

Cycling and Micromobility Programme Briefing Session

13 May 2021

About the presenter

Chris Groom

- Senior Transport Planner at Jacobs
- Involved in the project from the start
- Regular cycle commuter

Purpose of the briefing session

- Provide an overview to Mayor and Councillors new to the Cycling and Micromobility Programme
- An update and refresher for those who were involved in earlier stages of the programme development
- 45-minute session approximately 30-minute presentation and 15 minutes for questions/ discussion

Overview of cycling and micromobility

What transport modes

Bikes



Scooters



People walking



E-bikes



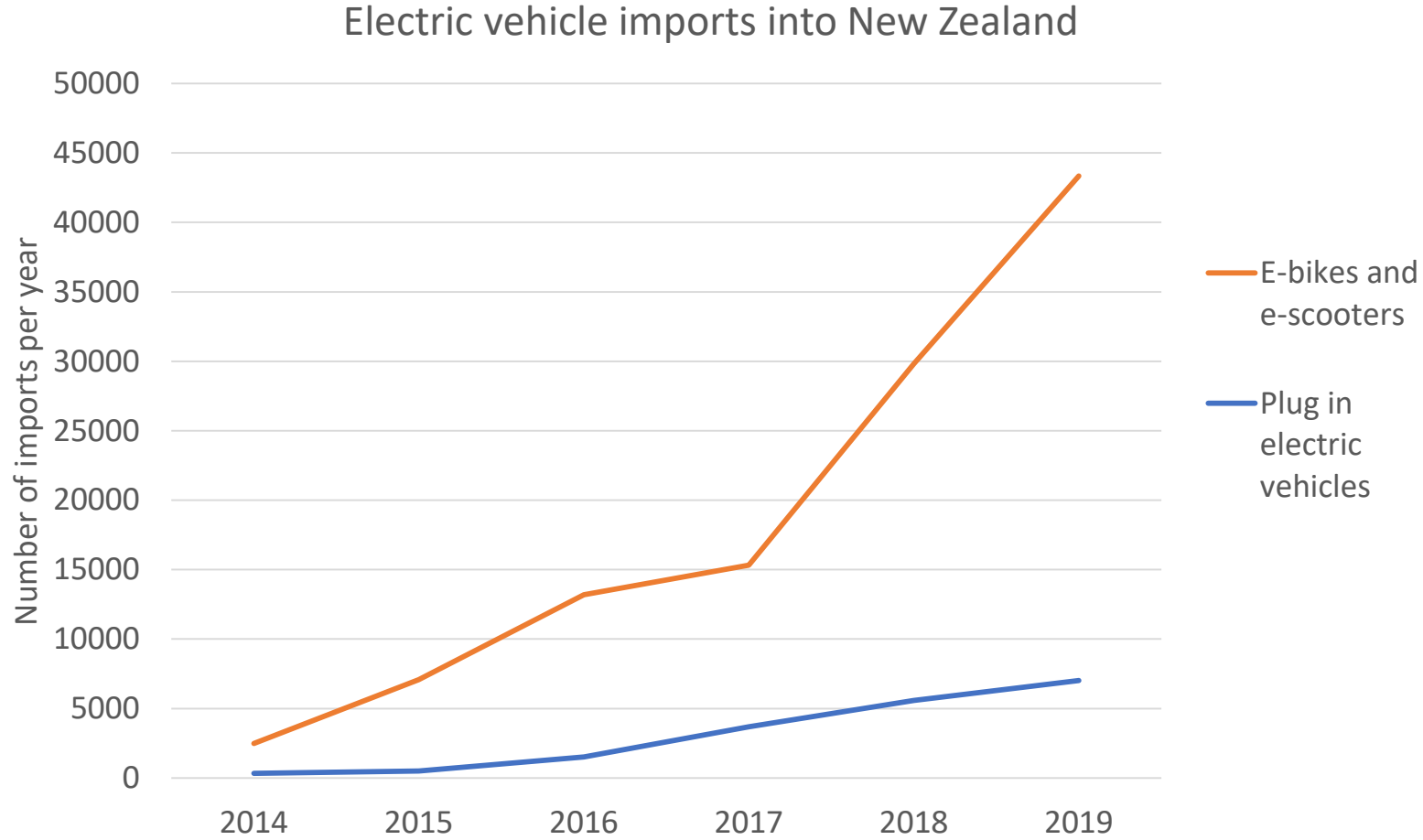
E-scooters



People using mobility devices



Growing popularity of e-bikes and e-scooters



Source: New Zealand Customs Service and Ministry of Transport

Importance of e-bikes and e-scooters

- Expand the 'active transport radius'
- Make trip chaining easier
- Reduces the impact of hills and head winds
- Popular with people underrepresented in active transport

