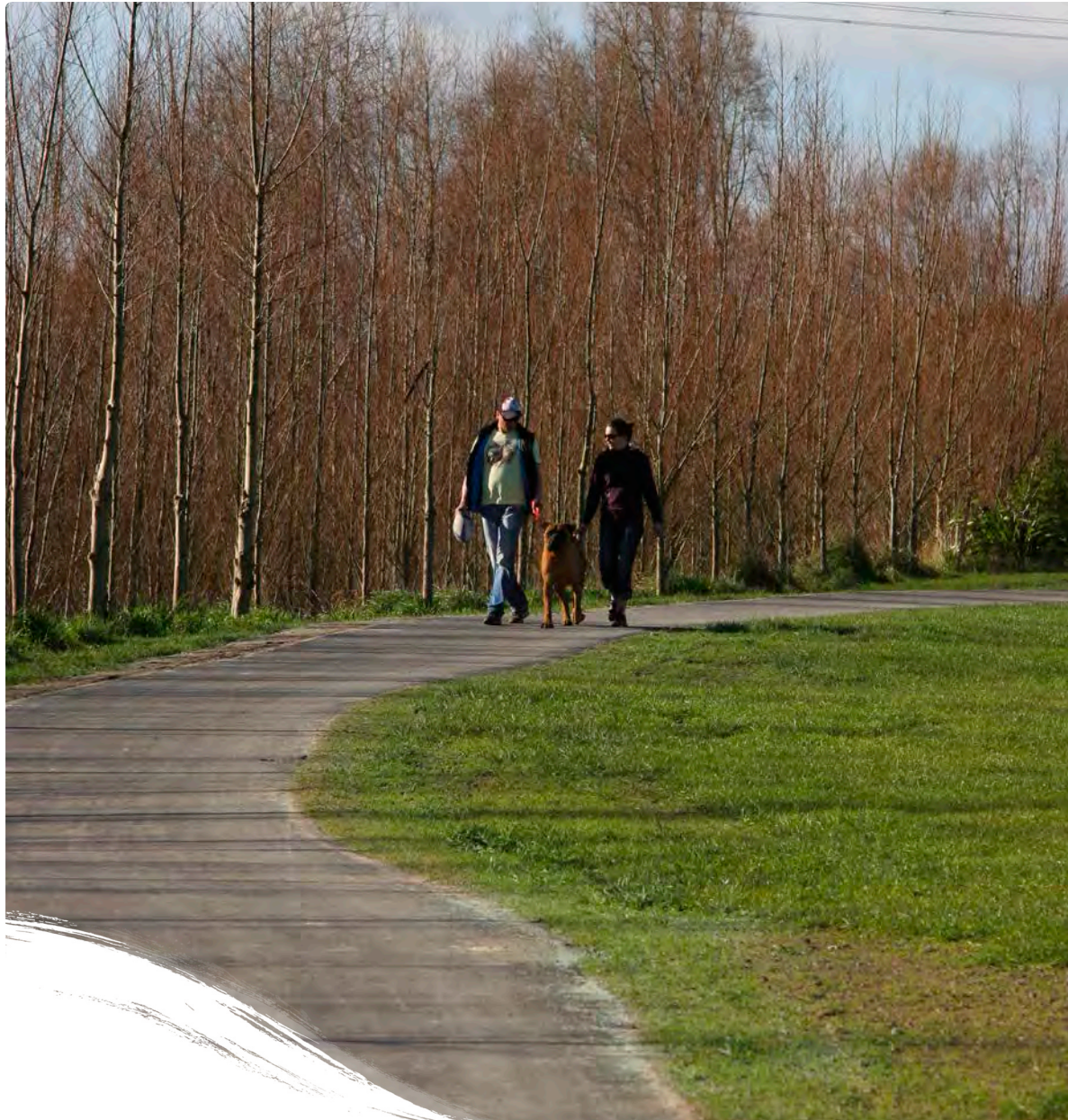






# ADVISORY GROUP





## ADVISORY GROUP

As improving provision for walking and cycling can help deliver aims and objectives across each of Council's high-level strategies, delivering the aims of 'Walk and Cycle the Hutt' requires commitment, planning and resources, and practical implementation through the work plans of divisions across Council.

