

# CYCLING SAFETY ACTION PLAN

## Making cycling safer and more attractive

Final progress report December 2018



In December 2014, the Cycling Safety Panel (the panel) published its recommendations in *Safer Journeys for people who cycle*. In response, the NZ Transport Agency has made a significant commitment to making cycling safer and more attractive, and we have progressed many of the recommendations through our National Cycling Programme.

### STRUCTURING THE RECOMMENDATIONS INTO 10 KEY PRIORITY AREAS

The panel made 35 recommendations, many of them interrelated or interdependent. To coherently build these into our programmes, we identified 10 key priority areas which cover 22 of the panel's recommendations. 12 were from the 15 high priority recommendations, and 10 were out of the 20 medium priority recommendations. Our progress on these priority areas is covered in section one of this report. Our progress on the remaining actions are covered in section two of this report.

The 10 key priority areas covering 22 of the recommendations are as follows:

1. Government policy and funding
2. Dedicated cycling teams
3. Safer speeds for safer cycling
4. Completing networks for cycling
5. Infrastructure solutions for people on bikes and driving heavy vehicles
6. Cycling network guidance
7. Schools package
8. Sharing the roads and pathways
9. Improving the road rules
10. Improving technology for heavy vehicles.

The panel considered the Safe System approach in their recommendations which they collected under safe system enablers, safe speeds, safe roads and roadsides, safe road use and safe vehicles. By using the Safe System approach to guide their recommendations, the panel acknowledged that safer journeys for people who cycle can be delivered by many programmes, not just those dedicated to cycling or cycling outcomes.

Due to the nature of the social and physical changes required, we are committed to an ongoing programme of normalising cycling as a way of getting around. The panel's recommendations called for a programme of work including both ongoing work and targeted interventions. As a result, this report focuses on reporting both progress to date and future intended progress through the current National Land Transport Programme running through to 2021. For example, connected continuous urban cycling networks in the major urban areas are projected to be delivered over about a decade or so.

The 2018 Government Policy Statement's emphasis on mode neutrality, access and safety sets the scene for continued focus on the panel's recommendations beyond 2021. Additionally, regional transport planning goals and aims are detailed in the country's Regional Land Transport Programmes. These documents set out strategic intent and targets over the next 10 to 30 years.

### **HIGHLIGHTS ON PROGRESS SINCE THE PANEL MADE ITS RECOMMENDATION IN DECEMBER 2014**

Since the beginning of 2015 the Transport Agency has made very significant progress in delivering the panel's recommendations with cycling receiving a level of focus and investment from the government and councils that it has never received before.

The government is investing cycling and walking at record levels to improve urban environments for people on bikes and those who travel the country by bike. Investment in cycling is helping make the bike an increasingly attractive means of travel and has contributed significantly to increases in cycle trips in many towns and cities - in particular, Auckland and Christchurch have made big investment and gains.

We have done a lot in the many areas from policy to infrastructure to behaviour change initiatives. The Transport Agency, working with the Ministry of Transport and council partners at both local and regional levels, has:

<ul style="list-style-type: none"> <li>changed road rules</li> </ul>	<ul style="list-style-type: none"> <li>improved our understanding of where people on bikes and people in cars and trucks coincide on our roads</li> </ul>
<ul style="list-style-type: none"> <li>increased cycle networks and levels of service for cycling in main and major urban areas, increased support for councils</li> </ul>	<ul style="list-style-type: none"> <li>improved our understanding of safety perceptions to inform policy development</li> </ul>
<ul style="list-style-type: none"> <li>improved design guidance</li> </ul>	<ul style="list-style-type: none"> <li>invested in encouraging behaviour change and additional advertising</li> </ul>
<ul style="list-style-type: none"> <li>improved our monitoring and data provision</li> </ul>	<ul style="list-style-type: none"> <li>brought back the national cycling challenge</li> </ul>
<ul style="list-style-type: none"> <li>supported bikes in schools</li> </ul>	<ul style="list-style-type: none"> <li>started to review our frameworks which drive investment decision making such as the One Network Road Classification, and investment assessment framework</li> </ul>
<ul style="list-style-type: none"> <li>extended the road user workshops</li> </ul>	<ul style="list-style-type: none"> <li>launched bike share schemes</li> </ul>
<ul style="list-style-type: none"> <li>launched the national BikeReady programme, increased delivery of cycle skills training</li> </ul>	<ul style="list-style-type: none"> <li>launched e-bike loan schemes of various types</li> </ul>
<ul style="list-style-type: none"> <li>developed and invested in a national cycling network</li> </ul>	<ul style="list-style-type: none"> <li>held many local cycling events and contributed to national walking and cycling events to help normalise cycling.</li> </ul>

All this activity is leading to improved mode share and growing support for people on bikes in New Zealand. However, there is more to do to help make cycling a normal everyday choice for New Zealanders. Through the current NLTP 2018-21 and subsequent programmes, including actions developed under the next road safety strategy 2020-30, we will continue to deliver to the intent of the panel's recommendations.

The government has indicated that a mode-neutral approach to transport is a high priority, with increased emphasis on safety, public transport, walking, cycling and liveable communities. This shift, combined with a new strategy for the Transport Agency focusing on outcomes for people, has already led to reviews being undertaken of key processes and tools used by the Transport Agency to guide investment decision making. For example, the Investment Assessment Framework (IAF), *Economic evaluation manual* (EEM) and the One Network Road Classification (ONRC).

The Transport Agency is taking a system approach where delivery of outcomes for people, including increasing provision for cycling as a normal everyday way to get about, are imbedded in our project delivery across the system from delivery of highway maintenance, to speed management, and revisions of the driver education system. This reflects the broad range of recommendations the panel made in 2014 to deliver safer journeys for people who cycle.

### **FUTURE OF THIS CYCLE SAFETY ACTION PLAN**

The Ministry of Transport is leading the development of the next road safety strategy for 2020-30, working closely with the Transport Agency and other central and local government partners. This new strategy will be aligned with the Government Policy Statement on Land Transport (GPS) 2018/19-2027/28 which has a greater emphasis on safety and active modes. By recognising cycling as part of the transport system rather than a separate mode it is intended that the next road safety strategy for 2020-30 will reflect the ongoing delivery of the panel's recommendations. The expectation is that where appropriate monitoring of the existing recommendations will continue in some form while in other instances new initiatives will evolve.

Future reporting on progress on delivering safety outcomes for people who cycle will be done through the monitoring and reporting arrangements for the new road safety strategy.

