

REPORT

Draft Regional Cycling Plan

Prepared for Tasman District Council

AUGUST 2009

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TASMAN DISTRICT COUNCIL

Draft Regional Cycling Plan

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1 Introduction

1.1 Visions & Objectives for Land Transport in Tasman District

The vision for Tasman District’s land transport network contained in the Regional Land Transport Strategy is:

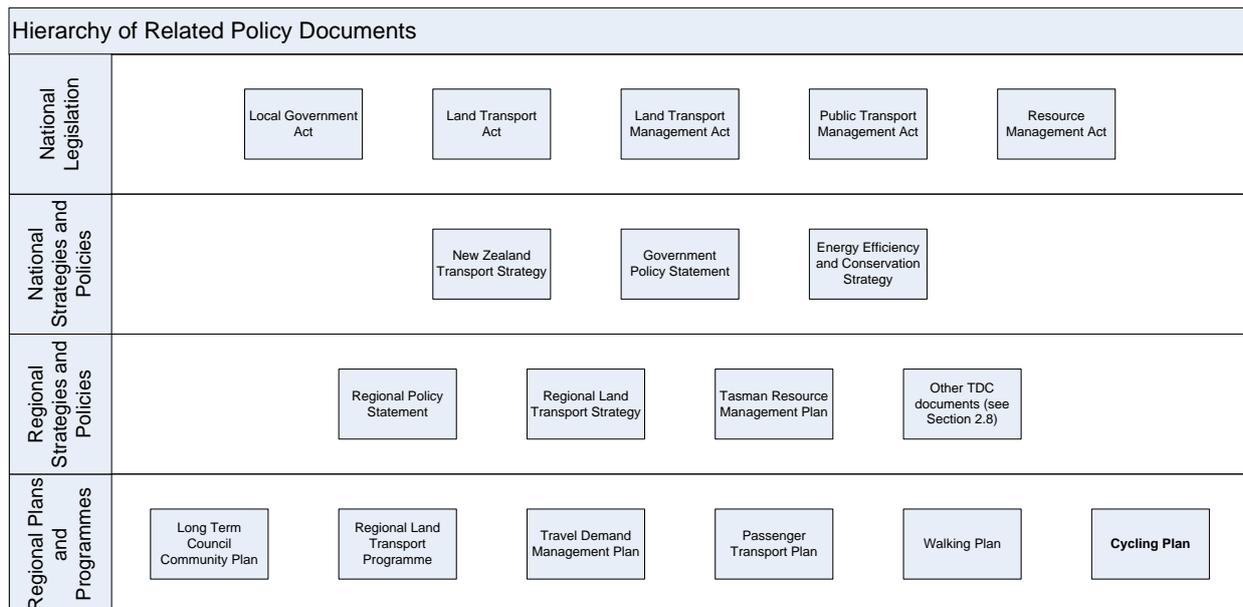
‘To have a land transport system that will support a sustainable and prosperous economy, that is accessible by and serves the whole community, contributing to the better health, safety and wellbeing of those living within and visiting Tasman District.’

In turn, this vision responds to the requirements of the Amended Land Transport Management Act (2003) and is embodied in the following high level objectives for the land transport system:

- *Assist Economic Development:* A transport system that contributes to economic growth and prosperity
- *Safety & Personal Security:* A transport system that is safe to use across all transport modes
- *Access & Mobility:* An efficient transport system that is integrated with land use planning optimising access and mobility for all
- *Public Health:* A transport system that encourages active modes of travel
- *Environmental Sustainability:* A transport system that optimises energy efficiency and ensures the sustainability of the natural and built environment
- *Economic Efficiency:* A transport system that is affordable and provides value for money.

This vision and objectives are consistent with the New Zealand Transport Strategy 2008 (NZTS 2008) and the Government Policy Statement on Land Transport Funding (2009/10 – 2018/19).

This plan is part of a suite of legislative and policy documents that impact on the Tasman land Transport system. The key influencing documents are outlined in the diagram below.



Tasman District Council aims to transform the District into a safe and pleasant place to walk and cycle. That is our vision. In meeting that vision, we hope to increase the numbers of people who naturally choose to cycle and walk in preference to the car, for at least some of their journeys. There are things the

District Council can deliver, lead on or strongly influence that will help turn that goal into a reality. Identifying those key actions is the primary purpose of this Draft Cycling Plan.