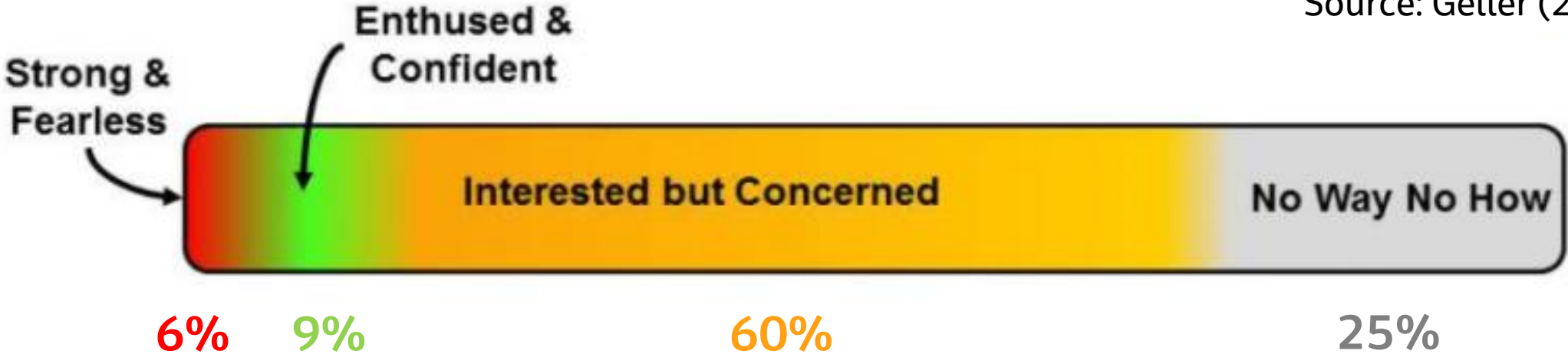
Source: Wild & Woodward, 2018



Target audience



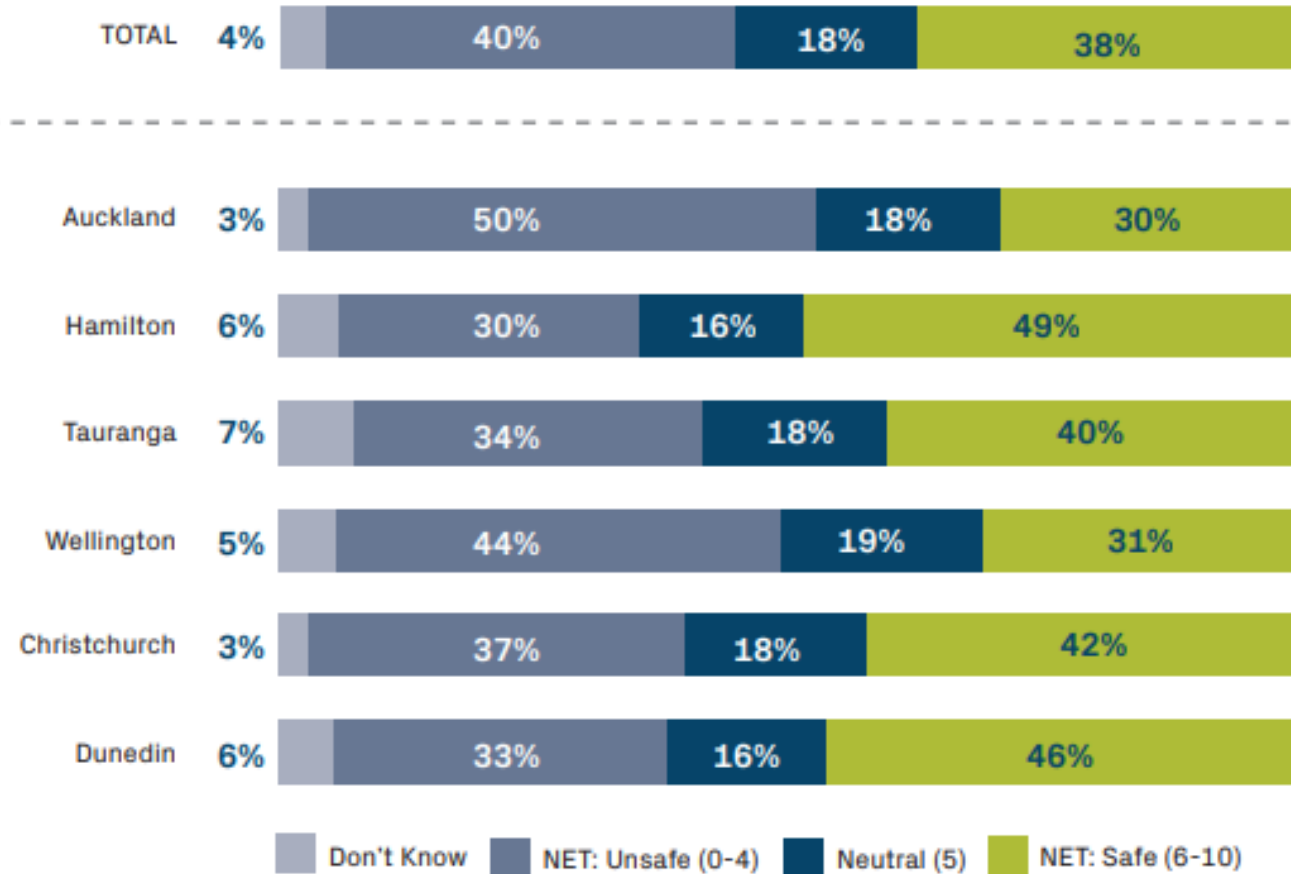
Source: Geller (2009)



Importance of safety

Question: In general, how safe are you/ would you be, riding a bicycle in your area?

