

2. CYCLE STRATEGY - UPDATED 2004 VERSION DRAFT

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The purpose of this report is to present the updated Cycle Strategy to the Council to seek its support.

BACKGROUND

The Council's current Cycle Strategy, which was adopted in 2000, is due for updating this year. The proposed updated cycle strategy document (separately circulated) is an update rather than a full revision and therefore it follows the general direction and vision of the earlier strategy, even though it proposes a large number of changes in the detail of the content. The Cycle Strategy is programmed to be revised in 2007/08 and it is envisaged that at that time a total review 'from the ground up' will be undertaken.

Previous reports giving an overview of the total process being followed and the progress being made have been reported to the Committee during this year. To date the updated draft version of the strategy has completed its public consultation phase and subsequent changes were incorporated following consideration and direction given by the Cycle Steering Committee. That version was presented to the Sustainable Transport and Utilities Committee at its seminar on the 24 June 2004. The changes resulting from the seminar discussion and the 13 July 2004 meeting of the Sustainable Transport and Utilities Committee have been included within the latest version of the updated Cycle Strategy.

PROPOSED STRATEGY CHANGES

This section of the report provides a short summary of a number of the main themes or suggestions that were received during the consultation phase. There are a number of suggestions that have been directly included into the updated strategy that simply involved refinements of such things as minor text changes. The complete set of submissions will be tabled at the meeting, earlier copies can be requested by contacting the writer.

The strategy completed its public consultation phase on 7 May 2004. A number of changes to the pre-consultation version of the strategy are being proposed. These main changes have been highlighted within the text of the updated strategy, separately circulated. The changes proposed are the results from initial discussions by an internal staff team, followed by a Council Cycle Steering Committee meeting giving direction to the version presented to the Sustainable Transport and Utilities Seminar on 24 June 2004 and includes changes from the seminar.

The issues in bold are those that were raised at the Sustainable Transport and Utilities Committees Seminar.

Vision Objectives and Targets Section Feedback

- Some 58 submissions were received in total - of which 53 are supportive of the Vision, 54 are supportive of the Objectives and 49 are supportive of the Targets.
- The submissions clearly show there is positive, overall support for the Strategies Vision, Objectives and Targets. This is a very positive outcome that reflects well on the process used to create the draft updated strategy. Whilst incorporating the strengths of the previous strategy the Cycle Steering Committee following consultation with major stakeholders and interest groups has largely developed it.
- **The seminar raised several options for the Vision statement - including retaining the vision that is currently shown and is supported by the Cycle Steering Committee and the response from the public consultation:**

Current recommended vision:

- (a) ***"Everyone likes cycling in Christchurch"***

Other suggestions raised:

- (b) *“Christchurch is a cycle friendly City”*
- (c) *“Everyone supports Cycling in Christchurch”* (Burwood/Pegasus Community Board submission)
- (d) *“To be the most cycle-friendly City”* (per the Councils 2000 Cycle Strategy)

(Officer comment - The proposed vision statement (a) has been proposed in the version that went through the consultation phase and has found favour with the majority of submitters. Whilst it is important to establish a vision that encapsulates the strategy, determining one is a reasonably subjective practice - the fact that the one suggested has been so well received during the consultation round suggests that unless there are very real improvements to be made it would be prudent to retain it. However, if this doesn't find favour I suggest using version (b) as it retains the direction of the existing vision but simply removes the comparability difficulty issues that (d) presents. This would give consistency with the process providing an update rather than revision of the strategy.)

- Reshuffle the order of the objectives so that the safety objective comes first.
- That the objectives are unlikely to be met until the Council directs a larger proportion of the transport provision budget to cycling suggesting - one third to walking and cycling - one third to public transport and the remaining third to road funding.
- Needs to be an overall target for all cycling/cyclists rather than individual categories. (Agreed to and another target was added, No 4 - note this is only able to be added now based on current survey information available which allows only a partial solution, however, over the next few years better base information will be collected to achieve this.)
- Targets are too cautious (aiming too low).
- Targets need to recognise mountain biking (The focus and by definition limitations of the scope of the strategy were added explicitly - limiting the strategy to not being directed to mountain biking but reference made to those Council Units that do have interests).
- Change the accidents target from numbers to rates. (A partial solution has been added based on current survey information available **and is updated following discussion at the Committee Seminar** but it still can only provide a fairly “rough and ready” rate. The survey information needed to gain a more reliable and valid measurement is being gathered over the next few years.)
- Add target to measure the amount of network completion per year. (This will continue to feature in the cycling annual reports, however, it is an output rather than an outcome and fits better as an item included in the annual cycling report.
- Targets should include “in and around’ Christchurch - to reflect recognition, integration and support for neighbouring authorities cycle network inter-district linkages and developments. This has been included within the Cycle Network rules within the policies and implementation section.
- **More detail has been added to the targets particularly in relation to the data collection which was the centre of much discussion at the Committee’s seminar. The changes should add clarity - it is also noted here that many of the targets and their data collection are limited by the nature of the survey information or lack of information available - this issue is recognised in the action and implementation section of the Strategy. These additional improvements will also provide a strong base of information for when the revision is due.**

Policies Section Feedback

- Strategic freight routes and arterial roads should have no cycle facilities, and if so that they should be off-road only or have physical barriers between cyclists and other road traffic. The strategy promotes best practice that gives consideration to all road users with each cycle route project being assessed on the best type of provision on a case-by-case process. It therefore rejects this suggestion of an overall policy excluding cyclists provision or dictating the type of provision on all arterial and strategic freight routes.