If we can achieve this vision we will contribute to developing a healthier, safer community and will likely help reduce the amount of traffic and pollution generated by passenger vehicles. This vision responds to community needs for cycling and walking as identified through consultation with stakeholder groups for the original 2005 Regional Cycling and Walking Strategy and through the Ten Year Plan process.

1.2 The Role of this Draft Regional Cycling Plan

The 2008 New Zealand Transport Strategy has a strong focus on sustainability. Cycling and walking are areas where the Government wishes to see over the longer term of the Strategy (that is to the year 2040) a significant increase in the proportion of travel undertaken by these active and sustainable travel modes. The Government Policy Statement on Land Transport Funding (2009/10 – 2018/19) has however signalled that the achievement of this objective should not be accelerated to the point where the outcomes are economically inefficient. The Draft Tasman Regional Land Transport Strategy (2009) and associated Travel Demand Management Plan (2009) therefore respond to the Government's key priority for its investment in land transport – that of increasing economic productivity and growth in New Zealand, by a range of pragmatic and affordable transportation policies and activities intended to support the Government's highest objectives here in the Tasman Region.

The Draft Regional Land Transport Strategy (RLTS) and associated Travel Demand Management Plan (TDMP) have identified a number of high level activities where supporting cycling and walking have a significant contribution to make to the Government's desired transportation impacts. It is the intention of this Draft Regional Cycling Plan to outline in a little more detail some key actions in the areas of cycling encouragement and infrastructure delivery that will help implement those relevant RLTS and TDMP Policies and Activities. This 2009 Regional Cycling Plan therefore provides a clear vision, objectives, targets and actions for the future of cycling in the Tasman region and should be read in conjunction with the Draft Regional Land Transport Strategy (2009), the Draft Travel Demand Management Plan (2009) and the Draft Regional Walking Plan (2009).

2 Background to Cycling in Tasman District

2.1 Modal Choice

Tasman is a rural District with a population of 44,600 in 2006 and a population growth rate slightly below the national average. Approximately 42 percent of ratepayers live in its three main urban centres of Richmond, Motueka and Takaka. A further 15 percent live in residential 'clusters' such as Brightwater, Wakefield, Mapua, St Arnaud, Tapawera, Murchison and Collingwood.

Walking and cycling are relatively popular modes of travel in Tasman; higher than in most other parts of the country.

Table 2-1 shows the percentage of commuter movements which were by walking or cycling within Tasman District in comparison with all of New Zealand, during the Census years of 1996, 2001 and 2006. While Tasman District has a higher proportion of active commuters than there are nationally, the percentage of commuters that choose to walk or cycle in Tasman has been static or decreasing over recent years.

Table 2-1: Percentage of Pedestrian and Cycling Commuter Movements

Year	Tasman District		New Zealand	
	Walking	Cycling	Walking	Cycling
1996	1374 (7.3%)	828 (4.4%)	5.7%	3.1%
2001	1275 (6.2%)	792 (3.9%)	5.4%	2.4%
2006	1335 (5.7%)	900 (3.9%)	5.3%	1.9%

In addition to commuter cycling, recreational and tourism cycling are also popular activities. While anecdotal evidence suggests that the number of recreational and tourist cyclists are increasing, little data exists in relation to these trips.

Cycling in the Tasman District can be described in terms of key user groups. Each user group has a range of needs that the cycling strategy must provide for. These user groups are:

- Commuters: Those who use cycling as a means to access places of employment, schools, services, shops and other people.
- Recreational users. Those who cycle for exercise, sport or as a hobby.
- Domestic and International Tourists. Those who use cycling as a means of travel around Tasman District for tourism purposes.

2.2 Commuter Cycling

Commuters represent the greatest number, and are the most regular cyclists. This user group mixes with peak motor vehicle traffic, so commuter cyclists are required to negotiate in places a high volume traffic environment. The New Zealand Travel Survey identified that commuting to work and education accounted for 28 percent of all cycling trips. Available Tasman District commuter data is confined to census information.

Table 2-2 shows the total number and the percentage of commuters who cycled to work on census day in 2006 by the main settlements.