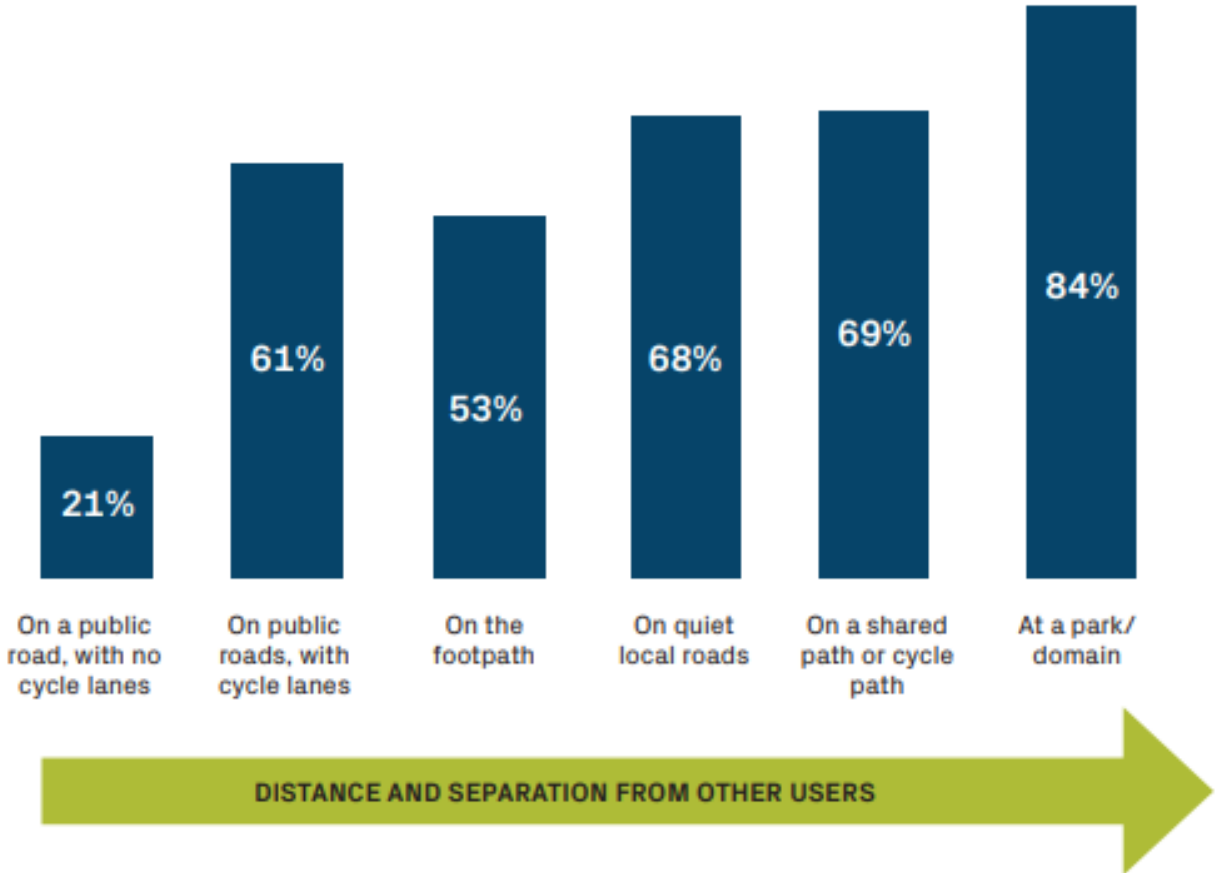
Only 30% of people in Wellington consider riding a bike to be safe



Source: Waka Kotahi Understanding Attitudes to Cycling and Walking 2020

Separation from traffic

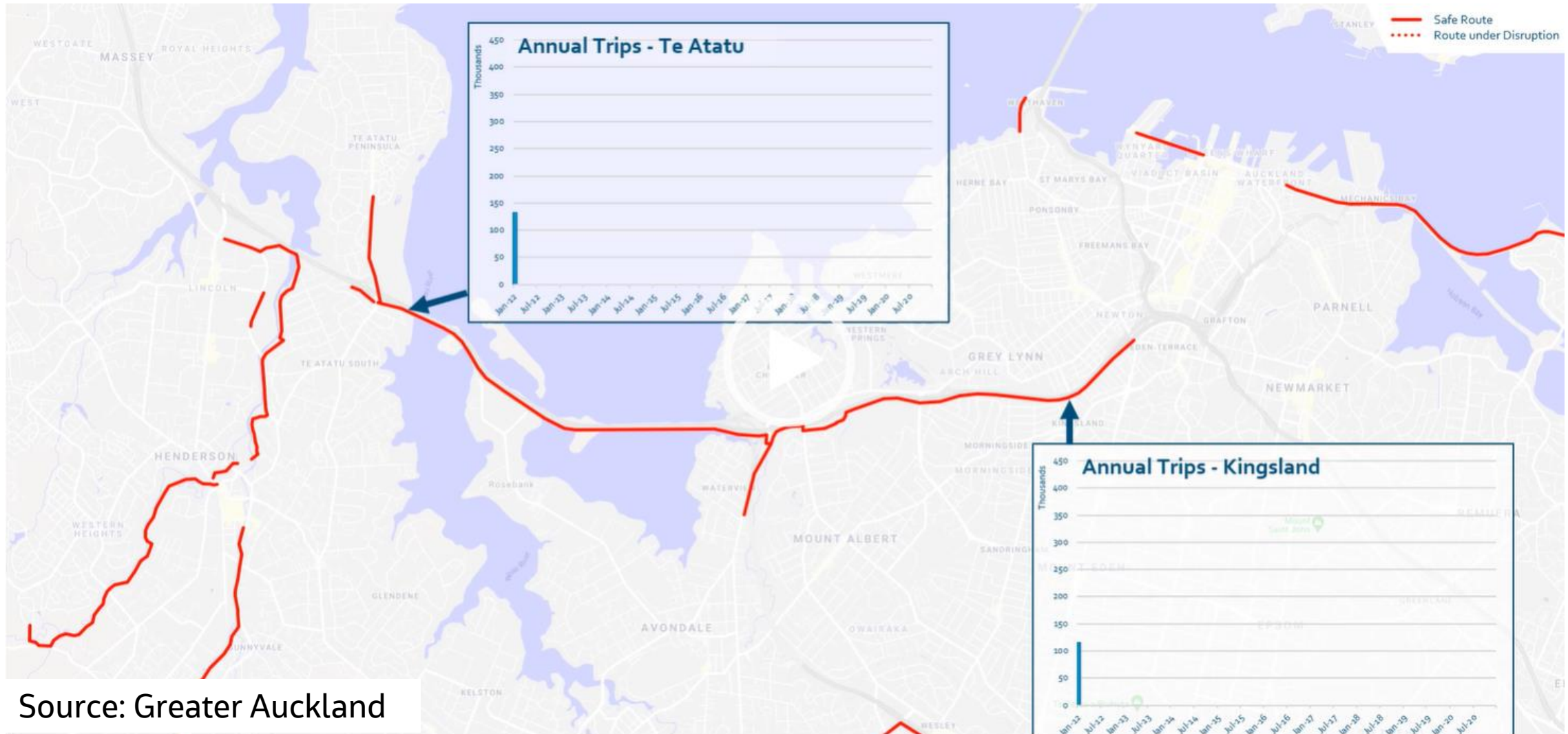
Question: In general, how safe are you/ would you be, riding a bicycle on the following



