

# A WALKING AND CYCLING BENCHMARKING TOOL



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# What is Benchmarking?

1

- Benchmarking of local authority cycling and walking practice seen as a key enabler of best practice in support of NZ Walking and Cycling Strategy
- Chief purpose - to **help local authorities** to improve services across a range of activities that support cycling and walking
- Most important objective is to help identify and share **best practice**



# Benchmarking Principles

- Uses performance measurement as a “yardstick” to identify and compare **best practice**
- Not intended to create performance “league tables”
- When working well, identifies genuinely adaptable best practice in a **supportive environment**, through NZTA and a peer group of like minded authorities



# How Does Successful Benchmarking Work?

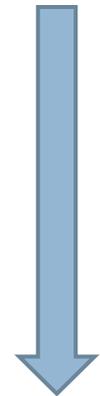
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## The Process

- Self Analysis
- Identifying Best Practices
- Analysing performance and delivery differences
- Implementing findings

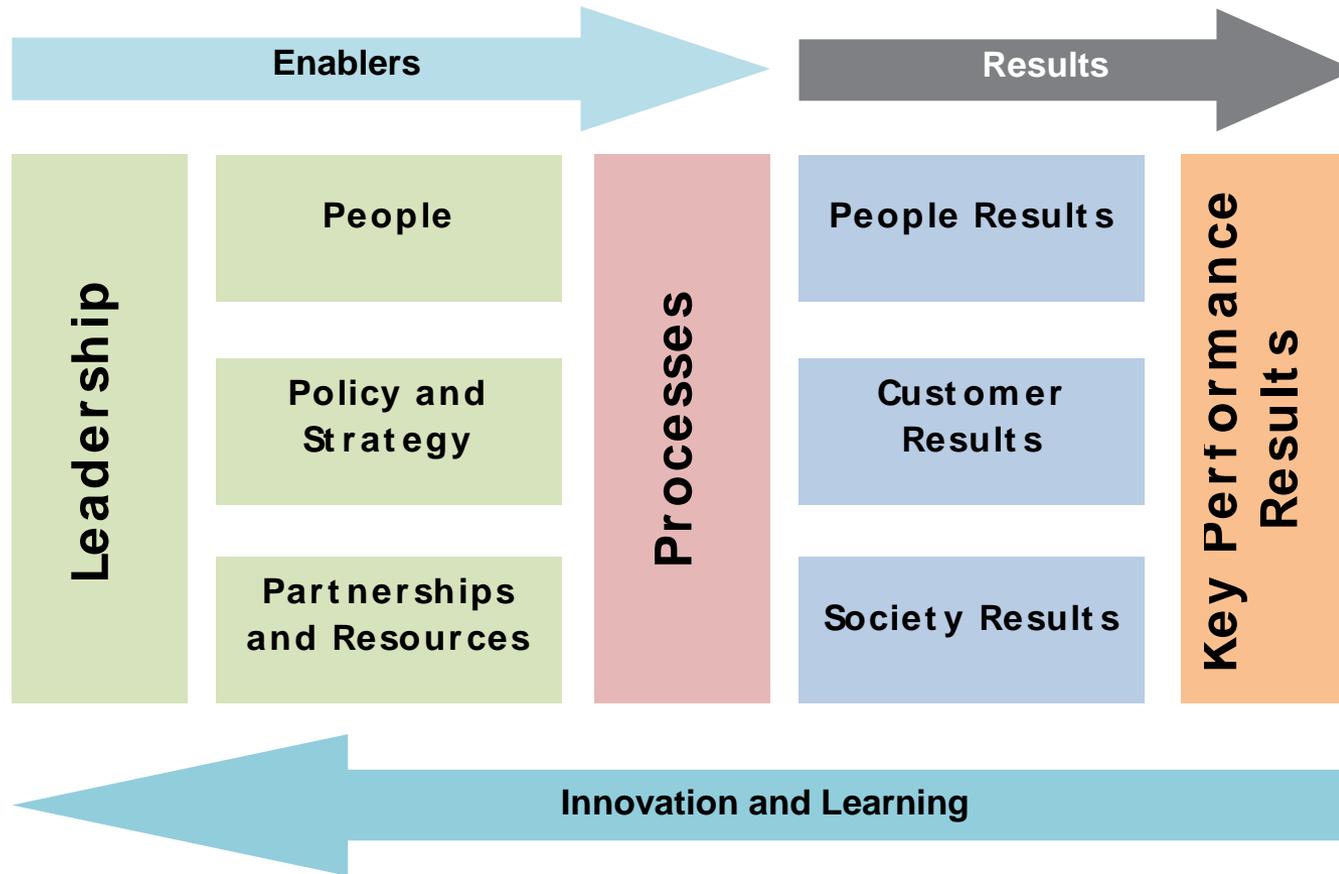
## The Results

- Narrowed performance gaps across sector
- Tangible performance improvements for each contributing authority



# Base Model for Business Excellence

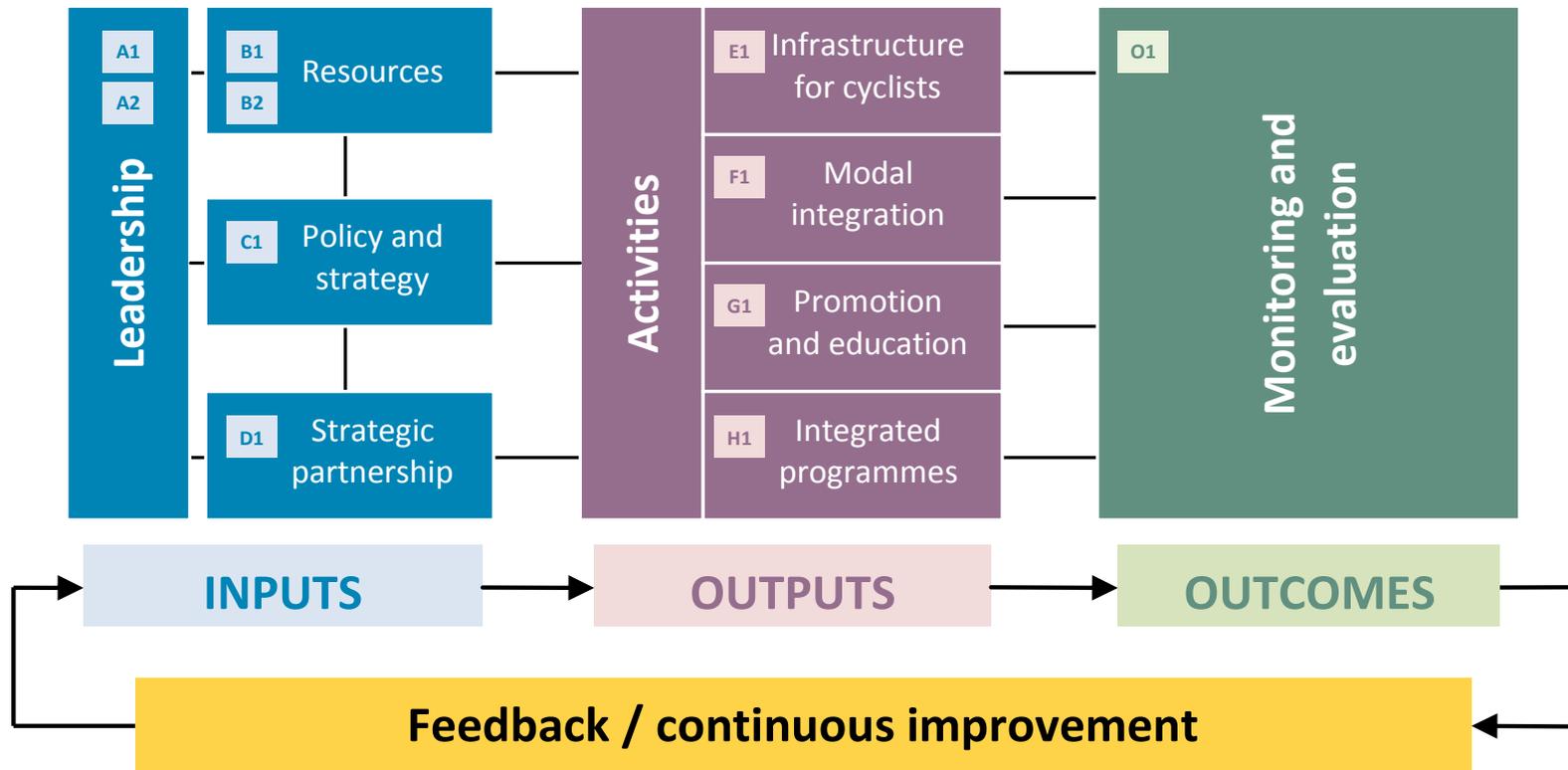
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European Foundation for Quality Management (EFQM) Model