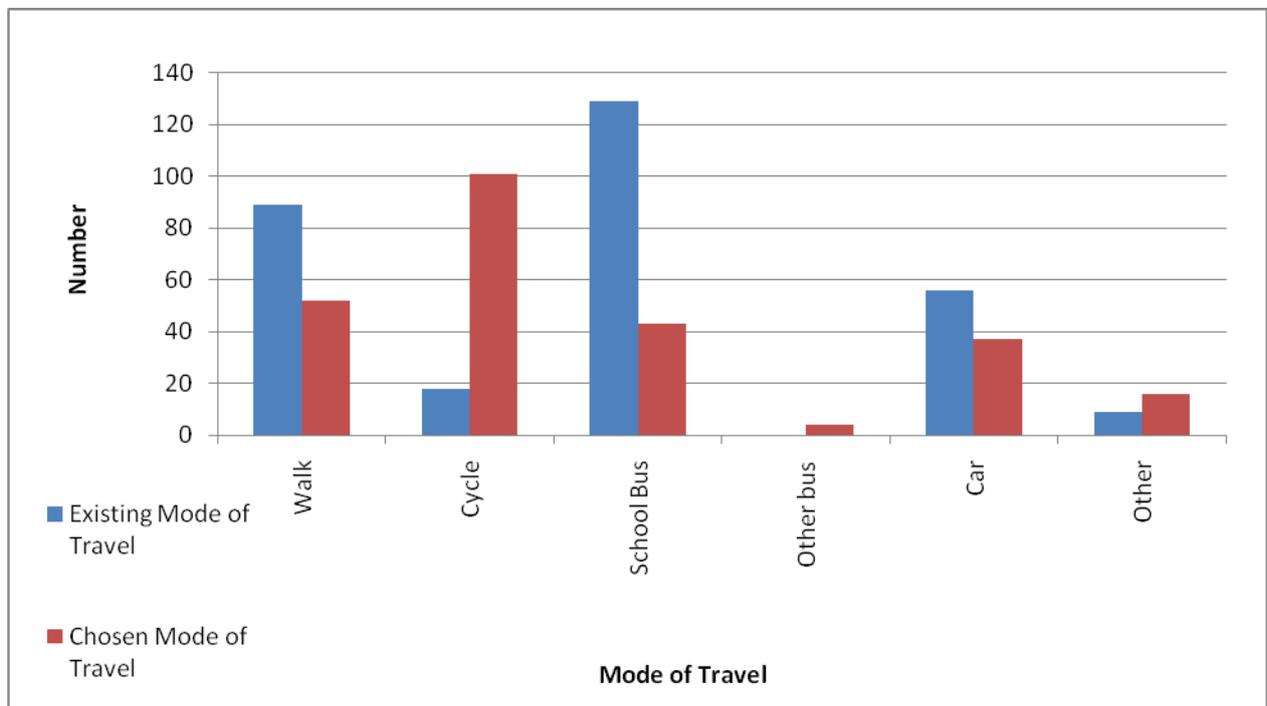
Table 2-2: Commuters Who Cycled to Work on Census Day 2006

Urban Centre	Cyclists % total commuters	Total Cyclists
Motueka	6.95%	243
Richmond	4.71%	273
Takaka	8.72%	51
Murchison	4.21%	12
Mapua	2.49%	24
Brightwater	3.45%	33
Wakefield	1.32%	12

It is important to note that using the census information confines the data to those who are gainfully employed and aged 15 and over. This data source does not take into account other significant users of cycling (and walking) facilities including school children and recreational users (including tourists).

2.3 School Movements

The census data does not record student movements to and from school. No other sources of data are collected on a regular District-wide basis. However Tasman District Council has undertaken a school travel survey. The results of this survey indicated that cycling was chosen over walking and school bus (as shown in Figure 1) as a mode that the students would like to use, but it was one of the least common forms of travel for these schools.


Figure 2-1: School Travel Choice

3 Cycling Plan

3.1 Key Policy Linkages to the GPS and LTMA

In order to offer the maximum synergy with the Government's desired GPS impacts for transportation, it is essential that the TDM Plan and policies and activities within it, support the following desired impacts of the GPS for 2009/10 – 2018/19:

- Contribute to meeting the Government's key priority to increase national economic growth and productivity
- Achieving value for money
- Encouraging integrated planning
- Making best use of existing networks and infrastructure - implementing and fostering coordinated approaches
- Considering the impact of volatile fuel prices

These are expressed as follows:

- A** Improvements in the provision of infrastructure and services that enhance transport efficiency and lower the cost of transportation through:
 - A1** Improvements in journey time reliability
 - A2** Easing of severe congestion
 - A3** More efficient freight supply chains
 - A4** Better use of existing transport capacity
- B** Better access to markets, employment and areas that contribute to economic growth
- C** A secure and resilient transport network

With other sought impacts including:

- D** Reductions in deaths and serious injuries through road crashes
- E** More transport choices, particularly for those with limited access to a car, where appropriate
- F** Reductions in adverse environmental effects from land transport
- G** Contributions to positive health outcomes

At the same time, the Government also expects to see progress against the key aims of the Land Transport Management Act 2003, namely:

- a.** Assisting economic development
- b.** Assisting safety and personal security
- c.** Improving access and mobility
- d.** Protecting and promoting public health
- e.** Ensuring environmental sustainability

3.2 Cycling Plan approach

The Council aims to turn the district into a safe and pleasant place to cycle. The Council hopes to increase the number of cyclists within the district to reduce the amount of traffic and pollution generated by passenger vehicles. This will contribute to developing a healthier community as a whole.