### **STRUCTURE OF THE PROGRESS REPORT**

In both section one and section two, the recommendations from the panel's report *Safer journeys for people who cycle* are listed followed by what the Transport Agency and our partners have done to progress these recommendations during the 2015-18 period. We then outline how we intend to continue to progress the panel's recommendations during the current NLTP 2018-21.



## SECTION ONE - PROGRESS ON THE 10 KEY PRIORITY AREAS

### PRIORITY AREA ONE: Government policy and funding

#### RECOMMENDATIONS FROM THE CYCLING SAFETY PANEL

SAFE SYSTEM ENABLER

#### Recommendation 1

Active transport needs (cycling and walking) be accorded a greater priority in all transport planning and investment decisions. This needs to be reflected in the Government Policy Statement (GPS), the National Land Transport Programme (NLTP), the Safer Journeys Strategy, the Transport Agency's *Economic evaluation manual* (EEM) and councils' long-term plans.

#### Recommendation 4

Help road controlling authorities (RCAs) access NLTP funding. The planning and investment criteria are currently making it difficult for cycling projects to meet the 'high strategic fit' criterion and need to be reviewed and monitored. Cycling must be considered in all integrated transport strategies, plans and projects.

This would include adjusting the application of the Network Operating Framework to give effect to cycling.

SAFE SYSTEM ENABLER

#### PROGRESS

#### What we achieved in the 2015–18 period

##### Greater investment

In 2015, using the \$100 million Urban Cycleways Fund (UCF), National Land Transport Fund (NLTF) and local share, in partnership with 22 local authorities we developed the \$333 million Urban Cycleways Programme (UCP). This represented a record investment in cycling.

As at 30 June 2018, we have completed 25 UCP projects, with over 73%<sup>1</sup> of the UCP milestones achieved. By June 2019, we expect to have substantially completed another 17 of the remaining projects, and the remainder by 2021.

Urban cycling networks are most effective when they are delivered in conjunction with communities and with activities to promote cycling and encourage users to share the roads and pathways. We adopted this approach in our investment criteria and encourage urban road controlling authorities (RCAs) to develop similar strategic cycling programmes. Many urban RCAs have included plans to adopt this strategic approach and expand their cycling networks in their regional land transport plans.

##### Safer Journeys 2016–20

The Ministry of Transport published the cycle safety action plan in 2015 and delivery of this was included in Safer Journeys' third and final Action Plan 2016-20 as part of core road safety activity. Speed management also remains a core activity which can provide safer more attractive environments for people who get around by bike. The Action Plan contained actions 3 and 4 which have led to the safe networks programme and investigation into improved vehicle technology.

##### Government Policy Statement

The GPS for 2018/19–2027/28 provides increased funding for walking and cycling, local roads and regional improvements, opening a range of opportunities for local government to deliver improved active transport connections for their communities. This GPS will be the single biggest investment in cycling and walking. It represents record investment in cycling two NLTPs in a row.

<sup>1</sup> UCP quarterly milestone report, August 2018

**PROGRESS,  
continued****New investment criteria**

The Investment Assessment Framework (IAF) helps ensure that the National Land Transport Programme (NLTP) gives effect to the GPS. The IAF for the NLTP 2018-21 includes criteria that will prioritise investment in cycling projects that:

- address a critical missing link in a strategic network connection
- target the completion and promotion of networks in major metros to enable access to social and economic opportunities
- address a critical missing link in a strategic network or multi-modal interchange in major metros
- address a high predicted or perceived safety risk
- support development of the connections to the NZ Cycle Network
- address a significant problem with the ability to use existing facilities including promotion, and use by young people and those who identify as disabled
- support increasing the uptake of children using walking and cycling especially to and from school.

**Targeted enhanced funding assistance rates (TEFAR)**

The Transport Agency and Local Government New Zealand (LGNZ) have been working together through a joint sector reference group to explore how best to assist councils to take up the opportunities provided by the GPS, which has increased the funding available nationally for locally-led activities.

This work recognises there may be financial challenges for some councils to take up these opportunities. TEFAR will mean up to 50% more funding for locally delivered improvement activity classes provided the projects meet the range of requirements, which will include being high or very high priority improvements according to the new investment criteria.

Five national programmes consisting of TEFAR projects are being established including one for walking and cycling improvements.

**What we aim to achieve in the NLTP 2018-21****Complete the UCP**

By June 2019, we expect to have substantially completed another 17 of the remaining UCP projects. We aim to have delivered the remainder by 2021.

**NLTP investment in cycling and walking**

Over the next three years a total of \$390 million (excluding local share) will be invested in walking and cycling initiatives, a further increase on the previous three years' high level of investment.

\$300 million of this will be invested from the National Land Transport Fund, supported by co-investment from local government and \$25 million outstanding Crown funding from the UCF. Investment will be targeted to extending existing walking and cycling networks, providing connections to public transport hubs, improving safety and accessibility, and helping revitalise regional economies with new tourism opportunities.

**PROGRESS,  
continued**

We're investing approximately two-thirds of this (\$260 million) in cycling and walking facilities in our three main cities – Auckland, Wellington and Christchurch - where we can have the greatest impact on congestion by improving connections and making active travel safer.

Cycling numbers are expected to continue to grow as regions complete new cycleways during the next three years, helping to reduce congestion and greenhouse gases and deliver health benefits for New Zealanders. Our investment in walking and cycling is also responding to increasing demand due to the growing number of cyclists using our urban networks.

**One Network Road Classification (ONRC)**

The ONRC is currently going through a review in terms of how fit for purpose it is in urban environments and how to update the classifications. This is currently in the scoping phase and a project plan will be developed by January 2019.

**Economic evaluation manual (EEM)**

A review of the EEM is underway, which intends to address wider environmental, social, and economic benefits and costs, including those related to active travel. By June 2020, we intend to have implemented changes to the EEM in preparation for the next NLTP.

**A new Road Safety Strategy**

The Ministry of Transport and the Transport Agency are developing a new road safety strategy, which will be aligned with the GPS 2018/19–2027/28. The development of this strategy is underway, working in partnership with a wide range of sector stakeholders including representatives from Cycling Action Network. Subject to Cabinet approval, a discussion documents will be issued for public consultation by April 2019. Publication of the agreed strategy is scheduled for September 2019, with the first action plan to be developed by the end of 2019. As the GPS puts more emphasis on increasing access, walking, cycling, public transport and road danger reduction, the new strategy and associated action plan are expected to place even greater emphasis on provision for active modes.



## PRIORITY AREA TWO: Dedicated cycling teams

### RECOMMENDATIONS FROM THE CYCLING SAFETY PANEL

SAFE  
SYSTEM  
ENABLER

#### Recommendation 2

The Transport Agency and Ministry of Transport establish and resource dedicated teams, with senior leaders, staff and funding, to plan, implement and evaluate investments in cycling.