Source: Waka Kotahi
Understanding
Attitudes to Cycling
and Walking 2020

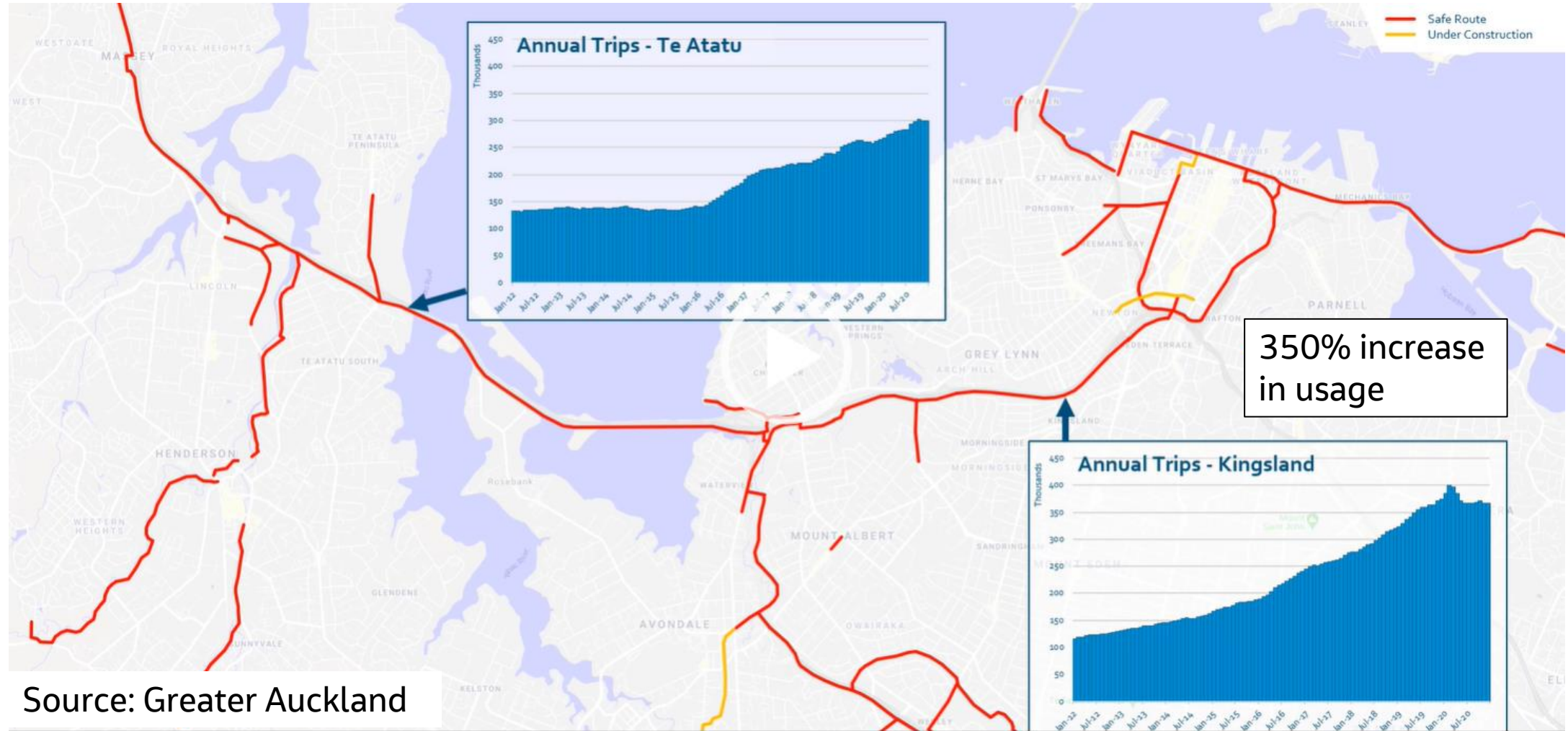
The network effect

2012



The network effect

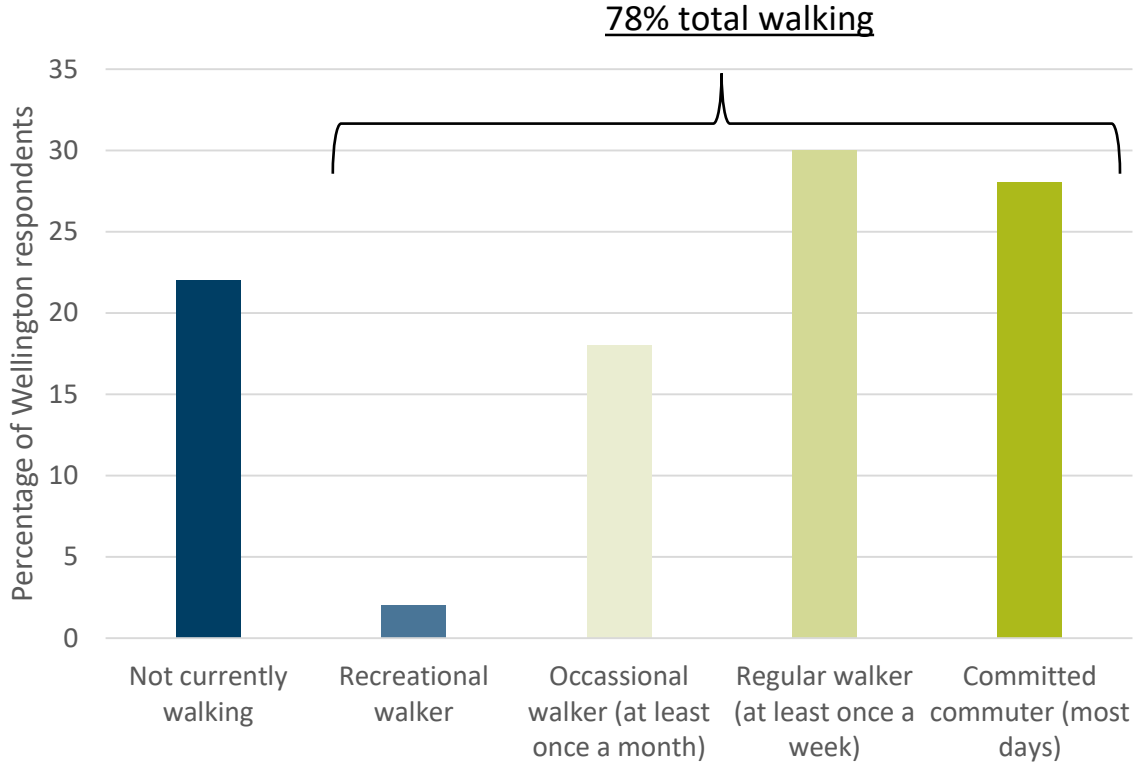
2019



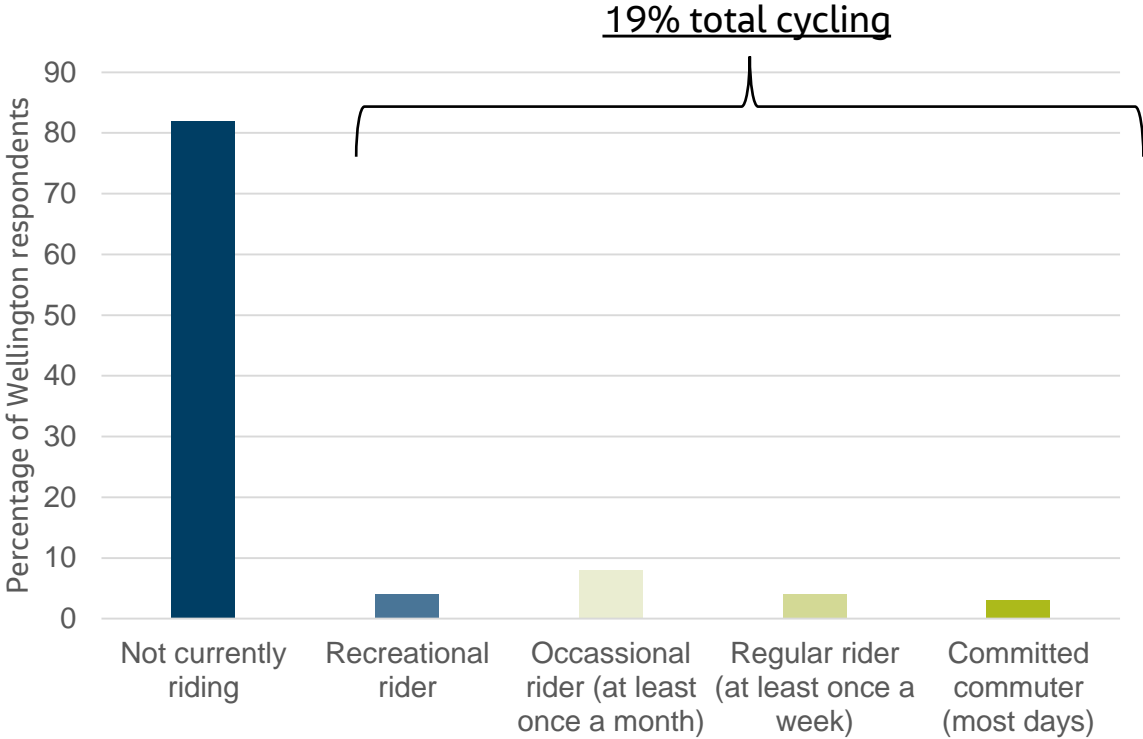
How does this apply to Hutt City

Where are we starting from

How often do you currently walk



How often do you currently ride a bicycle



Source: Waka Kotahi Understanding Attitudes to Cycling and Walking 2020

Current active transport network

Walk and scooter



— Footpath and shared path

Cycle



— Quiet street — Separated cycling facility

Importance of continuity

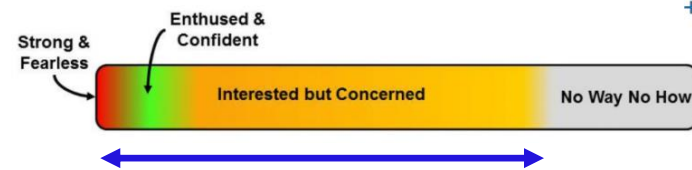
Journey from Wainuiomata to Hutt CBD using bicycles

