

DRAFT IMPLEMENTATION PROGRAMME

The draft implementation programme translates the ideals of the Cycling Policy into management on the ground and in the community. The implementation programme identifies specific projects and programmes (covering the full range of engineering, education, enforcement and encouragement activities) with cost estimates and timeframes.

The implementation programmes will be included within the Long-Term Community Council Plan (LTCCP) and Land Transport New Zealand programmes and may be subject to change in accordance with technical, political and financial priorities the implementation programme will be finalised once funding is approved.

	Proposed Actions	Applicable to Objective						When	What will it cost
		1 safer	2 convenient	3 commuting	4 sub sntr	5 education	6 recreation		
1.0	Adopt / Promote / Advocate								
1.1	Adopt best-practice guidelines for cycle network and route planning	✓	✓	✓	✓	✓	✓	Ongoing	Operational
1.2	Regulate for lower speed limits in local streets to provide alternatives to busy main roads where appropriate	✓	✓	✓	✓	✓	✓	Ongoing	Operational
1.3	Promote road safety campaigns targeting both motorists and cyclists with a focus on reducing cycle injuries	✓	✓	✓	✓	✓	✓	Ongoing	\$10,000/year
1.4	Promote awareness campaigns on the responsibilities of all parties for both shared cycle/footpaths and bus lanes	✓	✓	✓	✓	✓	✓	Ongoing	\$10,000/year

1.5	Facilitate a forum where industry and community representative can come together to discuss cycling issues. This group would assist in planning and delivering road safety and travel planning initiatives	✓	✓	✓	✓	✓	✓	Ongoing	\$6,000 /year
1.6	Facilitate the creation of an internet-based regional journey planner, which will enable people to personalise individual journey maps	✓	✓	✓	✓	✓	✓	2008-2010	\$5,000
1.7	Continue with the area-based SaferRoads programme or Neighbourhood Accessibility Planning programme to maximise walking and cycling opportunities in suburban areas	✓	✓	✓	✓	✓	✓	Ongoing	Budgeted for elsewhere
1.8	Advocate for accessible public transport options for cyclists, eg carriage of bikes on buses		✓	✓		✓		Ongoing	Operational
1.9	Require cycle safety assessments as part of resource consent applications for new developments (especially for multi-units and central area)		✓	✓				Ongoing	Operational
1.10	Adopt school travel planning programme, rolled out in all schools across Wellington with the initial focus on primary schools but extended to include intermediate and secondary schools in the future					✓		Ongoing	\$50,000 /year
1.11	Promote the use by schools of the online regional journey planner which will enable people to personalise individual journey maps					✓		Ongoing	Operational
1.12	Promote , encourage and support the use of the Safer Routes to School programme and school travel plans					✓		Ongoing	Operational
1.13	Work with tertiary institutes to develop organisational travel plans					✓		Ongoing	\$10,000 /year
1.14	Advocate for increased funding assistance rates from Central Government for the provision and maintenance of cycling infrastructure.	✓	✓	✓	✓	✓	✓		
1.15	Advocate that Central Government provide a comprehensive deployment of Red Light cameras to reduce the instances of failing to	✓	✓	✓	✓	✓	✓		

	stop at traffic signals.								
1.16	Provide conceptual support for the great harbour way concept			✓				✓	
2.0	Plan / Investigate / Develop / Undertake								
2.1	Develop cycle parking requirements for central area buildings		✓					Ongoing	Operational
2.2	Determine a suitable methodology for assessing levels of service and assess all routes identified in Appendix 1	✓	✓	✓	✓	✓	✓	2009-2010	\$50,000
2.3	Undertake an ongoing review of signalised intersections to understand where advanced stop boxes could assist	✓	✓	✓	✓			2009-2010	Operational
2.4	Undertake a study to identify the gaps in cycling routes to the central area including difficult and dangerous intersections	✓	✓	✓				2009-2010	\$20,000
2.5	Identify opportunities to provide cycle routes on the main corridors on quieter parallel routes to the main trafficked roads.	✓	✓	✓				2012-2015	\$20,000
2.6	Undertake a study to identify the gaps in cycle routes to suburban centres including difficult and dangerous intersections	✓	✓		✓			2012-2013	\$5,000
2.7	Undertake a feasibility study for providing public cycle parking at key areas in the city		✓	✓	✓			2009-2010	\$10,000
2.8	Undertake a feasibility study for providing public cycle lockers		✓	✓	✓			20011-2013	\$10,000
2.9	Undertake a review of signalised intersection to understand where marked diamonds highlighting signal loops could assist		✓	✓	✓			2009-2010	Operational