Local government is encouraged to do the same.

### PROGRESS

#### What we achieved in the 2015-18 period

In September 2014, the Transport Agency created a dedicated cycling team. This was made up of a core cycling team, supported by a range of other key people from across the organisational structure including education advisers, communications and engagement personnel, safety specialists, etc. The team worked together to coordinate and deliver a national cycling programme which included working in partnership with councils to develop and support delivery of the Urban Cycleways Programme (UCP) as well as coordinating work to progress the Cycling Safety Panel's recommendations.

In 2015, the Ministry of Transport assigned resources to cycling, identifying a team with primary responsibility for cycling.

Many urban RCAs have established teams focused on cycling, active travel, or sustainable transport. The Transport Agency encourages urban RCAs to adequately resource their strategic cycling and walking programmes aligned to the new Government Policy Statement on Land Transport (GPS) and National Land Transport Programme (NLTP) 2018-21.

#### What we aim to achieve in the NLTP 2018-21

The transformation of the Transport Agency in mid-2017 has enabled a better focus on delivering outcomes for people, with clearer attention on the customers of the transport system. Projects are now being delivered by teams made up of people from across the whole of the organisational structure, in a similar manner to the way the national cycling programme was established in 2014. Using a team of teams approach, the Transport Agency works internally, and with our partners, to deliver and promote increased options for mode choice and improved safety for people who cycle.

Within this team of teams, System Design and Delivery has established a team dedicated to managing the cycling and walking activity class working closely with RCAs and regional councils. With the increased focus in delivering for active modes in the GPS 2018/19-2027/28 there is a growing number of staff in the Transport Agency whose remit includes delivering for people on bikes.

## PRIORITY AREA THREE: Safer speeds for cycling

### RECOMMENDATIONS FROM THE CYCLING SAFETY PANEL

SAFE SPEEDS

#### Recommendation 7

Ensure the needs of cycling are considered in the implementation of the Safer Speeds Programme.

### PROGRESS

#### What we achieved in the 2015-18 period

##### Speed management approach

The Setting of Speed Limits Rule 2003 was replaced by the 2017 rule which supports the new *Speed management guide*.

The first edition of the *Speed management guide* was published in November 2016.

The *Speed management guide* is being used to promote a nationally consistent approach to speed management, including speed limit setting. Effective application of the guide will continue to ensure the needs of all road users are considered, including those on bikes and on foot.

The Transport Agency is currently working with RCAs to develop speed management plans to support the government's objective. Part of this process involves sense testing the data contained in the geospatial Safer Journeys risk assessment tool MegaMaps, including consideration of active modes on both urban and rural roads.

We have developed an online resource pack to support RCAs to have better conversations with their communities and road user groups about road risk. Safer speeds in urban areas are being increasingly adopted by RCAs.

##### Safe Networks programme

We have developed a programme of potential local road safety improvements across 37 councils which is targeted to address the greatest safety risks. To date, we have completed a series of workshops with eight of these councils to understand the dynamics of their safety planning and programming, and to understand how we can best work together to deliver an agreed programme of works.

#### What we aim to achieve in the NLTP 2018-21

##### Through our speed management approach, we will:

- work with RCAs to accelerate the implementation of speed management on the 10% of the network where there is greatest potential to reduce road trauma for all road users. This includes, the highest-risk parts of the network, including: urban and rural intersection crashes such as through the installation of roundabouts or speed management devices, and; harm to vulnerable road users, including pedestrians, cyclists, motorcyclists, and the mobility impaired (such as through segregated facilities, markings or speed management devices, including raised platforms at roundabouts, traffic signals, and pedestrian facilities)
- deliver a communications campaign on speed and road risk to support community engagement
- reduce speed limits on the highest risk roads where investment in infrastructure improvements is not presently justified
- work with the Ministry of Transport (MoT) to streamline the bylaw-making process to make it easier for local government to adjust speed limits
- work with Police to deliver safety cameras including average speed cameras.

## PROGRESS, continued

### Through our Safe Networks programme we will:

- invest in safety improvements on the highest risk roads to support a change in the speed limit or enable current speed limits to be safely maintained. As part of the programme there will be public facing advertising and education to raise awareness about why we must change our roads and speed limits to prevent more deaths and serious injuries.

This campaign will also support community engagement and consolation that will bring communities along on the journey by providing an overarching road safety story, and practical tools to ensure there is a consistent road safety conversation for safe networks all around New Zealand.

## PRIORITY AREA FOUR: Accelerating completion of networks for cycling

### RECOMMENDATIONS FROM THE CYCLING SAFETY PANEL



#### Recommendation 11

RCAs accelerate the provision of consistent, continuous, convenient and complete urban cycle networks, in keeping with the best evidence – a whole of journey approach.

## PROGRESS

### What we achieved in the 2015-18 period

#### Urban Cycleways Programme

The Urban Cycleways Programme (UCP) sought to make cycling safer and more attractive by incentivising major and main urban councils to design and deliver urban cycling networks. This has accelerated delivery of cycling networks in 16 urban areas. As at 30 June 2018, we have completed 25 projects to date, with over 73% of the UCP milestones achieved.

UCP projects have extended cycling networks in Whāngārei, Auckland, Hamilton, Tauranga, Rotorua, Napier, Hastings, New Plymouth, Whanganui, Palmerston North, Upper Hutt, Kāpiti, Wellington, Blenheim, Waimakariri, Christchurch, Selwyn and Dunedin.

Auckland and Christchurch have significantly improved network connectivity and levels of services over the past few years, and as a result significant increases in cycling numbers are starting to be observed. In Auckland, cyclists now make up 9.4% of morning inbound traffic on Upper Queen Street, while in Christchurch cyclist numbers have grown 21%.

Increases are also being recorded in smaller towns and cities where improvements have been made. For example, in Rotorua, an average 30% increase in cyclists has been seen across the four main links in and out of the CBD, while cycle trips on Blenheim's Spring Creek cycleway have more than doubled since the cycleway opened.

The *National cycle design guidance* along with supporting rule changes, including improved traffic control devices are designed to help RCAs deliver consistent standards of cycling network across the country, recognising appropriate levels of service are required for different environments and different types of cycling. Work on a cycling level of service toolkit is also underway. For more, see priority area six.

**PROGRESS,  
continued****What we aim to achieve in the NLTP 2018-21****Complete the UCP**

By June 2019, we expect to have substantially completed another 17 of the remaining UCP projects. We aim to have delivered the remainder by 2021.

**NLTP investment in cycling and walking and TEFAR**

Over the next three years, a total of \$390 million (excluding local share) will be invested in walking and cycling initiatives - a further increase on the previous three years' high level of investment.