Wainuiomata Road



Cycle lane

Wainuiomata Shared Path



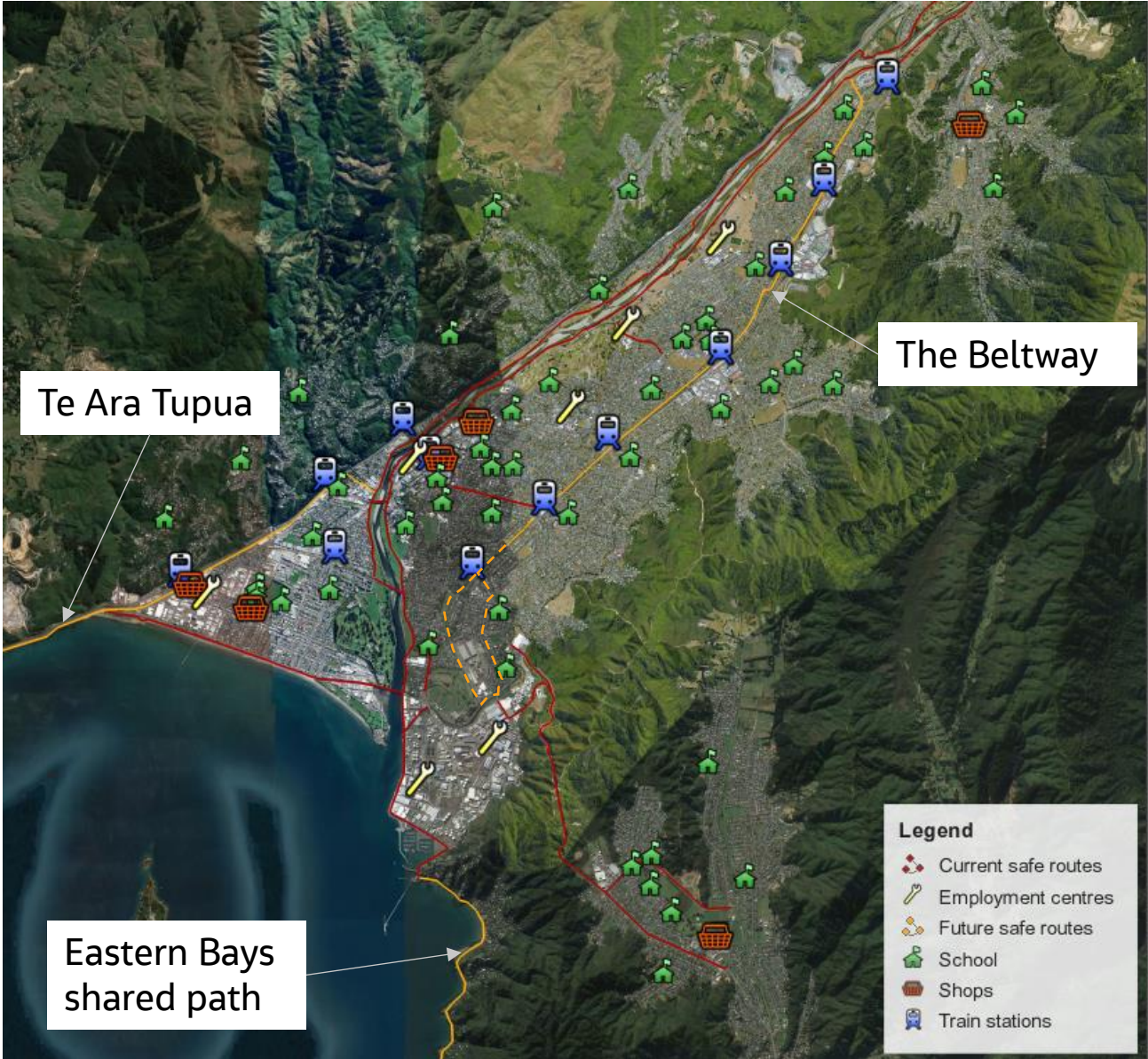
Shared path

Whites Line East



Busy arterial road

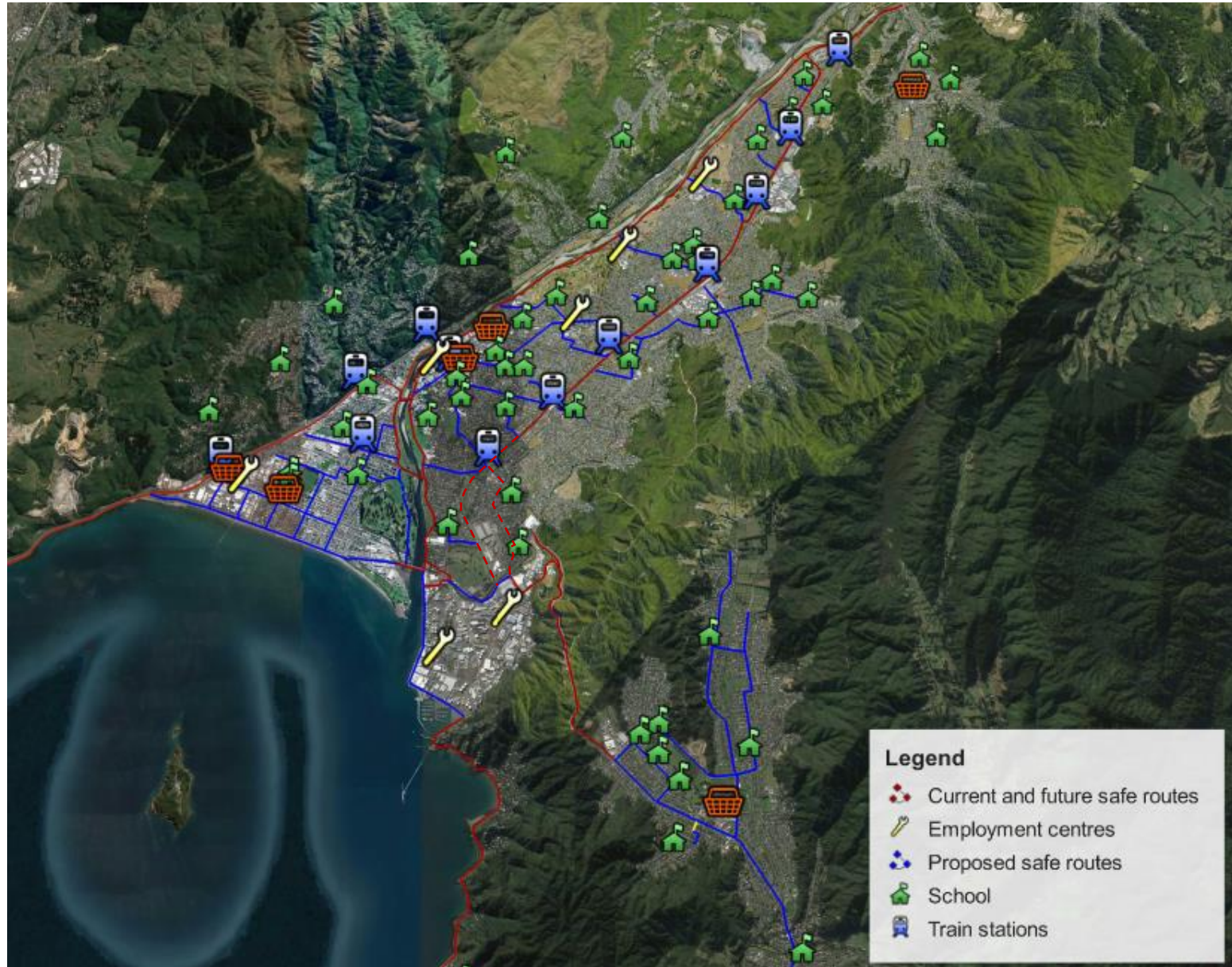
Work in the pipeline



Where to next

Connections to:

- Schools
- Jobs
- Shops
- Train stations
- Between existing paths



Supporting measures

In school skills training



Advertising, marketing and promotion



Bike parking



Staging

Quick wins (2021 to 2024)

