

Report 11.102  
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Committee Economic Wellbeing Committee  
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## Cycles on trains

### 1. Purpose

To obtain Councillors' agreement on the proposed changes to the bikes on trains policy.

### 2. Significance of the decision

The matters for decision in this report **do not** trigger the significance policy of the Council or otherwise trigger section 76(3)(b) of the Local Government Act 2002.

### 3. Background

The Regional Cycling Plan, an implementation plan of the Regional Land Transport Strategy, seeks to improve cycling and public transport integration. A specific action is to continue to investigate opportunities to improve the integration of cycling with public transport, including the carriage of bikes on trains – adequate storage, appropriate charges and certainty.

Until mid-2008, cyclists paid to take their bikes on trains. There was no limit, other than available space, as to how many bikes were taken on each train, with the decision being made by the on-train staff. Bikes were carried on first come first served basis.

The integration of cycling and public transport was reviewed by the Transport & Access Committee in May 2008 as a consequence of feedback from cyclists who were unhappy with the lack of certainty. The Committee agreed to trial the free carriage of cycles on trains, and to specify that a maximum of two cycles be carried on each two car set. It also agreed then that the policy be reviewed by June 2009.

In 2009 the Committee approved the review of the policy and agreed to continue the free carriage of cycles on trains on the same terms and conditions,

but to develop new operational policy, aimed at maximising accessibility for the carriage of cycles in the off-peak periods prior to the new Matangi trains coming into service.

In July 2010 the Committee approved a new proposed policy for the purposes of public consultation. This report provides the findings of that consultation and the further development and refinement of the policy for consideration by the Committee.

#### **4. Development of the new policy**

A working group from Greater Wellington met with Tranz Metro staff to develop a proposed policy for the carriage of cycles on trains following the introduction of the new Matangi trains. Submissions from the public were encouraged, received and considered. The views of cyclists and non-cyclists were taken into account.

Consultation included, but was not limited to:

- Kapiti Cycling Inc
- Hutt Cycle Action Group
- Cycle Awareness Wellington
- Rail users (including non-cyclists)
- PT Voice
- TranzMetro Health and Safety Action Committee
- Surveys with commuters at Wellington Station
- Surveys with cyclists at Wellington Station
- Mana Cycle Group
- NIWA cyclists

Cyclists and other train passengers were also surveyed and a summary of the results is included as **Attachment 1**.

Feedback from the consultation has helped shape the proposed policy.

Officers also undertook some research into the rules for cycle carriage on trains in other countries, and a summary of the results is included as **Attachment 2**. The policy proposed in this report is not unlike that which applies in other major centres across the world.

#### **5. Proposed policy**

A copy of the proposed policy is included as **Attachment 3**.

Key elements of the policy are:

- Cycles will be carried free of charge
- Folding cycles can be carried at all times
- Cycles can be carried at all times on the GanzMavag trains
- Cycles will be prohibited from peak time services travelling in the peak direction when these services are operated by Matangi trains
- GanzMavag trains will be scheduled to operate two peak services on the Hutt and Kapiti lines.

The proposed policy will enable us to mark those services where there are restrictions and also those services where a GanzMavag train is scheduled. An example of a timetable marking restrictions on the carriage of cycles is included in **Attachment 4**. This example comes from the BART network in San Francisco.

In order that the policy is as cycle friendly as possible, it is proposed that the peak restrictions be kept under review and the policy amended in line with passenger loadings. It is recommended that the power to make such amendments be delegated to the General Manager, Public Transport.

## **6. Folding cycles**

Folding bikes reduce the pressure on limited bike parking facilities at train stations, as well as limited space for cycles on trains. They also enable cycle/train commuters to become integrated with most bus services.

In order to promote the uptake of folding bikes, we proposed that Greater Wellington promote a mid-range Dahon folding bike and a Giant Bicycles folding bike with a 25-30%-off discount voucher. This will reduce the cost of a folding bike to around \$500.

We proposed that Greater Wellington subsidise this offer to the value of \$50 per bicycle (plus the cost of promotion). The offer will be limited to Wellington region residents and will expire on the 31st December 2011. The vouchers will be numbered and distributed in a controlled manner to ensure this promotion stays within the estimated cost of \$5000 which can be met from existing budgets.

## **7. Cycles parking at stations**

Additional improvements to cycle parking at stations are being considered, but are subject to budget constraints.

## **8. Next steps**

Subject to approval by the Committee, the policy will be implemented with effect from 1 April 2011.

## 9. Communication

Communication with the public will include Greater Wellington's Metlink website, Twitter, Tranz Metro txt service, printed material, media releases and radio adverts.

## 10. Recommendations

*That the Committee:*

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Approves the proposed policy for the carriage of cycles on trains.*
4. *Delegates the power to amend the policy through the removal or addition of services where cycles carriage is prohibited when the services are operated by a Matangi train to the General Manager, Public Transport.*
5. *Agrees to subsidise the purchase of folding bikes by Wellington residents to the value of \$50 per bicycle until 31 December 2011.*

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**Attachment 1:** Main findings from Wellington Railway Station cyclist survey

**Attachment 2:** Research – what other countries do regarding cycles on trains

**Attachment 3:** Draft Policy for the carriage of cycles on trains

**Attachment 4:** BART network timetable