We're investing approximately two thirds of this (\$260 million) in cycling and walking facilities in our three main cities - Auckland, Wellington and Christchurch - where we can have the greatest impact on congestion by improving connections and making active travel safer.

To help councils take up the opportunities provided by the GPS, the Transport Agency has approved a targeted enhanced funding assistance rate (TEFAR) for high and very high priority improvements, which will reduce local share requirements for these activities. These TEFARs are conditional on councils redirecting their cost savings to bring forward additional transport activities during the next three years and committing to delivering the agreed projects.

Five national programmes consisting of TEFAR projects will be established including one for walking and cycling improvements. This TEFAR, along with the criteria for high and very high rating in the investment assessment framework, will accelerate delivery of urban cycling networks, improving connectivity, links to public transport, and levels of service. This investment will support making cycling more convenient than ever before in New Zealand.

**National activities**

We have developed a 2018-21 programme of nationally-led activities, to provide national direction and leadership. The activities will support local government collaboration, capability, and the delivery of their walking and cycling activities. This builds on our current national cycling programme and includes activities such as Aotearoa Bike Challenge, investment in BikeReady, Bikes in Schools, Share the Road workshops, improving cycle design guidance, research projects, advertising to encourage uptake of cycling and improved driver behaviour, as well as training, support and activities to help councils continue to build capability and capacity.

## PRIORITY AREA FIVE: Infrastructure solutions for people on bikes and in heavy vehicles

### RECOMMENDATIONS FROM THE CYCLING SAFETY PANEL

SAFE  
ROADS &  
ROADSIDES

#### Recommendation 13

RCA's identify urban and rural high-density freight routes popular with cyclists.

- Where possible, consider alternative routing for either freight or cycling.
- Where this is not possible, manage travel speeds and/or provide physical separation, intensive intersection treatments and wide protected turning and passing lanes.

Align and prioritise this work with the New Zealand Cycle Trail's Network Expansion Project.

#### Recommendation 16

Improve rural space management which includes shoulder widening and smooth surfacing, sight distance improvements, road markings, maintenance and regular debris removal on key cycling routes. Align this work with KiwiRAP by developing a cycling component.

SAFE  
ROADS &  
ROADSIDES

### PROGRESS

This action is complementary to priority area eight – sharing the roads and pathways, which covers activity to improve road user behaviour, and priority area three – safer speeds for cycling.

#### What we achieved in the 2015-18 period

##### Mapping routes used by people on bikes and in trucks

We have developed maps depicting rural routes popular with on-road sports cyclists and high-density freight routes. In conjunction with the Ministry of Business, Innovation and Employment (MBIE), New Zealand Cycle Trails Incorporated, DoC and key stakeholders, we have mapped both the existing and potential expansion of Great Rides and Heartland Rides to form the basis of a National Cycling Network.

We are presently integrating all these maps into existing tools used by both the Transport Agency and RCA's when planning for future investment, improvements and maintenance of the network.

This action will specifically provide for an overlay of high density freight routes and popular cycling routes so that the needs of all road users can be appropriately considered.

##### Minor improvements programme

We are implementing a cycling safety minor improvement programme on sections of the national cycling network which includes shoulder widening, signage and other improvements for the safety for all road users.

Particularly effective treatments in the last 12 months include shoulder widening on a pinch point on SH6 between Mangles Valley Road and Murchison and building a 600 metre off-road path beside a narrow road rail overbridge on SH1 north of Bluff, so that people walking and riding to Bluff on the Te Araroa trail can avoid this busy highway.

##### Network Outcomes Contract

In October 2018, the Transport Agency ratified a new cycling and shared path design, construction and maintenance specification which sets maintenance standards for cycling network facilities. This standard will be adopted via the Network Outcome Contracts over time for the state highway network and will act as a guide for local government maintenance standards.

**PROGRESS,  
continued****New Zealand Cycle Trail**

The Transport Agency is continuing to support the enhancement and extension of the New Zealand Cycle Trail (NZCT) network. In the last 12 months we have assessed and approved four new Heartland Rides, and we are working with MBIE to improve sections of Great Rides where they align with state highways.

**Cycle touring survey**

During August and September 2018, we conducted a survey of people who have cycle toured or bike packed on New Zealand's roads in the past two years. Work on collating the outcomes of this survey continues.

**What we aim to achieve in the NLTP 2018-21**

The Transport Agency will be investing a total of \$390 million to deliver on the goals stated in the GPS of increasing active mode transport. This includes connecting urban networks and the NZCT network. The Transport Agency aims to approve 10 Heartland rides by June 2020.

We will complete analysis of the cycle touring survey data, map identified major routes, issues, incidents or hazards onto existing maps (as outlined above) showing where cycle tourists travel, and where they had negative and unsafe experiences, such as near misses or crashes. This will help us prioritise areas for action.



## PRIORITY AREA SIX: Cycling network guidance

### RECOMMENDATIONS FROM THE CYCLING SAFETY PANEL

SAFE  
ROADS &  
ROADSIDES

#### Recommendation 15

The Transport Agency develops consistent national guidelines and descriptions for cycling infrastructure and aligns relevant legislation where this is necessary.

### PROGRESS

#### What we achieved in the 2015-18 period

##### Delivered best practice cycle guidance – phase one

In July 2016, we published online the *Cycling network guidance: planning and design* and began to promote it to key stakeholders.

In September 2018, the *Cycle network guidance* was officially ratified by the Transport Agency. It will continue to be embedded within planning and decision-making processes at the Transport Agency, and through our work with local government. This is a best practice framework which will continually evolve.

#### What we aim to achieve in the NLTP 2018-21

We will continue to update the guidance as changes in rules and best practice guidance occur. For example, the Land Transport Rule: Regulatory Stewardship (Omnibus) Amendment 2018 includes allowance for shared paths to be indicated with markings (and not necessarily signs) and the new *Traffic control devices manual part 5* includes standardised cycleway marking and recommendations for cycle lane marking that creates a buffer next to parallel parking.

##### Continue to build sector capability build

A comprehensive sector capability building programme that spans both walking and cycling, and multi-modal planning and design, is currently under development and will progressively roll out over the next three years. Early wins of the programme will include: the continuation of walking and cycling workshops with local government, updating of cycle design courses to align with the *Cycle network guidance*, development of a high-level land-use and transport planning integration module and the development of an online 'Learning Zone' where training modules can be shared across the sector.

There is also a need to provide training and collateral to build safe system knowledge to support delivery of the Road Safety Strategy. The Transport Agency will ensure capability build activities are well integrated to best support our council partners and stakeholders.