- Connections to schools along The Beltway and links to Jackson Street
- Work on The Beltway and Eastern Bays shared path (outside this programme)

Medium term (2024 to 2030)

- Complete network in Hutt Central and Petone
- Connections between existing paths (Seaview/ Gracefield)

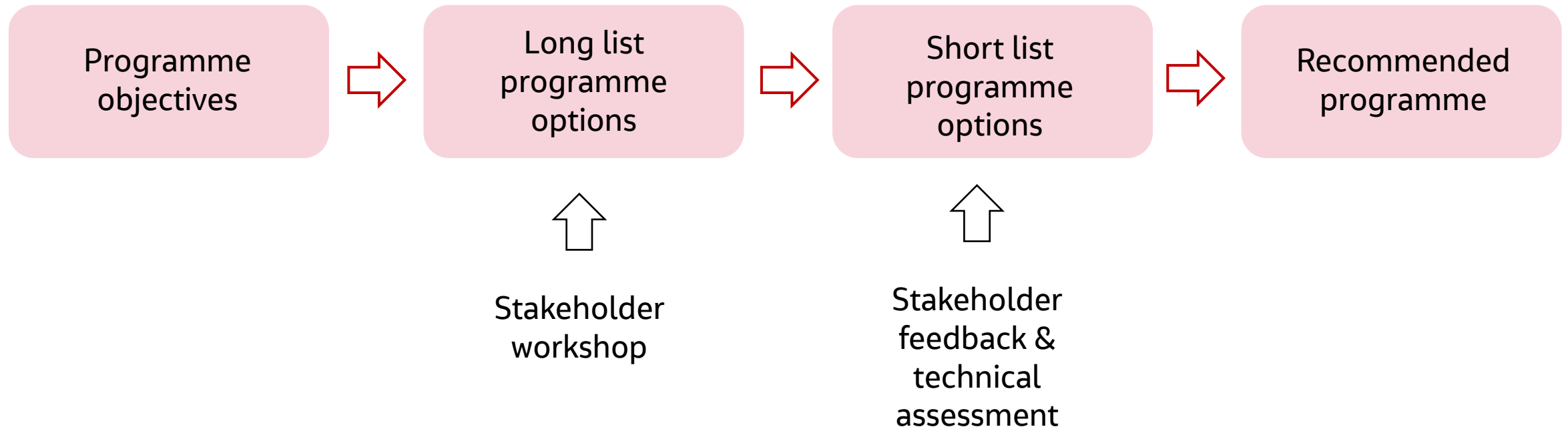
Long term (2030 to 2036)

- Complete network in Naenae and Wainuiomata
- Connections between Hutt River Trail and The Beltway (Avalon and Taita)

How was the programme developed?

