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Committee Regional Transport Committee
Author Melanie Thornton, Manager, Sustainable Transport

State of Cycling Report: Wellington region 2001 - 2012

1. Purpose

To provide the Committee with information and analysis on cycling trends in the region over the past decade, and to help measure our progress and effectiveness in achieving the outcomes sought for cycling in the Regional Land Transport Strategy (RLTS).

2. The decision-making process and significance

No decision is being sought in this report. It provides information to the Committee on cycling trends in the region as part of ongoing monitoring and analysis in relation to the Regional Land Transport Strategy.

3. Background

Cycling has numerous potential benefits, both for communities and individuals. These benefits are wide-ranging including enhanced mobility, improved health and wellbeing, reduced traffic congestion and emissions, cost savings and generating economic activity.

The Regional Land Transport Strategy recognises the importance of cycling as a transport mode and includes outcomes to increase the mode share of cycling, improve the level of service for cycling, and increase the safety of cycling.

Despite the benefits, the share of all trips made by cycling is very low (around 1%)¹. There is considerable potential to grow cycling's transport mode share as well as raising the profile of cycling. Recent data indicates that cycling may be undergoing a revival, which in part may be due to petrol price increases and the economic climate. If we are to sustain and build on this recent trend, it is crucial that effort is put towards making cycling more convenient, safe and enjoyable.

¹ NZ Household Travel Survey 2002-11)

There is a wide range of regional data available related to cycling. However, due to the different publishing timetables of this data, the results from the various data sources are often viewed in isolation.

In response, Greater Wellington Regional Council has compiled a 'State of Cycling Report: Wellington region 2001 – 2012' (**Attachment 1** to this report) which provides an analysis of cycling in the Wellington region from information gathered via surveys, the census and cordon counts between 2001 and 2012, as well as cyclist crash and injury information.

This report brings the available information into one place to allow a comprehensive snapshot of cycling in the region. It includes information on cycling demographics, cycling trip characteristics and mode share, cycling safety and risk, and other factors that influence cycling.

4. Key messages from the report

The full report is set out in **Attachment 1** to this report. The following key messages are highlighted in the attached report:

- The proportion of residents travelling around the region by cycling is increasing.
- Cycle as a mode of transport is low compared with other modes – 1% of all travel and 0.4% of distance travelled.
- Males are more likely to cycle than females, but evidence suggests this gap may be closing.
- Access to a bicycle has steadily increased in the region over the last few years.
- Key barriers to cycling identified by residents (other than access to a bicycle) are safety, environmental factors (eg. weather. Terrain), and time/convenience.
- People's perceived barriers to cycling are quite universal, with only slight variations from one locality to the next.
- Cycling has a higher relative risk compared to most other modes of travel – making up 1% of all travel, but 12% of injury crashes on the region's roads.
- After a peak in 2007/2008, cyclist injuries have declined over the last few years. This correlates with an increase in cyclist numbers over this time, supporting the theory that a critical mass of cyclists can contribute to safety.

- Wellington residents are more likely to regard cycling as a possible option for work/study trips than any other trip types.
- Although the Wellington region has a high level of public transport use, integration with bicycle travel is low - only around 1% of train passengers integrate their trip with bicycle travel. In other cities with high public transport use, integration with bicycle travel has allowed for greater patronage (particularly where Park and Ride facilities have reached capacity).
- Expenditure on cycling facilities in the region has significantly increased over the last decade, but is a very small proportion of total expenditure in the National Land Transport Programme (0.2% in 2010/11).

5. Conclusion

Overall, as a region we are making progress towards increasing cyclist numbers and safety, however there is still much more that remains to be done. This report will provide an important input to future planning for cycling in the region.

6. Communication

Communications will be made on an on-going basis. The report will be put onto the Greater Wellington Regional Council website and circulated to other interested agencies.

7. Recommendations

That the Committee

1. *Receives the report.*
2. *Notes the content of the report.*

Report prepared by:

Nicky Durling
Senior Data Analyst
Strategic Planning

Report prepared by:

Melanie Thornton
Manager
Sustainable Transport

Report approved by:



Jane Davis
General Manager, Strategy &
Community Engagement

Attachment 1: State of Cycling Report: Wellington region 2001-2012