## PRIORITY AREA SEVEN: Schools package

### RECOMMENDATIONS FROM THE CYCLING SAFETY PANEL

SAFE  
ROAD  
USE

#### Recommendation 23

Create and implement comprehensive school travel planning packages incorporating improved routes to schools, appropriate speed limits, community engagement and increased access to cycle skills training.

#### Recommendation 24

Developing the Bikes in Schools model further to ensure the longer term success within schools, ongoing funded training assistance and bike maintenance, and integrating Bikes in Schools with an increase in grade 2 cycle skills training is recommended.

SAFE  
ROAD  
USE

## PROGRESS

**What we achieved in the 2015-18 period****BikeReady**

The NZ Transport Agency, ACC and local government have partnered in the development of a new National Cycling Education System, known as BikeReady. BikeReady is based on giving people the competencies they need at the right time in their life – from learning bike handling skills in primary school through to learning road rules, and how to ride on the road when they are ready. BikeReady expands on the best of current training and cycle skills initiatives from around the country, including the Bikes in Schools model. It will enable cycling education to reach more people, helping them learn more and improve the overall quality of their learning. The main outcomes of the introduction of BikeReady include;

- **Reach:** providing more cycle skills training that meets the needs of school students and adult learners, so they continue to gain life-long cycle skills and enjoyment.
- **Depth:** enabling teachers and students to extend learning around the context of bike riding and sharing the road.
- **Quality:** ensuring all cycle education aligns with best practice standards and guidelines.
- **Agile development:** evaluating achievements and challenges to continuously improve BikeReady over time.

So far,

- a review of the cycle skills training guidelines has been completed and new guidelines published
- New Zealand curriculum resources have been developed that link to the skills focus of cycle skills training lessons and ensure a place within each curriculum lesson for community connections
- a Senior Assessor Mentor Advisor Group (SAMAG) has been established with Skills Active to support the overall robustness and integrity of the cycle skills instructor training and registration process
- a consistent and recognisable visual identity for use across organisations has been developed including a BikeReady website with tools and resources
- a monitoring and evaluation framework is in place for 2018-21. This will capture evidence for change, and insights for continuous improvement of the system.

**Bikes in Schools**

We have delivered increased levels of investment for Bikes in Schools projects. In 2017/18, 35 schools opened Bikes in Schools projects reaching over 11,000 more students, with a further 79 schools in the pipeline.

## PROGRESS, continued

### Safer routes to school

Safer and more attractive routes to schools have been delivered through the National Cycling Programme by some UCP projects which connect to school, including: Kamo route in Whāngārei; Taylor River route in Blenheim; Wainui to CBD route in Gisborne; Te Tuaiwi in Whanganui; and Morey Street in Rotorua.

The Transport Agency, the University of Auckland and Whāngārei District Council have partnered on a project to evaluate the effectiveness of the new Kamo route shared path in encouraging active transport to school. Results are due in 2019.

We are working with some RCAs through the Community Road Safety Fund to support initiatives designed to improve the safety of routes to school and at the school gate, while providing better environments for children to walk and cycle to school.

### Footpath cycling

As part of priority area nine, improving the road rules, we continue to work with the Ministry of Transport investigating options around footpath cycling rules in relation to children.

### What we aim to achieve in the NLTP 2018-21

#### National Cycling Education System (NCES)

The implementation phase of BikeReady is already underway for 2018-21. A key area of focus for the period is to increase the reach of on-road cycle education (grade 2), and creating opportunities for cycle education across a person's life course.

#### Bikes in Schools

Over the 2018-21 period, funding of \$6.7m will be invested in Bikes in Schools, enabling over 14,500 children annually to have access to the bikes in schools project. The new investment will also mean an increase to the average amount the Transport Agency contributes to each Bikes in Schools project, reducing the expected school contribution, and thereby reducing the financial barriers for schools and speeding up implementation timeframes. The new programme will also see asphalt riding tracks as the new standard, reducing ongoing maintenance costs and providing for greater overall school and community usage.

## PRIORITY AREA EIGHT: Share the roads and pathways

### RECOMMENDATIONS FROM THE CYCLING SAFETY PANEL

SAFE  
ROAD  
USE

#### Recommendation 25

The Transport Agency develops a best practice communication programme to promote 'sharing the road safely' to cyclists and motor vehicle drivers.

SAFE  
ROAD  
USE

#### Recommendation 19

- a. All employees who drive a heavy vehicle as the primary activity of their employment must receive cycle safety-specific driver training.
- b. Develop and provide training and resources for cyclists to raise awareness of the risks of riding near heavy vehicles.

SAFE  
ROAD  
USE

#### Recommendation 20

Work with the freight industry to improve safe driving practices and vehicle standards.

SAFE  
ROAD  
USE

#### Recommendation 21

Extending the Cycling Advocates' Network delivery.

## PROGRESS

**What we achieved in the 2015-18 period****Best practice**

Best practice demonstrates that effective behavioural or attitudinal shift is achieved through a multi-layered approach.

We are delivering this through advertising and education campaigns, including:

- delivering BikeReady to provide a step change in provision of cycle skills training for children and adults in partnership with local authorities. Cycle skills training teaches behaviours to keep safe and share the road appropriately
- ongoing delivery and expansion of workshops (through the Cycling Action Network) and a suite of resources targeting heavy vehicle operators, their drivers and people who cycle
- the national Share the Road advertising campaign, supported by local activities
- delivery of a collaborative education project with Sport NZ and Cycling NZ targeting bunch riders.

**Share the Road advertising and education around rules and behaviours relating to cycling**

We have completed insight research to help us better understand the attitudes of people who cycle and drive to sharing the road. This is now available on our website. This information gives us insight into where problems exist and will be used to inform the evolution of our current advertising and education activities.

The 'See the Person Share the Road' campaign which seeks to 'humanise' people is currently being redeveloped on the basis of the information we have found. Development of a new Share the Road advertising campaign has been put on-hold pending decisions by Cabinet around options for enhancing the safety of vulnerable road users such as people walking and cycling and improving the accessibility of pathways.

As priority area nine (rules changes) progresses, we will support any significant rule changes with activity to raise awareness among those who cycle, drive and walk to encourage adoption of safe behaviours.

**Share the Road - heavy vehicle drivers and cyclists**

During the past three years we have consistently expanded the reach of the Share the Road campaign workshops delivered through the Cycling Action Network (CAN). The campaign included workshops for heavy vehicle drivers, Health and Safety managers, and trainers; workshops for cyclists; and raising awareness of Share the Road messages and sector engagement. From June 2015 to June 2018, CAN delivered 55 heavy vehicle driver/trainer workshops with a total of 640 participants, 24 cyclist workshops with 309 participants, and 24 blind zone workshops for cyclists with 397 participants. The driver workshops were improved adding video content and more engaging messaging. A short programme review has been completed with recommendations made for further programme improvements for the 2018-21 period.

