

## 8. CYCLEWAYS TEMPORARY FREEZE

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<b>Officer responsible:</b>	Transport and City Streets Manager
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### PURPOSE OF REPORT

1. The purpose of this report is to reflect the discussions which took place at a Council seminar held on 16 August, which includes lifting the temporary freeze placed on cycleway works and undertaking a review towards finding more innovative ways of implementing the Cycle Strategy.

### FINANCIAL AND LEGAL CONSIDERATIONS

2. There are no financial or legal considerations able to be identified at this stage. Any significant issues that may arise during the proposed evaluations of current levels of capital and promotional expenditure, how well they are contributing to the Cycle Strategy objectives and the presentation of options, including charges to these allocations will be reported at the appropriate time.

### STAFF RECOMMENDATIONS

It is recommended:

- (a) That the Council lift its temporary freeze on cycleway capital projects.
- (b) That staff report back to the Liveable City Portfolio Group within two months on the outcome of the marketing review and updating the Cycle Network Plan.

## **BACKGROUND ON CYCLEWAYS TEMPORARY FREEZE**

3. At its meeting on 16 June 2005, the Council resolved “that a temporary freeze be imposed on the letting of tenders for cycleway capital projects, pending the outcome of the forthcoming seminar to review the current financial programme for cycleways”. That “forthcoming seminar”, held on 16 August 2005, was presented by General Manager City Environment, Jane Parfitt. Its aim was to answer the question, “Is what we are doing the best way to achieve the Cycling Strategy objectives?”. Appendix A (attached) includes the information presented at the seminar.
4. Several points were made as conclusions of the seminar:
  - The Cycle Strategy objectives - to increase the amount of cycling, to make it safer and to make it more enjoyable – are being achieved, but it is early days still. In many ways, the debate was about staying the course.
  - For a comparatively modest outlay (approximately \$750,000 annually on capital works and \$450,000 on research, promotion and safety education and training over the last nine years), Christchurch is getting a good return on its investment in cycling.
  - Cycle planning is not being done in an ad-hoc fashion. There is a well-considered plan for a city-wide network which aims to support all competency levels of cyclist. The Council’s work in this area is supported by robust user- and traffic-count surveys and is integrated with other transport planning.
  - The 7% of commuters who currently cycle are helping the city avoid traffic congestion.
  - Christchurch compares well with other NZ cities in the proportion of people using cycles and, while there is particular concern about a down-turn in the number of older secondary school student cyclists, statistics suggest riding today is safer than in the past. The “perception gap” between the perceived and actual levels of cycle safety is one of several issues that can be looked at in a review of the research, promotion, safety education and training portion of the cycleways operational budget.
  - The full network is only approximately a third complete. The purpose of a cycle network is to provide a cycle friendly environment throughout a cyclist’s journey. If parts of a journey are not adequately provided for, such as uncompleted sections of the network, it can discourage cycling. On this basis and from overseas examples of high cycling rates in countries with completed comprehensive networks, it is expected that the proportion of citizens opting to cycle will increase as the network gets closer to completion.
  - The Council’s cycling plans and strategies are connected to other local and regional transport plans and related strategies and aligned with national legislation and road-funding systems.
5. In discussion following the presentation, elected members suggested a variety of approaches which might help to further the strategy objectives, some calling for more innovative approaches. Many of these ideas, or similar elements, could form part of a new approach, particularly to the promotion/education portion of cycle funding.

## **THE WAY FORWARD**

### **Marketing**

6. It is proposed to conduct a marketing review of the current mix of programmes, past and planned research and how these existing elements are contributing to the strategy objectives. This work will contribute to delivery of Cycle Strategy outcomes. A particular focus will be on increasing school cycling, as part of a wider Council intention to increase all active and sustainable school transport modes. In effect, we first need to identify and confirm the role played by the cycling programme’s research/promotion/education and training programme, identify any gaps and then ensure appropriate tools are developed to do the job. It may be that, for instance, working with city high schools and providing incentives is a good approach to turning around the drop-off in teenage cycle use, but there may be more effective methods. Our shared services marketing team will work with the Transport and City Streets team on this.

## **Capital Programme**

7. The current approach to providing cycling routes in Christchurch is determined on a number of foundation factors that are required to meet cyclists' needs. These requirements include directness, safety, coherence, comfort and aesthetics. When applying these and in line with the direction the Council is signalling, consideration can in future be given to a wider, or more innovative, range of options on a project by project basis. An example of other types of facilities, raised in the seminar, was a system of building up the height of on-street cycle ways to physically separate them from motor traffic. The acceptance and application of more innovative approaches will be tested on a project by project basis as new capital projects arise. The financial implications for applying this approach to the wider network will need to be assessed and any significant increases will be raised with the Council.

## **Cycle Network Plan Update**

8. In addition it is proposed that an update of the 'Full Cycle Network Plan' (adopted by the Council in 1999) be undertaken. This will incorporate updating the significant cycle route and facility development opportunities that have arisen. This update will include public consultation and focus on a collaborative approach to planning the integrated cycle network.

## **Consultation**

9. Concerns were raised over the consultation process used during cycle projects. This concern is currently being addressed. A recent exercise has explicitly defined the consultation processes to be used. The Transport and City Streets Unit's 'Local Capital Project Development' process defines capital projects management processes and Community Boards input from project initiation through to post construction. Our shared services public affairs team will increasingly work with Transport and City Streets on consultation.

## **Cycling in the Central City**

10. The attractiveness or otherwise of the central city to cyclists was another topic raised by Councillors. The cycle community was represented on the Central City Transport Working Party and cycling is being considered in relation to developments in the centre of town.

## **OPTIONS**

11. The report provides the direction that was given in the Council seminar to consider the Cycling Strategy. It is not considered relevant in these circumstances to provide other directions.

## **PREFERRED OPTION**

12. The report provides the direction that was taken in the Council seminar to consider the Cycling Strategy.

## ASSESSMENT OF OPTIONS

### The Preferred Option

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>	Allows the community a sustainable transport option of cycling. Increases safety and enjoyment for cyclists. Allows financial and health benefits to the community.	Continuing investment per detailed annual plan. Ongoing staff resources.
<b>Cultural</b>		
<b>Environmental</b>	Opportunity benefits in reducing negative impacts of alternative less sustainable transport modes. Meets environmental sustainability commitments.	
<b>Economic</b>	Provides a cheap mode of transport. Allows more equitable transport options for all members of the community. Efficient and effective option of transport provided. Meets National Strategy direction and funding guidelines.	
<p><b>Extent to which community outcomes are achieved:</b> Primary alignment with community outcome: "Our City's infrastructure and environment are managed effectively, are responsive to changing needs and focus on long-term sustainability".</p> <p><b>Impact on Council's capacity and responsibilities:</b> Nominal</p> <p><b>Effects on Maori:</b> Nil</p> <p><b>Consistency with existing Council policies:</b> Strong</p> <p><b>Views and preferences of persons affected or likely to have an interest:</b> Discussed in report and research and submissions presented in relevant seminar.</p> <p><b>Other relevant matters:</b></p>		