To inform the development of the plan, Hutt City Council initiated engagement with cyclists and pedestrians in the city as well as exploring the impact of work done by Council teams on active travel initiatives. To build on this work and ensure that providing walking and cycling facilities is fully considered as part of Council's activities we need effective corporate working within Council and partnership with stakeholder representatives. This includes establishing an advisory group of Council officers and walking and cycling advocates, to develop and help deliver the 'Walk and Cycle the Hutt' work-programme.

The group, led by Council's Road & Traffic Division and Environmental Sustainability Team, will make recommendations to Council's Cycling Sub-Committee of elected members on network development and investment. The group will also provide continuing input into the prioritisation, design and delivery of initiatives.





# MONITORING AND REPORTING



# MONITORING AND REPORTING

'Walk and Cycle the Hutt' will be monitored as part of Council's monitoring framework.

Currently, most of the key data to indicate changes in levels of use, safety and perceptions of safety, and levels of service is available at five year intervals. Data on the use of some routes is regularly available along with data on road crashes. To improve our knowledge of issues relating to active travel and inform developments we will introduce additional methods of gathering data on services for pedestrians and cyclists in Hutt City.

Monitoring of the plan will include:

- physical work programme and network implementation;
- use and mode share;
- safety;
- level of service;
- user satisfaction levels.

Key data will be used to monitor whether the plan is achieving its principal aim of 'more people in Hutt City cycle and walk more often and further, for commuting and recreational purposes'.

Share for walking and cycling in 2018 census.

Source: Census

Numbers using the Hutt River Trail.

Source: Road & Traffic counters and/or Hutt City Rotary data

Participation in walking/cycling events.

Numbers attending individual walking/cycling events where possible.

User evaluation of events where possible.

Source: Monitoring of individual events

## Increased safety for pedestrians and cyclists

Number of local road crashes resulting in an injury to cyclists or pedestrians

Target – reducing trend of crashes resulting in injuries. 2012-13 = 62

Source: NZTA

## Perceptions of safety

*Perceptions of pedestrian safety*

How safe or unsafe do you think pedestrians in the region are generally?

*Perceptions of cyclist safety*

How safe or unsafe do you think people in the region generally are when cycling?

Source: Greater Wellington Regional Council Transport Perceptions Survey

## Improved level of service

*Perceptions of the level of service for pedestrians*

What is the level of service for pedestrians in the region?

*Perceptions of the level of service for cyclists*

How hassle free is it for a person to travel around the region by cycling?

What is the level of service for cyclists in the region?

Source: Greater Wellington Regional Council Transport Perceptions Survey

Satisfaction with footpaths in the city and its neighbourhoods

Source: NRB Communitrack Survey



# EVALUATION AND REVIEW





## EVALUATION AND REVIEW

This plan will be evaluated against the activities undertaken and progress on its aims and objectives after five years.

The evaluation will include:

- engagement with stakeholders;
- research review and analysis of data gathered on activities in the implementation programme;
- assessment of the impact of the work done over the five years against the level of participation, safety, and level of service data.

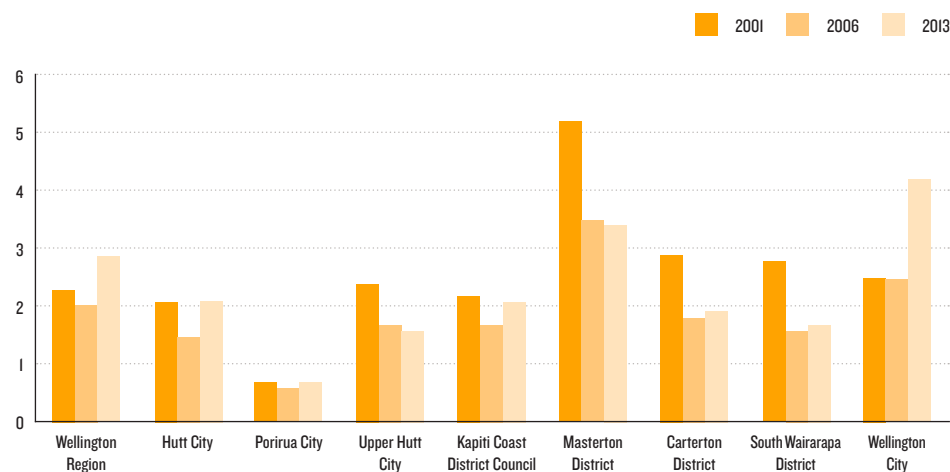
# APPENDIX I: DATA ON PARTICIPATION AND PERCEPTIONS

Although cyclists constitute a small number of overall road users they are disproportionately represented in crash data in the city. NZTA's assessment of key road safety issues since 1997 shows that cyclists make up between 7% and 10% of casualties in Hutt City. Between 10% and 11% of casualties are pedestrians.<sup>13</sup>

For the period 2005 to 2009, 31% of injured cyclists were in the 40 to 49 age group. This percentage is higher than that seen in similar authorities and nationally. 27% of injured cyclists were in the 5 -19 years age group which was also higher than the rate for similar authorities and the national average.