## PROGRESS, continued

### What we aim to achieve in the NLTP 2018-21

We intend to continue to deliver this package of activities:

- Expand opportunities to participate in cycling skills training through BikeReady.
- Encourage positive road sharing behaviour between people on bikes and drivers of heavy vehicles through the Share the Road campaign workshops delivered by CAN, with 82 more workshops to be delivered by June 2020, as well as the development of a range of online and other resources to complement face to face workshops and increase reach of messages.
- Promote good sharing behaviour through the new share the road campaign and associated education work.
- Complete a rewrite and redesign of the *Code for cyclists* that will focus on communicating the right things to do when riding a bike on New Zealand's roads and pathways. This will be tested on users to ensure it is easy to use and communicates effectively.

## PRIORITY AREA NINE: Improving the road rules

### RECOMMENDATIONS FROM THE CYCLING SAFETY PANEL

SAFE  
ROAD  
USE

#### Recommendation 18

Trial mandatory minimum passing distances when drivers overtake cyclists (one metre is suggested for speed limits up to 60km/h, and 1.5 metres for speeds that are 61km/h and above).

SAFE  
ROAD  
USE

#### Recommendation 30

Revisit and revitalise legislative recommendations from the work on vulnerable road users commenced in 2006. This could be done in conjunction with work to mandate minimum passing distances.

SAFE  
ROAD  
USE

#### Recommendation 29

Amend Road User Rule 2.6 to provide that a motor vehicle may encroach on a flush median to overtake a cyclist if it is otherwise safe to do so.

Amend Road User Rule 2.9 to provide expressly that a motor vehicle may cross a no-passing line to pass a cyclist if it is otherwise safe to do so.

SAFE  
VEHICLES

#### Recommendation 32

Pending the development of a new international ISO bike light standard, the standard in the Land Transport Rule be amended as follows:

When operated between sunset and sunrise or in low light conditions, [bicycles] must be fitted with lights that are visible from a distance of 200 metres (this may be steady or flashing).

Note: the existing provision that lights should not dazzle or confuse other road users would remain.

SAFE  
VEHICLES

#### Recommendation 33

Investigate the adoption of the ISO bicycle lights standard (or a New Zealand adaptation).

SAFE  
VEHICLES

#### Recommendation 34

Investigate the adoption of the European standard for Electrically Power Assisted Cycles (EN15194) in New Zealand.

SAFE  
VEHICLES

#### Recommendation 35

Investigate an age limit for e-bike use on public roads.

**PROGRESS****What we achieved in the 2015-18 period**

In 2015, the Ministry of Transport and the Transport Agency began working together on a range of cycling-related rule changes. In scoping and investigating these rule changes we considered the changes recommended by the panel, as well as subsequent recommendations by stakeholders once the panel concluded.

In November 2016, the Minister of Transport approved eight cycling-related amendments to rules, which came into force on 1 December 2016. Three of these are in direct response to the panel's recommendations. The rule changes were:

- allowing a driver to use a flush median when overtaking a cyclist (recommendation 29)
- requiring road users to observe stop and give way signs where a cycleway or shared path crosses a road
- clarifying that drivers must not block a cycle lane when queueing at an intersection
- allowing buses to stop briefly at bus stops in cycle lanes
- extending the time that bike lights are required to between sunset and sunrise (recommendation 32)
- requiring that bike lights are visible from 200m (recommendation 32)
- allowing the use of sharrows in traffic control device (TCD) markings
- allowing bicycles to be 1.1m wide (as part of a range of changes to the vehicle dimensions rule - mainly focused on motor vehicles).

Officials are currently working on a 2018 Omnibus Rule which includes some cycling-related rule changes:

- A change to the Road User Rule to enable the Transport Agency to impose conditions, eg expiry dates on any exemptions given for wearing cycle helmets.
- Clarification in the Road User Rule that cycle headlamps must be visible from 200m to align with the Vehicle Lighting Rule which was amended in 2016 following the panel's recommendations.
- A Traffic Control Devices Rule change to allow for markings to be used to denote a shared path (without signs also being present).
- Approving standardised cycleway marking.

We have undertaken research to provide further information about several recommendations for cycle-related rule changes. This research included exploring rule change options for footpath cycling; electric bikes and low powered vehicles; give way rules at intersections; and the feasibility of a minimum overtaking gap rule.

In April 2018 Cabinet agreed to the investigation of a package of rule changes that aim to enhance the safety of vulnerable road users such as people walking and cycling and improve the accessibility of pathways. This included investigation into:

**PROGRESS,  
continued**

- allowing people cycling to overtake slow-moving traffic on the left
- enabling people cycling to legally travel straight ahead from left-turning lanes instead of having to cycle in a narrow adjacent lane where other traffic may be travelling
- clarifying the give way rules for separated cycle lanes at intersections (currently it is unclear whether turning motor vehicles or straight ahead cycle lane users have priority)
- allowing people using footpaths, shared paths or cycleways who are crossing straight through at a side street to have right-of-way over vehicles entering or exiting the side street, and
- clarifying the rules around what types of vehicles should be allowed on footpaths, shared paths and cycleways, and under what conditions.

We have investigated these and other possible changes recommended by the panel, and options have been developed for consideration by the Minister.

**What we aim to achieve in the NLTP 2018-21**

Should Cabinet approve consultation on rule changes, the Transport Agency will initiate a public consultation process.

These potential changes may create a need for associated education campaigns which will contribute to priority area eight.

**PRIORITY AREA TEN: Technology for heavy vehicles****RECOMMENDATIONS  
FROM THE CYCLING  
SAFETY PANEL**SAFE  
VEHICLES**Recommendation 31**

The Ministry of Transport and the Transport Agency, in consultation with industry representatives, complete investigations of the cost effectiveness of truck side underrun protection and other vehicle technology improvements such as collision detection systems, additional mirrors or cameras.

**PROGRESS****What we achieved in the 2015-18 period**

The Ministry of Transport commissioned and received a report from consultants evaluating the potential costs and benefits of mandating six specific vehicle safety technologies. The report found that although three of the technologies showed potential to improve safety, data on costs and benefits for most was difficult to obtain and only one was clearly able to be recommended at this time, though others merited further investigation.

**What we aim to achieve in the NLTP 2018-21**

Because of the report, the Minister has agreed that anti-lock braking systems for motorcycles would be proposed to be made mandatory and this will be consulted on as a draft rule in early 2019.