2.10	Undertake an audit of common routes to and from school to determine barriers and issues affecting cycling	✓	✓			✓		2009-2010	\$20,000
2.11	Undertake analysis to determine options to correct issues identified in audit including identifying likely costs. Prioritise works in a way that creates the potential to reduce car trips to and from school	✓	✓			✓		2009-2014	\$10,000 /school
2.12	Undertake a study to identify the gaps in cycle routes to recreation centres and off-road recreational areas, including difficult and dangerous intersections	✓	✓				✓	2015-2018	\$2,000 /year
2.13	Coordinate planning and delivery with the Open Space Access Plan to connect communities and recreational nodes	✓	✓	✓			✓	Ongoing	Operational
2.14	investigate the feasibility of setting up an 0800 Cycle Crash hotline to report cycle crashes to inform our work programme								Operational
2.15	investigate the feasibility of using clearways as a cycle lane on key commuter routes.								Operational
3.0	Provide / action – some actions will depend on the outcome of the investigation								
3.1	Provide cycle-friendly sump-grates on the cycle network and on cycle-friendly routes (refer Appendix 1)	✓	✓	✓	✓	✓	✓	2009-2014	\$25,000 /year
3.2	Provide regular sweeping of cycle network and cycle-friendly routes	✓	✓	✓	✓	✓	✓	Ongoing	\$250,000 /year
3.3	Provide bus lanes that recognise the needs of cyclists	✓	✓	✓	✓			2008-2019	Budgeted for elsewhere
3.4	Provide bus lanes on key commuter routes as set out in the Council's Bus Priority Plan, and accommodate the needs of cyclists in the design and operations of bus lanes	✓	✓	✓				2008-2019	Budgeted for elsewhere

3.5	Provide advanced stop boxes at signalised intersections where required	✓	✓	✓	✓			2013-2016	\$50,000 /year
3.6	Provide coloured designated cycle lanes	✓		✓	✓			2009-2014	\$10,000 /year
3.7	Provide improvements to the road network to remedy gaps in the cycling network and to address difficult and dangerous intersections	✓	✓	✓				2011-2016	\$100,000 /year
3.8	Provide alternatives to main trafficked routes on quieter alternative routes	✓	✓	✓				2016-2019	To be determined
3.9	Provide additional cycle parking facilities in key identified areas		✓	✓	✓	✓	✓	2009-2014	\$10,000 /year
3.10	Provide public cycle lockers, showers and changing facilities at key locations where feasible		✓	✓				2013-2016	\$50,000 /year
3.11	Provide way-finding signage suitable for cycling		✓	✓	✓	✓	✓	2009-2014	\$5,000 /year
3.12	Provide painted diamonds at intersections to highlight signal loops and promote how to use them		✓	✓	✓			2009-2014	\$5,000 /year
3.13	Provide where possible a suitable road surface on key cycling routes as identified in the key cycle routes map		✓	✓	✓	✓		Ongoing	\$100,000 /year
3.14	Provide additional cycle parking facilities at key suburban destinations		✓		✓			2011-2013	\$4000 /year
3.15	Provide improvements to the road network around suburban centres to address difficult and dangerous intersections	✓	✓		✓			2016-2018	\$25,000 /year

3.16	Provide way-finding signage with approximate cycle times to key suburban destinations		✓		✓			2016-2018	\$5000 /year
3.17	Provide street improvements as identified to improve routes to and from school ie for safe crossing points and traffic-calming as identified in the school travel plan	✓	✓			✓		2010-2019	\$100,000 /school
3.18	Provide a dedicated parking warden to address school parking issues	✓	✓			✓		Ongoing	\$65,000 /year
3.19	Provide infrastructural improvements where the experience of cycling to and from campuses is compromised and has been identified in Organisational Travel Plans	✓	✓			✓		Ongoing	To be determined
3.20	Provide a suitable road surface on key recreational cycle routes		✓				✓	Ongoing	\$25,000 /year
3.21	Provide improvements to the road network around recreation centres and off-road recreational areas	✓	✓				✓	2015-2018	\$10,000 /year
3.22	Provide improvements to road edges on non-key routes	✓	✓	✓	✓	✓	✓	Ongoing	\$50,000/year