

Report 13.3
Date 14 January 2013
File ST/01/02/01

Committee Economic Wellbeing
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Sustainable Transport - cycling and scooter programmes

1. Purpose

To provide the Committee with information on cycling trends in the region, to update the Committee on acquiring funding for cycle skills training and to report on progress on scooter skills training across the region.

2. The decision-making process and significance

No decision is being sought in this report as it is updating the Committee on cycling and scooter information.

3. Background

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.

Information from a range of sources shows that 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.

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 to this, 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

Despite the benefits of cycling for health and transport options, the share of all trips made by cycling is very low (around 1%).

Overall, we are making progress towards increasing cyclist numbers and safety across the region, 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.

As a region, and nationally, we rely on the use of Crash Analysis System (CAS) data to provide a picture of cyclist safety. A wider look at other data sources shows that, not only does CAS data underestimate the number of cyclist incidents on our roads, but cyclist injuries from road incidents only make up a small proportion of all cyclist injuries. However, road incidents are a leading cause of cyclist fatalities in the region, and are more likely to result in serious injuries.

Cycling has a higher relative risk compared to most other modes of travel – making up just 1% of all travel, but 12% of injury crashes on the region's roads. However, cyclist injuries peaked in 2007/2008 but have declined over the last few years.

The proportion of residents travelling around the region by cycling is increasing. 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.

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).

Despite limited data in certain areas, there is a wide range of regional data available related to cycling. This report has brought together and analysed this data to provide a fuller picture of cycling in the region to help measure our progress and effectiveness, and enable us to better understand resident's attitudes to cycling.

5. Funding for cycle skills training

Some parts of New Zealand (such as Christchurch) have had cycle skills instruction throughout their schools for decades. However, the Wellington region's schools have had very little cycle skills training over the last 30 years. A few schools even banned riding to school (due to fears of road crashes or bike theft). At the same time, paradoxically, Wellington is the only city to have seen a steady increase in cycle commuting since 1986. According to the most recent cycle cordon counts (March 2012) the number of commuters cycling into the Wellington CBD has doubled over the last eight years. We now have thousands of adult cycle commuters in the Wellington region who have never received basic cycle skills training.

As part of the Council's road safety work we have supported en Velo Urban Cycling Consultants (see www.enVelo.co.nz) to establish a regional coordinator role to train cycle skills instructors and network with schools to organise opportunities for cycle skills delivery for children. In July 2012 KiwiSport granted en Velo and the Council \$107,000 over 2012-2015 for this role. That position will facilitate cycle skills training for 7600 children and train 200 additional cycle skills instructors, 50 of which will be mentored through the NZQA assessment process. These instructors will work with schools to deliver NZTA Cycle Skills Guideline compliant grade 1 and 2 cycle skills training.

The partnership between en Velo and the Council has created a regional cycle skills programme brand "Pedal Ready" (see www.pedalready.org.nz) which is rapidly gaining recognition around the region's schools.

In December 2012, an application to the Road Safety Trust for \$211,734 to extend the Pedal Ready programme to adults and extend the training to more children across the region, received full approval. This is the first time such a significant amount of funding has gone towards cycle skills training across this region.

Bike NZ also applied to the Road Safety Trust for funding to deliver five work streams relating to cycling which will contribute to safer outcomes for cyclists and better relationships with other road users across the country. The Council currently delivers several of those work streams in this region. A Memorandum of Understanding was developed with BikeNZ to complement their national project "Making the Journey Safer for Cyclists". It will also deliver on the outcomes of the government's Safer Journeys Strategy by expanding the current regional cycle skills programme and providing additional resources for cycle skills training.

6. Scooter training

For the last 10 years scooters have been gaining popularity as a mode of travel for children. Results from the Wellington Region's School Travel Plan programme indicate that over 6% of students' journeys to school are by scooter.

In October and November 2012 a group of six schools was recruited to pilot a scooter safety programme.

The scooter safety programme was developed in collaboration with Micro Scooters NZ. The programme, delivered to over 400 children in years 1-3 (5-8 year olds), teaches the basics of safe scooter riding including handling skills, traffic awareness, footpath etiquette, pedestrian crossings and intersections.

By increasing the children's confidence, competence and enthusiasm for travelling by scooter, children can be inspired to be safer and more active on their journey to and from school, and parents can develop more confidence in their children's abilities.

Travelling by scooter can make the trip to school more fun, increase the travel pace of small children to a comfortable adult walking speed, and increase children's comfortable travel range. Additionally, scooters can be combined easily with public transport. In the Wellington region 59% of children are driven to school. Half of these journeys are less than 2km long. Potentially, this means that everyday over 40,000 children are missing out on a short active trip to/from school.

In response to feedback collected through the programme pilot, the programme's content will be expanded, and the format will be changed to allow more time for instruction. The programme will be offered to approximately 1000 children in 2013.

7. Communication

Communications will be made on an on-going basis.

8. Recommendations

That the Committee

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

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