The remaining technologies, along with several additional new approaches to improve the safety of vulnerable users, are now being considered as part of the wider work programme to develop the new road safety strategy and accompanying action plan.

## SECTION TWO - PROGRESS ON THE REMAINING RECOMMENDATIONS

### RECOMMENDATIONS FROM THE CYCLING SAFETY PANEL

SAFE SYSTEM ENABLER

#### Recommendation 3

Central and local government improve quantity and quality of data collection for real and perceived cycling safety, especially non-motor vehicle crashes.

#### PROGRESS

##### What we achieved in the 2015-18 period

In 2016, we conducted a survey of the attitudes and perceptions of urban adult New Zealanders about cycling. This included questions to help us track changes in perceptions of cycling safety among adult urban New Zealanders over time, as we make improvements for cycling in our cities.

We repeated this survey again in May 2018 and included attitudes to walking. While a positive shift has been observed in the frequency of utility urban trips, and a greater number of people who don't bike now say they support the idea that cycling is a good way to get about, the perception that cycling is unsafe remains high.

We also conducted research to better understand attitudes to sharing the road and to cycling among people who cycle and those who drive which included more detail on perceptions of safety. We have made this information available on our website. See priority area eight.

##### What we aim to achieve in the NLTP 2018-21

We will continue to repeat the attitudes and perceptions survey annually, reporting the results on our website and sharing this information with stakeholders and council partners. We will also continue to share the result of the share the road research with partners and stakeholders.



RECOMMENDATIONS  
FROM THE CYCLING  
SAFETY PANELSAFE  
SYSTEM  
ENABLER**Recommendation 5**

Establish key performance indicators (KPIs) and benchmarking based on cycling and participation.

## PROGRESS

**What we achieved in the 2015-18 period**

We established a consistent annual approach to cordon counts to monitor cycling levels in towns and cities with UCP projects, to report on progress on the project, which will continue until June 2019. We also established the national attitudes and perceptions survey (see recommendation three above) which currently has statistically significant samples in Auckland, Tauranga, Hamilton, Wellington, Christchurch and Dunedin. This survey allows comparison and benchmarking between these cities on stated behaviour and attitudes to cycling.

Council partners through RLTPs and local strategies also monitor and report on changes in cycling levels and perceptions.

**What we aim to achieve in the NLTP 2018-21**

Councils delivering cycling improvements will continue to monitor cycling levels through cordon counts at least annually.

The Transport Agency is working on implementing a national database to track the trending of this data from installed cycle counter technology at a local, regional and national level and hope to have a solution implemented to provide more regular and accurate reporting by the end of the 2018/19 financial year.

The Transport Agency is working closely with MBIE and DoC to consider options to combine their respective cycling and walking usage data to provide a more comprehensive view of cycling participation at a national level.

The Transport Agency will measure and report on the number of children and adults participating in cycle skills training and the number of children with access to Bikes in Schools through the new BikeReady monitoring and evaluation framework.

The attitudes and perceptions survey will be conducted annually tracking changes in attitudes and stated behaviour over time.

While existing methods of collecting data will continue, there is a recognition that much of the collection methods and the historical data on which trends are based is of varied quality. The Transport Agency is committed to improving data collection, both for data it directly collects and data that others collect on behalf of the sector. New technologies offer opportunities for detailed information to be collected on daily trips which is an existing data gap.

RECOMMENDATIONS  
FROM THE CYCLING  
SAFETY PANELSAFE  
SYSTEM  
ENABLER**Recommendation 6**

Improve understanding of the distributional impacts of cycling participation and injury by socioeconomic status and ethnicity through improved relevant data collection in the New Zealand Household Travel Survey and Crash Analysis System (CAS). Use this data to target some cycling investment to communities at greater risk of cycling deaths or serious injuries.

## PROGRESS

We have been unable to progress this action for the following reasons:

- The number of cycling crashes recorded in the CAS database is too small to conduct meaningful distributional impacts analysis by socio economic status.
- Sample sizes in the Household travel survey are insufficient to be able to do a detailed analysis by social economic status and ethnicity.

RECOMMENDATIONS  
FROM THE CYCLING  
SAFETY PANELSAFE  
SPEEDS**Recommendation 8**

Reduce vehicle speeds by using traffic calming, self-explaining street treatments and lower speed limits around key destinations, such as schools and shops. Reduce speeds along key cycling network routes where separated facilities are not present and in local residential streets.

## PROGRESS

**What we achieved in the 2015-18 period****Speed management approach**

Through the speed management approach (priority area three), travel speeds continue to be managed down in these key areas. 40km/h variable speed limits are being increasingly adopted around schools. For example, Hamilton City Council has almost all its schools now covered by either variable or permanent 40km/h speed limits. Auckland has implemented 30km/h limits in streets in their central city, and Christchurch created a 30km/h zone in their central city. Wellington has continued to expand its programme to introduce 30km/h limits in suburban centres

**Safe Networks Programme**

The 2016-20 Safer Journeys Action Plan has an action to develop and implement a national programme of safety improvements that target high-risk local urban arterials, that focus on all modes of transport and active road users. In response to this action, the Safe Networks Programme has been developed as a National Priority Programme. The Safe Networks Programme focuses on the roads and roadsides, and speed pillars of the Safe System approach and includes rail crossings. Regional programmes will be created, initially in Auckland, Waikato and Canterbury, that better target investment across both local roads and highways, to reduce risk and maximise the reduction of death and serious injury.

**What we aim to achieve in the NLTP 2018-21**

These actions are expected to be delivered over time through completed networks for cycling (priority area four), cycling network guidance (priority area six) and safer speeds (priority area three).

It is also expected progress will be made through the focus at the Transport Agency on greater integration of land use planning and transport to create more liveable and safe communities for people, rather than focusing on vehicles.

**Safe Networks Programme**

The Safe Networks Programme will be delivered at a regional level which will determine the most appropriate treatments to ensure that we are targeting and reducing the risk of death and serious injuries on both state highways and local roads. The programme is primarily focused on setting appropriate speed limits and safe system infrastructure treatments which will improve the safety and connectivity of our rural and urban networks.

RECOMMENDATIONS  
FROM THE CYCLING  
SAFETY PANELSAFE  
SPEEDS**Recommendation 9**

Reduce vehicle speeds on routes where cycle and freight traffic are unable to be separated.

## PROGRESS

The intent of this action is expected to be progressed over time through safer speeds (priority area three), infrastructure solutions for people on bikes and in heavy vehicles (priority area five) and the extension of the NZ Cycle Trails over the next 10 years (priority area 5).