- Eight requests for more off-road pathways to be developed (some as alternatives to on-road facilities and some along with continuation of on-road facilities). Three requests for more on-road cycle lanes to be provided. These requests on the type of facilities are noted, however, again this issue is addressed within the policies cycle network rules to consider each route on a case-by-case basis. Several suggestions within these requests implied increasing the overall rate of provision. This is based on the levels of funding allocated to the cycleways budget and is addressed within the strategy with reference to the Councils further progress on the Metropolitan Christchurch Transport Statement.

Actions and Implementation Section Feedback

- More maintenance of cycle facilities needed such as sweeping of cycle lanes and paths and filling potholes. An item has been added under the engineering part of the action programme to review and audit the Councils new-programmed sweeping project. The sweeping programme for a limited number of cycle lanes across the city is due to commence in August 2004. This will be in addition to the 'on-call' response sweeping and glass removal services and the programmed sweeping of cycle pathways.
- More promotion of cycling is needed. Six submitters suggested a general increase in the size of the promotional activity and two suggested targeting promotions towards employers to encourage their staff to cycle. These suggestions are linked to the Councils overall levels of funding and the work with employers is noted as an action in the Strategy.
- More education is needed. One submitter wants this directed at cyclists, six at motorists, one at all road users and one at schools and parents. These suggestions are all linked to the Councils overall level of operational funding towards cycling. Education campaigns will continue to be considered taking into account all factors and on a case-by-case basis. Current levels of funding dictate that funds must be targeted at the highest priority areas and usually relate to the most pressing safety issues. A number of educational actions are included within the strategy.
- More enforcement is needed. Three submitters want this directed at cyclists, three at motorists, five at all road users and one at bus drivers. The work that the Council does in its co-ordination with the New Zealand Police has been included and made explicit.
- Needs to be greater recognition of the need for the Council to work in collaboration with other organisations with similar objectives. This has been recognised and is included in the process by which staff are planning to achieve the objectives of the strategy. This has been made more explicit within the actions of the strategy, however, in practical terms this section doesn't list all the organisations for each action, as many will be determined on a project-by-project basis.
- Travel behaviour change programmes should be developed throughout the wider community rather than continuing to trial them. This suggestion has been incorporated by changes which now direct resources toward contributing to programmes with businesses, schools and communities.
- The strategy needs to more clearly show it's strategic direction and how each action relates to the targets set. These suggestions along with other changes have meant that the whole action and implementation section was overhauled to provide a clearer and improved section. It now has the strategic direction noted and it is categorised into the different policy sections. In addition a new page is added showing a matrix which matches the actions to the targets.

CONCLUSION

This is an update of the existing Cycle Strategy that was adopted by the Council four years ago; the complete revision of the Councils strategy is programmed for the 2007/08 year. This update proposes many changes to the content and has changed all of the formatting and presentation, however, as an update it still fundamentally retains the overall direction of the current strategy. This retention is in part a reflection of the sound nature of the current strategy but also indicates that the nature of the cycling issues and challenges present over the last decade, whilst improving, are still presenting challenges to the Council.

The updated strategy was developed after sampling major stakeholders and interested groups and was then released for public consultation. The consultation responses were overwhelmingly very positive, these were considered by the Councils Cycle Steering Committee and improvements were then made to the post consultation version of the strategy which was presented to the Sustainable Transport and Utilities Committees seminar.

The main changes in the latest version of the updated Strategy when compared to the Strategy adopted in 2000 are, the addition of an objective, a large number of changes to the targets section including the data collection, refocusing the actions section and showing clear linkages from the vision right through to the actions and implementation section. The Strategy also recognises the changes in the cycling environment over the last four years, such as the stronger national moves to support and encourage more cycling as part of a move towards sustainable transport throughout New Zealand.

This latest version of the proposed updated Cycling Strategy sets a sound course for the Council to continue in it's work towards encouraging and providing for cycling in Christchurch. The Council can be assured that if given appropriate resource levels, its strategy will keep Christchurch at the forefront of the national cycling impetus. The draft version has been well received by Christchurch with very positive responses from the consultation supporting the new updated Cycling Strategy.

Committee

- Recommendation:**
1. That the vision in the Cycle Strategy be '*Christchurch is a cycle friendly city*'.
 2. That the Updated Cycle Strategy, including the amendment above, be adopted.

(Note: Councillor Chrissie Williams requested that her vote against clause 1 above be recorded.)