Over the period between 2005 and 2009, 44% of injured pedestrians were in the 5 to 20 years age group. This is higher than the national percentage for the age group and the percentage in similar authorities. 17% were over 65.

Figure I: Main method of travel to work – cycling mode share (%)



Source: Statistics New Zealand, Census of Population and Dwellings 2001, 2006 and 2013, compiled by profile.id. Mode share excludes the categories of 'Did not work on census day' and 'Worked at home'.

<sup>13</sup> New Zealand Transport Authority, road safety issues – Hutt City, 2002 to 2012; <http://www.nzta.govt.nz/resources/road-safety-issues/hutt-city/index.html> and <http://www.nzta.govt.nz/resources/crash-analysis-reports/statistical-statements.html>

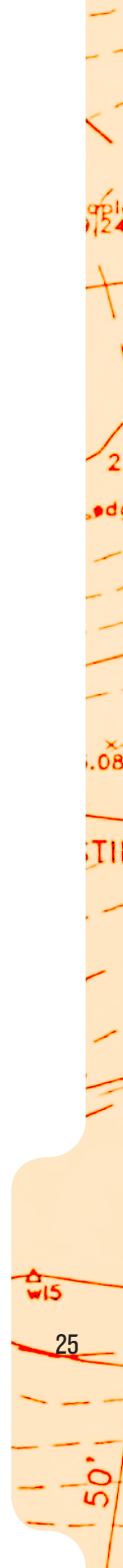
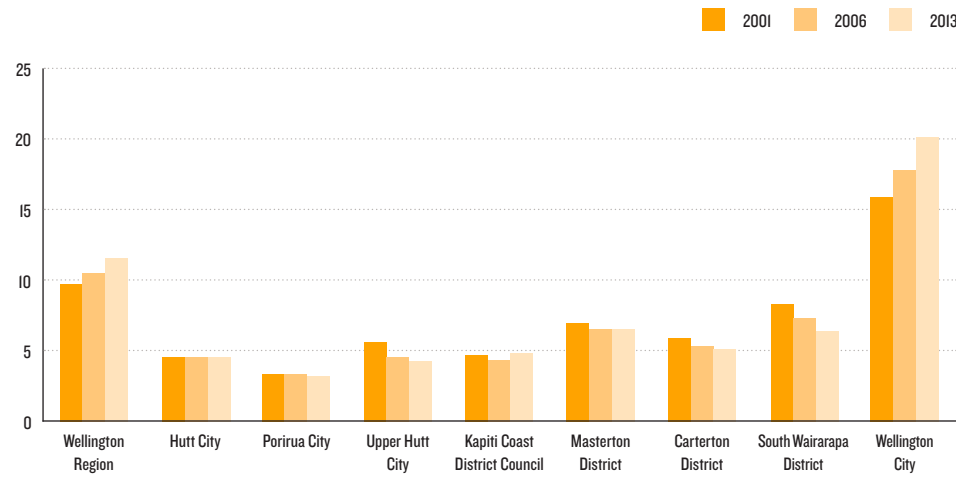