# Adapted Benchmarking Model for NZ Local Authority Cycling Services

## Assessment Model – Benchmarking for cycling





# Scoring Assessment Example: Cycling Infrastructure



Benchmarking Category	Activities Infrastructure Supportive of Cycling	E2
Assessment Criterion	The authority demonstrates a clear commitment to assessing cyclists' needs in its roading and transportation design and decision making.	
Performance Definition	Associated Score	Assessment Method(s)
<p><b>No assessment of cycling needs in roading and transportation design and decision making</b></p> <ul style="list-style-type: none"> <li>The local authority does not actively consider cyclists' needs in its infrastructure provision for roads or transportation.</li> <li>There are no examples of cyclists' needs being incorporated into transportation or roading programmes of work.</li> <li>Maintenance and renewal programmes make no obvious provision for the reasonable needs of cyclists.</li> </ul>	0 Bells	<p>(The assessment should pay some regard to the appropriateness of infrastructure priorities to meet the authority's reasonable transportation needs: ie to distinguish between city and largely rural authorities, taking account of issues such as population size and density).</p> <p>M1 M2 (Unlikely to be value in undertaking Stage B, of M3, M4)</p>
<p><b>Limited assessment of cycling needs in roading and transportation design and decision making</b></p> <ul style="list-style-type: none"> <li>The local authority has some examples of considering cyclists' needs in its infrastructure provision for roads or transportation.</li> <li>There are some limited examples of cyclists' needs influencing transportation or roading programmes of work.</li> <li>Maintenance and renewal programmes make limited provision for the reasonable needs of cyclists.</li> </ul>	1 Bell	As Above
<p><b>The authority assesses cycling needs to some degree in roading and transportation design and decision making</b></p> <ul style="list-style-type: none"> <li>The local authority has a number of examples of considering cyclists' needs in its infrastructure provision for roads or transportation, where evidence is available of changes to the programme or design which have benefited cyclists' needs.</li> <li>Maintenance and renewal programmes make some provision for the reasonable needs of cyclists and assess renewal programmes against a route hierarchy of cyclists' needs across the local authority's area.</li> <li>The authority ensures design checks and scheme brief approvals processes assess, in part, cycling (and walking) needs for those schemes and programmes.</li> </ul>	2 Bells	<p>As above, but may be value in a proportion of authorities scoring "average" of 2 Bells or more undertaking:</p> <p>M3 M4</p>