RECOMMENDATIONS  
FROM THE CYCLING  
SAFETY PANELSAFE  
SPEEDS**Recommendation 10**

Reduce and set more appropriate speeds on rural roads where cyclists are most at risk.

## PROGRESS

**What we achieved in the 2015-18 period**

The *Speed management guide* (see priority area three) provides the framework to identify high benefit opportunities to reduce risk. Road controlling authorities (RCAs) have been provided with maps showing where these high benefit opportunities lie.

RCAs can use these maps as the basis for sense-testing and engaging with their stakeholders and communities. Reducing travel speeds on rural roads where cyclists are most at risk has been identified as one of the areas to address.

Also, for sharing with RCAs we:

- have produced maps of popular cycling routes that coincide with heavy freights routes
- are developing maps of the routes popular with cycle tourists and bikepackers, highlighting places where they identify they have negative experiences, near misses and crashes.

See priority area five for more.

**What we aim to achieve in the NLTP 2018-21**

This action is expected to be progressed over time through safer speeds (priority area three), infrastructure solutions for people on bikes and in heavy vehicles (priority area five) and through extension of the NZ Cycle Trails over the next 10 years.

RECOMMENDATIONS  
FROM THE CYCLING  
SAFETY PANELSAFE  
ROADS &  
ROADSIDES**Recommendation 12**

Road controlling authorities widely implement established best practice intersection treatments and trial European roundabout design guidelines and other innovative approaches in line with KiwiRAP.

## PROGRESS

In partnership with road controlling authorities, the Transport Agency will continue to investigate intersection trials as part of its infrastructure delivery programme over the next three years.



RECOMMENDATIONS  
FROM THE CYCLING  
SAFETY PANELSAFE  
ROADS &  
ROADSIDES**Recommendation 14**

Road controlling authorities progressively remove parking on arterial roads where it is a safety risk. Under the One Network Road Classification (ONRC), develop nationally consistent parking guidelines for arterial roads.

## PROGRESS

**What we achieved in the 2015-18 period**

The Transport Agency commissioned a research report on performance indicators and measures for the place function of state highways and arterial roads in urban contexts. It was intended that this would contribute to developing a consistent framework for assessing the costs and benefits of inner city parking. Further research will be needed to develop best practice guidelines for road controlling authorities. It is also worth noting that part 13 of the *Traffic control devices manual* is the most appropriate repository for best practice guidelines to be published.

**What we aim to achieve in the NLTP 2018-21**

The ONRC is currently going through a review in terms of how fit for purpose it is in urban environments. Updated classifications in the future may provide better evidence to inform parking recommendations. This is currently in the scoping phase and a project plan will be developed by January 2019.

RECOMMENDATIONS  
FROM THE CYCLING  
SAFETY PANELSAFE  
ROADS &  
ROADSIDES**Recommendation 17**

Improve roadside maintenance in urban areas.

## PROGRESS

In October 2018, the Transport Agency ratified a new cycling and shared path design, construction and maintenance specification which sets maintenance standards for cycling network facilities. This standard will be adopted via the Network Outcome Contracts over time for the state highway network and will be shared to act as a guide for local government maintenance standards.

RECOMMENDATIONS  
FROM THE CYCLING  
SAFETY PANELSAFE  
ROAD  
USE**Recommendation 22**

Use ACC levies and insurance premiums to reward corporate responsibility and actions to improve cycle safety.

## PROGRESS

ACC is not currently undertaking any work on using levy-based incentives to improve cyclist safety. ACC is however invested in the BikeReady programme to increase levels of cycling skills training (outlined in more detail in priority area seven).

RECOMMENDATIONS  
FROM THE CYCLING  
SAFETY PANELSAFE  
ROAD  
USE**Recommendation 26**

Add questions to the driver licence test regarding passing cyclists and interaction with pedestrians and cyclists.

Investigate if driving instructors are appropriately qualified, and have relevant resources, to teach young drivers to be mindful of cyclists.

## PROGRESS

**What we achieved in the 2015-18 period**

The theory test includes several questions on appropriate behaviour around cyclists. Individual tests, each containing 35 questions, are generated from this bank of questions. Driving instructors receive extended testing and, with the inclusion of more questions on appropriate behaviour around cyclists, will improve their testing about cycling.

The MoT is currently reviewing the driver licence rule, which is due to complete in 2019, and which may result in changes in heavy vehicle testing. However, as testing takes place on public roadways, interaction with pedestrians and cyclists as part of the test cannot be guaranteed. As cycling infrastructure expands, and the number of people riding bikes grows, interaction between cyclists and driving test candidates will be increasingly likely in urban areas.

In 2018, The Transport Agency initiated a review of the current *Road code* and computerised theory test system which is expected to complete by June 2020.

**What we aim to achieve in the NLTP 2018-21**

The Transport Agency has met with Cycling Action Network (CAN) to identify how the current training material and theory test questions can be improved. CAN is producing new material which the Transport Agency will look to incorporate into its resources and theory tests, once reviews of the current *Road code* and computerised theory test system have been completed. In the meantime, the Transport Agency will continue to collaborate with CAN so that material being produced will appropriately consider all modes about training and testing.

RECOMMENDATIONS  
FROM THE CYCLING  
SAFETY PANELSAFE  
ROAD  
USE**Recommendation 27**

Create adult cycle training opportunities.

## PROGRESS

**What we achieved in the 2015-18 period**

Adult cycle skills training is currently provided in Auckland, Wellington, and Dunedin.

In 2018, we conducted customer insight into adult skills training to improve our understanding of what was needed to better engage with this audience and prototype some potential solutions. The research can be found on the Transport Agency website.

We are also working with Cycling New Zealand on the Ride Leader programme, training and mentoring community ride leaders and increasing accessibility to adult training in several regions.

**What we aim to achieve in the NLTP 2018-21**

The findings of the adult cycle skills training research will be incorporated into BikeReady as it is implemented over the next three years (see priority area seven for more on BikeReady). BikeReady aims to increase the number of adults and children reached through cycling education each year and to develop a sustainable delivery model to improve reach over time.

BikeReady and Ride Leader will provide videos and other resources for adults to find short informative cycling advice and tips.

**RECOMMENDATIONS  
FROM THE CYCLING  
SAFETY PANEL**SAFE  
ROAD  
USE**Recommendation 28**

Collect information on impaired cycling, with a particular focus on blood alcohol content.

**PROGRESS**

As noted by the panel, data in this area is weak and alcohol injury data is not easily obtained from existing government data sets. The Transport Agency's Crash Analysis System does record if alcohol was considered a factor in a crash. Additionally, the data set for impaired cyclists is currently too small for meaningful analysis.