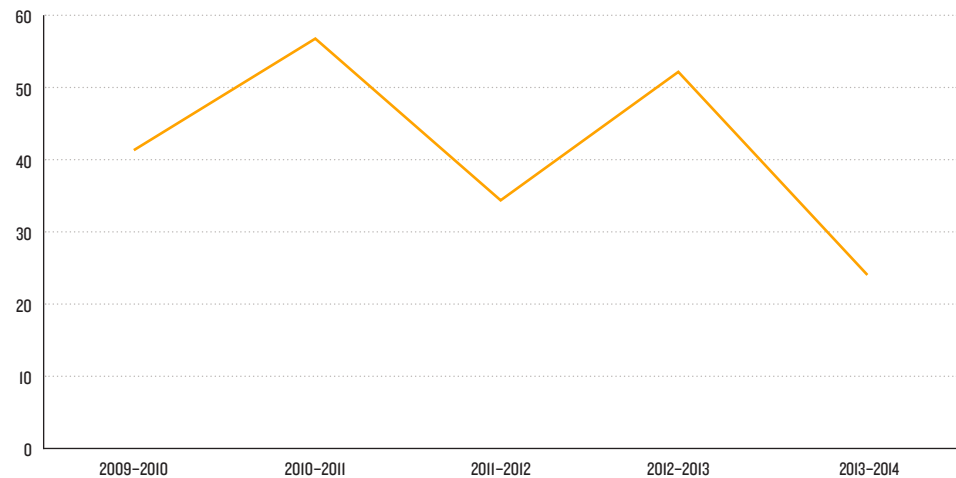


Figure 2: Main method of travel to work – walking or jogging mode share (%)



Source: Statistics New Zealand, Census of Population and Dwellings 2001, 2006 and 2013, compiled by profile.id. Mode share excludes the categories of 'Did not work on census day' and 'Worked at home'.

Figure 3: Local road crashes resulting in an injury to cyclists or pedestrians 2009-2013



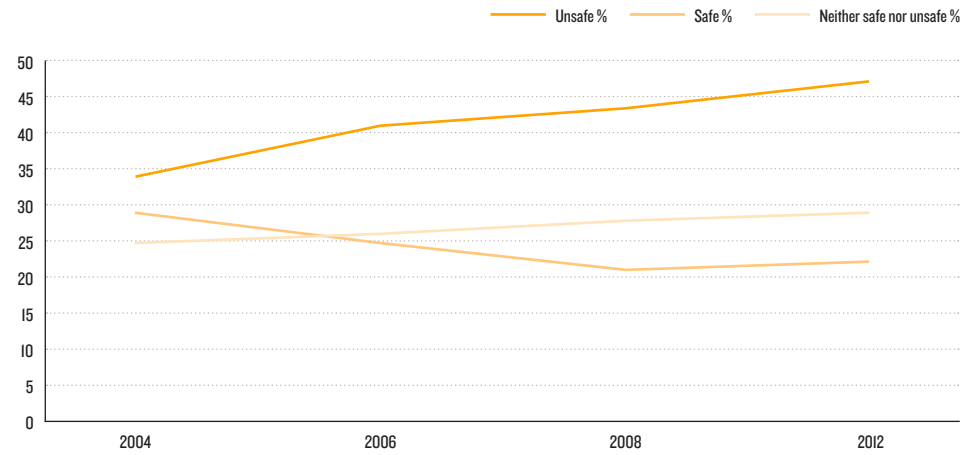
Source: New Zealand Transport Authority.

## Perceptions

Although the GWRC survey measures perceptions for the region, many people's views are likely to be influenced by their area of residence.

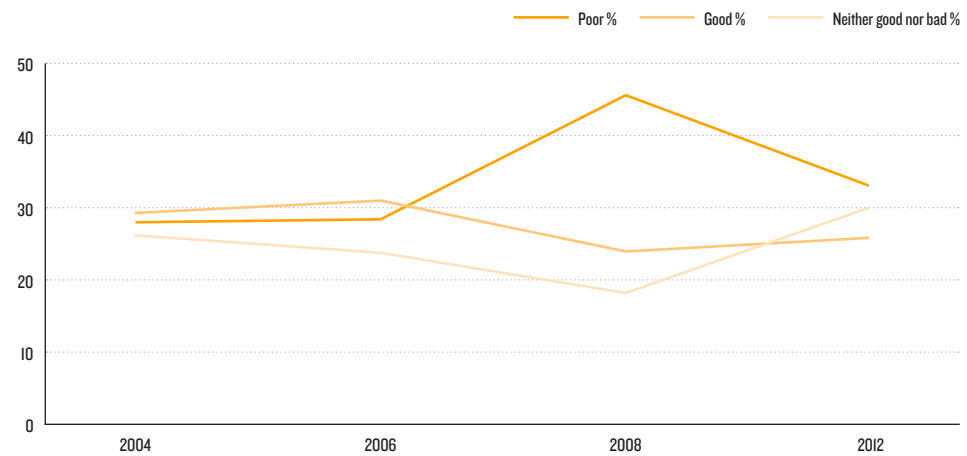


**Figure 4: How safe or unsafe do you think people in the region generally are when cycling?**



Source: Greater Wellington Regional Council Transport Perceptions Surveys for 2004, 2006, 2008 and 2012.