Process following

Referred to Waka Kotahi guidance throughout



Stakeholder involvement

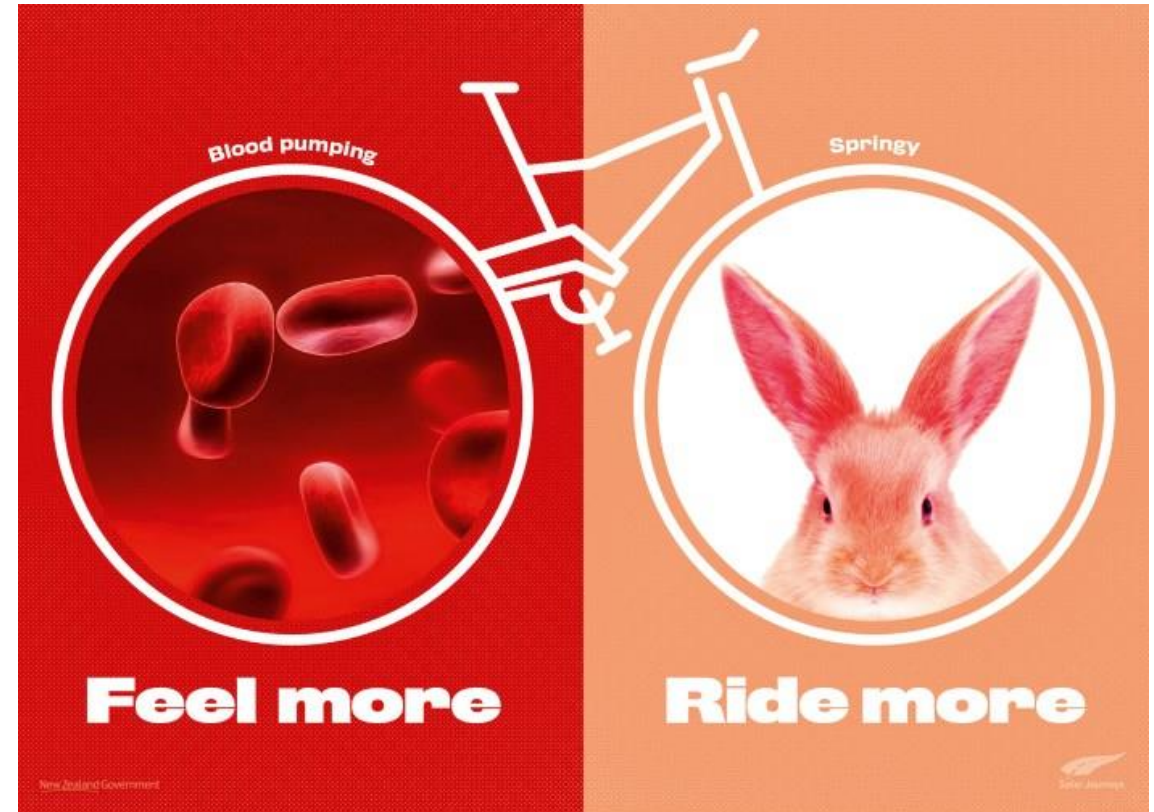
- Cycling Action Network/ Hutt Cycle Network
- Living Streets Aotearoa
- Hutt City Council, Transport Group
- Greater Wellington Regional Council, Strategy Team
- Waka Kotahi, Partnership Investments
- Elected representatives of Hutt City
- Hutt Valley District Health Board
- Ministry of Health

What are the benefits of investment?

Benefits of cycling and micromobility investment

- Improved safety
- Easier to travel around
- Stronger local economies
- Reduced costs for councils
- Less impact on the environment
- Healthier people

Source: Waka Kotahi Benefits of investing in cycling in NZ communities



Who benefits from investment

Group	Benefits
Existing cyclists and micromobility users	Improved safety and quality of facilities
New users	Improved health, travel cost savings and greater independence
Other road users	Less congestion
Local businesses	More productive people and greater disposable income
All residents	Deferred infrastructure costs and less greenhouse gas emissions

Source: Waka Kotahi Benefits of investing in cycling in NZ communities

**Will people change their travel
behaviour?**

What Hutt City residents say

Statements	Percentage of respondents who agree with the statement
Investing in cycle lanes is important because it gives people more travel options	67%
Cycling is a great way to get around town easily and efficiently	66%
My town has a well-connected cycle network	28%
Cyclists are sufficiently separated from traffic	11%

Understanding attitudes and perceptions of Cycling and Walking 2018, produced for Waka Kotahi

Wainuiomata shared path success



Before and after

- 152% increase in walking
- 60% increase in cycling

Source: Automatic counter for November 2018 and November 2019

What are the next steps?

Next steps

- Inclusion of the short-term programme in Long Term Plan
- Endorsement of the business case by Waka Kotahi board



- Public consultation on specific projects
- Implementation starting from 2021/22 financial year

\$9.75M has been included in the current Long Term Plan Consultation document. This would be enough for the short-term programme plus capacity to develop design for the medium-term programme

Thank you

Jacobs

Challenging today.
Reinventing tomorrow.

HUTT CITY
TE AWA KAIRANGI

Image credits



Waka Kotahi



Engadget



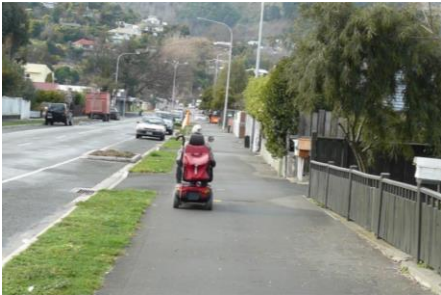
Waka Kotahi



Stuff



RNZ



Waka Kotahi

Image credits



Waka Kotahi



Waka Kotahi



Electric bike review



Electric scooter NZ



Google maps



Hutt at Heart

Image credits



Google maps



Metlink



Auckland Council



Hutt at Heart



Bike the Hutt



Waka Kotahi

References

- Geller, R. (2009). Four Types of Cyclist. Portland Office of Transportation
- Wild, K and Woodward, A. (2018). Electric City: E-bikes and the future of cycling in New Zealand. University of Auckland