



# Cycle Aware Wellington

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## Draft Annual Plan 2017/18 – Cycle Aware Wellington submission

We would like to make an oral submission. Please contact Alastair Smith ph 021 036 4443, [agsmith37@gmail.com](mailto:agsmith37@gmail.com)

### Key points of our submission

- **Reduce fossil fuel emissions by increasing cycling mode share**
- **Reduce car trips by not subsidising on street parking**
- **Don't over consult on cycling projects**
- **Move rapidly to a cycle friendly city through trial projects**
- **Gather data about the use and impact of cycle facilities**
- **Reduce traffic speeds**
- **New housing developments should provide for active and public transport**

### Reduce fossil fuel emissions by increasing cycling mode share

There is a clear and urgent need to reduce fossil fuel emissions to meet our obligations under the Paris agreement. 56% of Wellington's carbon emissions arise from transport<sup>1</sup>, and there is a clear need to reduce this. The best way is to reduce the number of short car trips. Bikes provide an excellent alternative for this.

WCC recognises the urgency of addressing climate change, through its Low Carbon Capital plan. However the Draft Plan does not follow through by aiming to increase the mode share of sustainable transport.

Reducing car trips will reduce congestion in the CBD, making travel easier for those of us who need to make trips by car.

Allocating 15 car parks to electric and shared vehicles (Section I/ p.13 of the Draft Plan) is an underwhelming response to the challenge of climate change.

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<sup>1</sup> Low Carbon Capital Plan

<http://wellington.govt.nz/~media/services/environment-and-waste/environment/files/low-carbon-capital-plan-2016-2018.pdf>

## Reduce car trips by not subsidising on street parking

We need to reexamine the provision of on street parking. While we like to be able to park our cars on the street close to our destination, this has costs. Donald Shoup, a US researcher, “measures the value of a Los Angeles parking space at over \$31,000”<sup>2</sup>. Subsidising this cost encourages the use of cars over other modes, increasing congestion and fossil fuel emissions. Use of road space for parking incurs an opportunity cost when this prevents the development of cycle facilities.

The Council’s Cycling Masterplan recognises that moving traffic has priority on road space. Where we need to build protected cycle lanes in order to increase cycling mode share, this has a priority over provision of on street parking.

Most Wellington residences have off street parking, but households use free on street parking because it effectively extends their property boundaries, saves having to back out of driveways, and lets garages be used for storing possessions other than cars. On street parking encourages households to acquire more cars, which increases the number of trips made by car, and the corresponding fossil fuel emissions. There is no justification for subsidising on street parking.

We should work to remove parking from the uphill side of arterial routes, replacing it by cycle lanes. This will not just make cycling more attractive, but also lessen frustration for people who need to make trips by car but feel held up by slower bikes.

## Don’t over consult on cycling projects

CAW is in favour of community engagement in the development of our transport environment, as proposed in section G/p.13 of the Draft Plan. However there are well established guidelines<sup>3</sup> for building cycling facilities, and established procedures for consultation on roading projects. Drawn out consultation is expensive, tends to involve only a small group of stakeholders and may harden community attitudes leading to long term conflict.

It’s good to see \$3.2 million allocated to cycling improvements (Draft Plan p.16), but it’s important that this is spent in a timely manner, and is allocated to actual infrastructure, rather than prolonged consultation. Evaluation of the effectiveness of the consultation process will be important.

## Move rapidly to a cycle friendly city through trial projects

It will help to gain community confidence if we introduce cycle facilities on a trial basis, with a commitment to change layouts etc if they are demonstrated not to work.

This approach resulted in rapid and effective change in New York City<sup>4</sup>

## Gather data about the use and impact of cycle facilities

If we don’t measure what we do, we are flying blind. Introduction of new cycle facilities should

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<sup>2</sup> <http://www.nytimes.com/2010/08/15/business/economy/15view.html>

<sup>3</sup> For example

<https://www.nzta.govt.nz/walking-cycling-and-public-transport/cycling/cycling-network-guidance/designing-a-cycle-facility/>

<sup>4</sup> Sadik-Khan J.(2016) *Streetfight*

include evaluation of their effects.

## Reduce traffic speeds

Reduced traffic speeds are a proven way of reducing the number and severity of crashes. Implementation of 30km/hr speed restriction needs to be on the agenda for the coming year, for secondary roads both in the CBD but also in the suburbs and other routes where cyclist have to share a busy road with other traffic (e.g. Adelaide Rd). We have seen increasing use of sharrows to reinforce the appropriate placement of bikes on the road, but these are only be useful in a controlled speed environment. Street layout needs to reinforce appropriate speeds.

## New housing developments should provide for active and public transport

For new developments such as Shelly Bay, we should consider how they will be accessed by active and public transport. To create developments that depend on private cars for transport fails to meet our climate change obligations, and will increase congestion.

## About Cycle Aware Wellington

Cycle Aware Wellington is a voluntary, not-for-profit organisation aimed at improving conditions for existing cyclists and encouraging more people to bike more often. We advocate for cyclists who use their bikes for recreation and transport. Since 1994, we have worked constructively with local and central government, NZTA, businesses, and the community on a wide variety of cycle projects. We represent around 1,500 members and supporters.

Nā mātou noa, nā Cycle Aware Wellington  
19 May 2017