**Figure 5: Level of service for cyclists in the region**

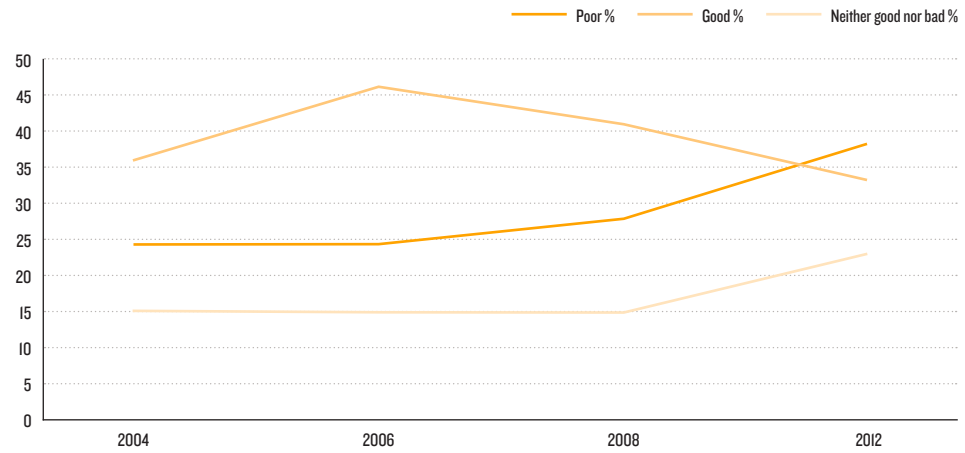


Source: Greater Wellington Regional Council Transport Perceptions Surveys for 2004, 2006, 2008 and 2012.



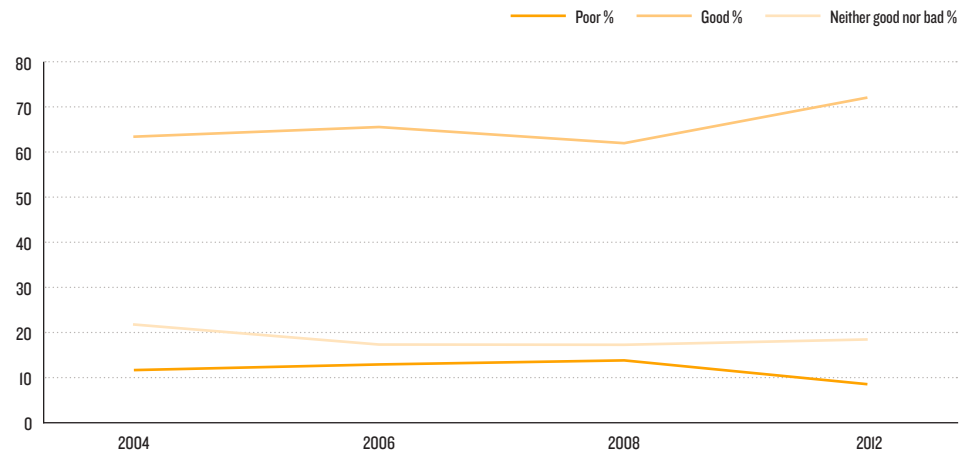


**Figure 6: How hassle free is it for a person to travel around the region by cycling?**



Source: Greater Wellington Regional Council Transport Perceptions Surveys for 2004, 2006, 2008 and 2012.

**Figure 7: Level of service for pedestrians in the region**



Source: Greater Wellington Regional Council Transport Perceptions Surveys for 2004, 2006, 2008 and 2012.

## APPENDIX 2: STUDIES ON ACTIVE TRAVEL

Extensive literature indicates that increasing active travel modes offers major opportunities and contributes to a range of outcomes across public policy. The benefits accrue when existing cyclists and walkers participate more frequently and when new cyclists and walkers are attracted to participate. The opportunities include better health and wellbeing, and the social and economic benefits associated with this, and a reduction in congestion and pollution. Cycling particularly can offer multiple benefits, including easing congestion, improving health, and reducing pressure on infrastructure.

### Comprehensive benefits

In New Zealand, 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.

