

21 October 2014

Richard Leggat  
Chair  
Cycling Safety Panel  
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**Re: Safer Journeys for People who Cycle: Cycling Safety Panel Draft Report and Recommendations**

This submission is from the Architectural Centre, an incorporated society dating from 1946, which represents both professionals and non-professionals interested in the promotion of good design.

1. The Architectural Centre commends the New Zealand Transport Agency for establishing the Cycling Safety Panel, and strongly encourages the NZTA to demonstrate its commitment to cycling as a key transport mode through endorsing and implementing the Cycling Safety Panel's recommendations. The Architectural Centre supports all of the recommendations in the draft report *Safer Journeys*. We consider that implementing all of the panel's recommendations needs to be strengthened as an NZTA obligation under its Statement of Intent 2014-2018 (Sol), including a specific timeframe for implementation. Currently the Sol notes that "Cycling Safety Panel recommendations are considered and an implementation plan is developed for the sector" (p. 20).
2. Mode shifts to active modes (such as walking and cycling) and to public transit are a viable and effective strategy to both manage traffic congestion and to protect the characteristics of our built environment, mitigating against building demolition and the refiguring of established urban and suburban contexts in order to increase the physical capacity, or rerouting, of roads. We note that the NZTA Statement of Intent records that negative progress regarding walking and cycling mode share has been made since 2005-2008 (Sol pp. 14, 45), and in addition to strongly urging NZTA to do significantly better in this regard, we recommend that walking and cycling mode shares are reported separately, and that walking and cycling are given significantly more commitment and attention in the Sol than the currently meagre few lines within the 52 page document.
3. Given the importance of mode shifts to active transport within the whole of the transport sector, improving the perceived and actual safety of cycling in order to increase public enthusiasm for cycling, and the cycling mode share, is strategically important to achieve nationwide.
4. We also note that sustainable and durable mode shift will require a change in our cultural attitudes to transport modes. We consider that implementing the recommendations in *Safer Journeys* (SJfP) will be an excellent contribution to this needed cultural change.
5. We strongly encourage the NZTA to approach their minister regarding using this report as the basis for the scoping phase of a National Policy Statement (NPS) on cycling, which would include:
  - (a) cycling safety
  - (b) provision of cycling infrastructure
  - (c) national standards for cycling infrastructure (SJfP p. 17)
  - (d) the gathering of cycling statistics (SJfP p. 19)
  - (e) increasing the cycling mode share



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(f) economic and resource resilience

6. In this regard we note that the Cycling Safety Panel have recommended making "active transport needs (cycling and walking) a greater priority in all transport planning and investment decisions" (*SJfP* p. 7) and that "Safe provision for active modes is considered at all stages of road transport planning and investment and given higher priority status" (*SJfP* p. 8). We consider that a NPS will both be an effective mechanism to signal the government's commitment to cycling and sustainable transport modes, and demonstrate a meaningful intention to effect this change.
7. We acknowledge that there is a reference to cycling in the Government Policy Statement (GPS) on Land Transport Funding. This Statement includes the following commitment to the provision of cycling infrastructure:
  - (a) "these strategies will ... highlight the potential to reduce energy use in urban areas through walking and cycling" (GPS p. 7);
  - (b) "investment in walking and cycling is also expected to make a contribution to economic growth and productivity. To achieve this, funding should be directed to reducing congestion and/or improving pedestrian and cyclist safety" (GPS p. 10)

The Architectural Centre considers that for a substantive change to occur (given New Zealand's cultural and historic commitment to the private car), that a separate NPS for cycling is needed. Such a statement would be a logical continuation of the current government's investment in Ngā Haerenga (the New Zealand Cycle Trail) and the New Zealand Cycle Trails' Network Expansion Project. It would also enable the accurate economic modelling needed to evaluate investment in cycling infrastructure, as required under the current GPS.

8. The report also raises questions regarding whether the Austroads guidelines are the best guidelines with respect to road safety. For example, the report notes that these guidelines have "a fundamental difference to roundabout design philosophy between some continental European and English-speaking countries" (*SJfP* p. 21). We wonder if continental European transport guidelines might better fit New Zealand, not only for roundabout design, but more comprehensively for the design of New Zealand roadways and transport infrastructure. We consider that European guideline would allow more economic and efficient space utilisation than the Austroads guidelines do. We strongly recommend that the NZTA review the relevance of Austroads guidelines and establish the viability of NZ adopting transport and roading guidelines from continental Europe.

### **Conclusion**

Thank you again for this opportunity to comment on this draft report: *Safer Journeys*. If you have any questions please do not hesitate to contact me.

Yours faithfully



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cc Simon Bridges, Minister for Transport