<p><b>An expanding programme of needs based dedicated infrastructure for cyclists</b></p> <ul style="list-style-type: none"> <li>The local authority has a comprehensive programme to identify dedicated infrastructure programmes for cyclists.</li> <li>These programmes distinguish between commuter cycling, recreational cycling and journey to school routes.</li> <li>There are examples of both on and off carriageway cycle lanes / paths and there are plans to extend these based upon identified needs. The length of these networks will be increasing year – on -year.</li> <li>The expansion programme is based on needs assessments and distinguishes between commuter, school and recreational cycling needs.</li> <li>The programme seeks to achieve greater route continuity for all key journey purposes over time.</li> <li>Infrastructure needs of cyclists are clear in Council infrastructure design standards and are assessed in land use planning and resource consent considerations.</li> <li>All new infrastructure seeks to achieve conformity to LTNZ (NZTA) Cycling Pedestrian Planning and Design Guide and Cycle Network and Route Planning Guide.</li> <li>There is a dedicated programme of expanding secure cycle parking across the authority's area.</li> <li>There are a good proportion of intersections and crossings with dedicated facilities such as advance stop boxes, cycle phases, cycle signals and dedicated route signing for cyclists.</li> </ul>	3 Bells	<p>(The assessment should pay particular regard to the appropriateness of infrastructure to meet the authority's reasonable transportation needs: ie to distinguish between city and largely rural authorities, taking account of issues such as population size and density).</p> <p>For all: M1 M2 For better performing authorities from Stage A (ie "average" of 3 Bells or more): M3 M4</p>
<p><b>A comprehensive route network and ongoing programme of expansion of dedicated infrastructure for cyclists</b></p> <ul style="list-style-type: none"> <li>The local authority has implemented a comprehensive network of facilities dedicated to cyclists' needs over a number of years.</li> <li>This network distinguishes between commuter cycling, recreational cycling and journey to school routes.</li> <li>The network has a high degree of continuity and the local authority has a programme to identify and close remaining gaps. The expansion programme is based on needs assessments and distinguishes between commuter, school and recreational cycling needs.</li> <li>There is a good network of cycle information and direction signing in place, which is reviewed and expanded over time.</li> <li>There are a number of examples of "difficult" intersections being tackled in favour of cyclists' and active travel needs, with evidence of roadspace and capacity being dedicated to cyclists' needs.</li> <li>Infrastructure needs of cyclists are prominent in Council infrastructure design standards and are closely assessed in land use planning and resource consent considerations, where the needs of active travel are of increasing importance.</li> <li>All new infrastructure seeks to achieve conformity to LTNZ (NZTA) Cycling Pedestrian Planning and Design Guide and Cycle Network and Route Planning Guide.</li> <li>There is a comprehensive network of dedicated secure cycle parking across the authority's area, which is being progressively expanded.</li> <li>There is a high proportion of busy intersections and crossings with dedicated facilities such as advance stop boxes, cycle phases, cycle signals and dedicated route signing for cyclists.</li> <li>The authority has implemented and seeks innovative solutions to cycle infrastructure provision that have and are influencing national best practice.</li> </ul>	4 Bells	<p>(The assessment should pay particular regard to the appropriateness of infrastructure to meet the authority's reasonable transportation needs: ie to distinguish between city and largely rural authorities, taking account of issues such as population size and density).</p> <p>For all: M1 M2 For better performing authorities from Stage A (ie "average" of 3 Bells or more): M3 M4</p>
<p><b>An extensive network and ongoing programme of expansion, of dedicated infrastructure for cyclists</b></p> <ul style="list-style-type: none"> <li>The local authority has implemented an extensive network of facilities of many kinds dedicated to cyclists' needs over a number of years.</li> <li>The network distinguishes between commuter cycling, recreational cycling and journey to school routes. Each network is accompanied by comprehensive direction and information signing to maximise usage and usefulness of those networks.</li> <li>The network has a very high degree of continuity with very few gaps. The local authority has a programme to identify and close those remaining gaps. The expansion programme is based on needs assessments and distinguishes between commuter, school and recreational cycling needs.</li> <li>There are many examples of "difficult" intersections being re - designed in favour of cyclists' and active travel needs, with evidence of roadspace and capacity being dedicated to cyclists' needs in favour of motorised traffic capacity needs.</li> <li>Infrastructure needs of cyclists are prominent in Council infrastructure design standards and are closely assessed in land use planning and resource consent considerations, where the needs of active travel are of foremost importance.</li> <li>All new infrastructure seeks to achieve conformity to LTNZ (NZTA) Cycling Pedestrian Planning and Design Guide and Cycle Network and Route Planning Guide.</li> <li>There is an extensive network of dedicated secure cycle parking across the authority's area, with cycle "hubs" and servicing stations at key locations. This network is being progressively expanded.</li> <li>All busy intersections and crossings have been assessed for the appropriateness of dedicated facilities for cyclists, such as advance stop boxes, cycle signal phases, and dedicated route signing for cyclists.</li> <li>The authority has implemented and seeks many innovative solutions to cycle infrastructure provision that have and are influencing national best practice. Some of these are recognised as representing international best practice.</li> </ul>	5 Bells	<p>(The assessment should pay particular regard to the appropriateness of infrastructure to meet the authority's reasonable transportation needs: ie to distinguish between city and largely rural authorities, taking account of issues such as population size and density).</p> <p>For all: M1 M2 For better performing authorities from Stage A (ie "average" of 3 Bells or more): M3 M4</p>

# Your thoughts?

- We are keen to seek delegates' feedback on this important initiative, especially while we embark on the second project phase, to create a **Walking Assessment Framework**
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**...for further information or a full copy of the Benchmarking Study report**