Source: Genter J. A., Donovan S., Petrenas, B., and Badland, H. 2008. Valuing the health benefits of active transport modes. NZ Transport Agency research report 359. 72 pp. p.51.

‘Shifting 5% of vehicle kilometres to cycling would reduce vehicle travel by approximately 223 million kilometres each year, save about 22 million litres of fuel and reduce transport-related greenhouse emissions by 0.4%. The health effects would include about 116 deaths avoided annually as a result of increased physical activity, six fewer deaths due to local air pollution from vehicle emissions, and an additional five cyclist fatalities from road crashes. In economic terms, including only fatalities and using the NZ Ministry of Transport Value of a Statistical

Life, the health effects of a 5% shift represent net savings of about \$200 million per year.’

Source: Lindsay, G, et. al., Moving urban trips from cars to bicycles: impact on health and emissions, Australian and New Zealand Journal of Public Health, Volume 35, Issue 1, pp. 54–60, February 2011. <http://onlinelibrary.wiley.com/doi/10.1111/j.1753-6405.2010.00621.x/abstract>

A 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 per km),
- vehicle operating costs (35.0 cents per km),
- infrastructure savings (6.8 cents per km), and
- environment (5.9 cents per km).

1000 pedestrians per day will generate discounted benefits of around \$7 million per km over a 30-year appraisal period (\$2.12 per km walked, per person)

1000 bicycle riders per day will generate discounted benefits of around \$15 million per km over a 30-year appraisal period (\$1.43 per km cycled, per person).

For each person cycling 20 minutes to work and back, the economy benefits by \$14.30;

For each person who walks 20 minutes to work and back, the economy benefits by \$8.48.

Source: PwC & SKM, Benefits of Inclusion of active transport in infrastructure projects, (Queensland Department of Transport and Main Roads, 2011). Also quoted in Walking, Riding and Access to Public Transport – supporting active travel in Australian Communities; Ministerial Statement, July 2013.

A UK study showed annual economic benefits produced by each individual regular cyclist of between £540 and £640 per year. These figures include health service savings, productivity gains, pollution, and congestion.

Source: SQC consulting, Planning for Cycling (2008). Quoted in A. Davis, value for money: an economic assessment of investing in walking (DoH, 2010)

In terms of productivity, one of the few empirical studies on cycling and absenteeism discovered a statistically significant relationship amongst Dutch cyclists between more regular cycling and absenteeism. Regular cyclists took 7.4 sick days per annum, compared to 8.7 sick days for non-cyclists.

Source: Hendriksen et al, The association between commuter cycling and sickness absence, Preventative Medicine 2010 Aug; 51(2):132-5. <http://www.ncbi.nlm.nih.gov/pubmed/20580736>  
Summary: <http://www.vcl.li/bilder/518.pdf>



## Local business

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.

Source: Nga Haerenga - the New Zealand Cycle Trail Evaluation Report, (MBIE, 2013). <http://www.med.govt.nz/sectors-industries/tourism/tourism-research-data/other-research-and-reports/nga-haerenga-the-new-zealand-cycle-trail-evaluation-report-581-kb-pdf>

*Clutha* – 12 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.

Source: <http://www.stuff.co.nz/southland-times/news/10169941/Cycle-trail-a-winner-study>

Similarly, 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.

<http://www.odt.co.nz/regions/east-otago/306255/dozen-cycle-trails-east-otago>

Similarly, several studies in Europe, UK, and New Zealand show that cyclists and pedestrians make a significant contribution to the retail areas of cities and towns.

Researchers for Transport for London surveyed shoppers in 15 town centres in London and found

that those who arrived by car did not spend all that much more on average than those who arrived by cycle - £226 and £188 respectively per month. Walkers spent £373.

Source: Transport for London. Town Centre Study. Sept 2011, [www.tfl.gov.uk/assets/downloads/customer-research/town-centre-study-2011-report.pdf](http://www.tfl.gov.uk/assets/downloads/customer-research/town-centre-study-2011-report.pdf)

Also, quoted in CTC Campaigns Briefing – Cycling and the Economy, p.9.

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

Source: 7Stanes Phase 2 Evaluation. (EKOS for the Forestry Commission Scotland, 2007). [www.imba.com/sites/default/files/7StanesPhase2FinalReport.pdf](http://www.imba.com/sites/default/files/7StanesPhase2FinalReport.pdf)

In Lygon Street in Melbourne, the retail spend generated by one car parking space occupied at all times has been calculated at \$27 per hour. The same space (13m<sup>2</sup>), occupied by six fully utilised bike stands generated \$97.20 per hour.

Source: Alison Lee, What is the economic contribution of cyclists compared to car drivers in inner suburban Melbourne's shopping strips? (2008)

A recent UK Government report on the return on investment of cycling and walking concluded:

*'All of the studies in the UK and beyond report economic benefits of walking and cycling interventions which are highly significant, and these average 13:1. For UK interventions, the average figure is higher at 19:1.'*

Source: A. Davis, value for money: an economic assessment of investing in walking (DoH, 2010)

Source: Susan Bidwell, Review of studies that have quantified the economic benefits of interventions to increase walking and cycling for transport, p.15. (Canterbury District Health Board, December 2012). <http://www.cph.co.nz/Files/QuantEconBenefitPhysicalActive.pdf>

In a 2009 review of the costs of transport, the UK Cabinet Office concluded:

*'Results suggest that transport policy has the opportunity to contribute to a wide range of objectives. This is supported by emerging evidence on specific schemes, e.g. high benefit cost ratios for cycling interventions.'*

Estimates indicate that a 20 per cent increase in current cycling levels by 2015 can save:

- £107m through the reduction of premature deaths;
- a £52m reduction in NHS costs;
- £207m benefits in congestion, and
- £71m benefits in pollution.

Source: Quoted in the Alexander Grous, The British Cycling Economy – Gross Cycling Product Report , p.16. (London School of Economics, 2013). [https://corporate.sky.com/documents/pdf/press\\_releases/2011/the\\_british\\_cycling\\_economy](https://corporate.sky.com/documents/pdf/press_releases/2011/the_british_cycling_economy)

In a US study, neighbourhood walkability (i.e. the degree to which neighbourhood design supports walking) had a negative relationship with body size; a 5 percent increase in neighbourhood walkability was associated with a 32.1 percent increase in active transport modes and a 0.23 point reduction in body mass index (BMI) in US adults.

Source: Frank, L., Sallis, J., Conway, T., Chapman, J., Saelens, B., and Bachman, W. 2006. Many pathways from land use to health: Associations between neighborhood walkability and active transportation, body mass index, and air quality. Journal of the American Planning Association 72, no. 1: 75–87. <http://www.actrees.org/files/Research/JAPAFrank06.pdf>

Quoted in Genter J. A., Donovan S., Petrenas, B., and Badland, H. 2008. Valuing the health benefits of active transport modes, p.27. (NZ Transport Agency research report 359. 72)

*'Neighbourhood design and form probably influence travel choices and opportunities, and there is strong evidence that those who live in environments that support walking and cycling have better health profiles than people in neighbourhoods with poorer walkability. The research done by Turner, Roozenburg and Francis in 2006 showed that that a modal shift to active transport did not cause an increase in traffic injuries, because of the 'safety in numbers' effect. In other words, the risk to each pedestrian and cyclist drops as the number of users increases. Air pollution will also reduce if a modal shift occurs, and this indirect health benefit should be reflected in the economic evaluation process.'*

Source: Genter J. A., Donovan S., Petrenas, B., and Badland, H. 2008. Valuing the health benefits of active transport modes, p.9. (NZ Transport Agency research report 359. 72)

A study for NZTA in 2013 found that pedestrians and cyclists make a considerable contribution to spending in local shopping areas. This research also includes a wide ranging literature review.

Source: S. Turner, T. Allat, and L. Tarjomi, What shoppers want – the reallocation of road space, (NZTA, August 2013) <http://www.nzta.govt.nz/resources/research/reports/530/docs/RR-530-Reallocation-of-road-space.pdf>

Research in Australia, which includes case studies from several other countries, finds that encouraging more walking and cycling is good for business and local economies.

Source: R. Tolley, Good for Busine\$\$ - The benefits of making streets more walking and cycling friendly, (2011)

More walkable communities have higher levels of community cohesion - the quality of interactions among people in a community.

Source: Todd Litman, Community Cohesion as a transport planning objective, pp.3 and 6. (Victoria Transport Policy Institute, 2014)

### Looking to the future:

A study by the London School of Economics projected that frequent and regular cyclists could save the economy £2b over a ten-year period in terms of reduced absenteeism. This is based on regular cyclists taking one less sick day than non-cyclists, saving the economy £128m a year in reduced absenteeism.

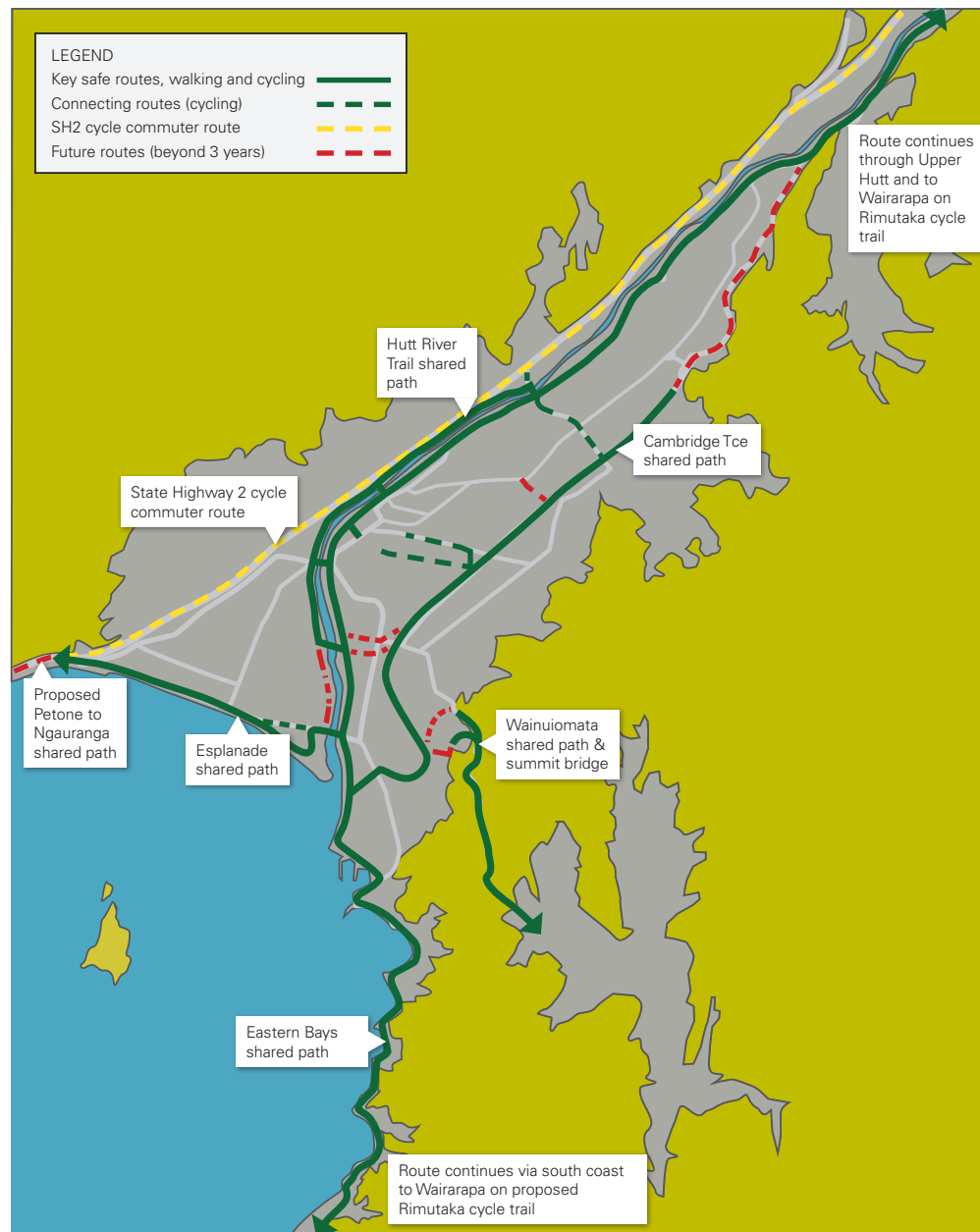
A 20 per cent increase in current UK cycling levels by 2015 could save the economy £207m in terms of reduced traffic congestion and £71m in terms of lower pollution levels.

Source: Alexander Grous, The British Cycling Economy – Gross Cycling Product Report, (London School of Economics, 2013).





# APPENDIX 3: KEY ROUTES MAP









making our city a great place to live, work and play