Council has set three primary objectives in developing this Plan:

1. To increase the percentage of people who cycle to work, (measured by census) and the number of children cycling to school.
2. To reduce the number of injuries involving cyclists
3. To increase the understanding of cyclist needs

This Plan identifies that the key to improving cycle usage is likely to lie in recognising that different types of cycling environments will suit different cyclists and also those different types of cyclists (e.g. learners, commuters, serious recreational) have different infrastructure needs. It notes also that individual mode change does not need to be absolute; current single occupancy car commuters may only choose to cycle a few days a week due to weather, the need to transport goods or other demands, but this would still benefit the individual and the community.

Cycling is therefore recognised as forming an important element of a sustainable land transport system and the Draft Regional Land Transport Strategy, the associated Travel Demand Management Plan and this Plan aim to change this by enhancing the amount of cycling trips within the region through supporting the policies, activities and detailed initiatives and actions identified in this Draft Plan.

This Draft Cycling Plan also further promotes, in accordance with the Draft RLTS, the comprehensive and structured application of Non Motorised Road User Reviews and Audits (as promoted by the New Zealand Transport Agency) of cycling and pedestrian amenity and convenience, are undertaken in the assessment of all significant transportation, land use and community facility developments. This will ensure that maximum value for money in supporting increased cycling activity is gained from all infrastructure investment.

3.2.1 Cycle Mode Share

Cycling forms an important element of a sustainable land transport system and this plan, together with the Regional Land Transport Strategy, aims to change the current trends and the situation in Tasman region by enhancing the volume of cycling trips through the following policies and activities.

Cycling Policy 1	Increase the percentage of people who cycle to work and school
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Activity	Activity Start	Contributes to GPS and LTMA Impacts														
		A	A	A	A	B	C	D	E	F	G	a	b	c	d	e
		1	2	3	4											
Ensure that the impact on cycling is taken into account in decisions by public agencies for the location of key facilities, e.g. schools, hospitals, council offices, post offices, shops, parks and open spaces.	Short Term															
Promote the provision of cycle-friendly facilities at workplaces and schools in order to support those who wish to cycle to work or school.	Medium Term															
Assist in the undertaking of School Travel Plans to encourage safe and	Short Term															

enjoyable cycling to and from school.																			
Encourage cycling through the District Plan. This may include rules for cycle parking and storage, off-street parking or developers incorporating sections of identified cycleway into their development	Medium Term																		
Provide a clearly definable network of cycling routes to key destinations (such as schools, shopping districts, bus stops, stations, and places of work) from local residential communities	Medium Term																		
Make maps showing cycle routes available and promote with publicity campaigns.	Short Term																		
Review the Tasman Resource Management Plan to ensure priority is given to cycling access to, through and within new developments in planning decisions.	Medium Term																		

3.2.2 Cycle Safety

Compared with the road safety picture for New Zealand at large and comparable peer “Group D” authorities, Tasman District has a markedly higher proportion of urban cycle casualties than the comparators. A focus of the Draft RLTS and this Draft Regional Cycling Plan is therefore on activities and initiatives to address this problem, improve cycle safety and thus increase the attractiveness of cycling.

Cycling Policy 2	Reduce the number of cycle crashes occurring within Tasman District
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Activity	Activity Start	Contributes to GPS and LTMA Impacts																		
		A 1	A 2	A 3	A 4	B	C	D	E	F	G	a	b	c	d	e				
Promote better recording of injury and non-injury cycle crashes and integration with existing databases.	Short Term																			
Undertake education and advertising campaigns to highlight cycle safety issues.	Short Term																			
Continue to support Police efforts in enforcing traffic regulations (of importance to cyclist safety) and run programmes in conjunction with the	Short Term																			

Police through the road safety co-ordinator.																				
Ensure that the cycle safety is an integral part of all new roading projects and maintenance programmes.	Short Term																			
Target minor safety improvements where historical safety issues have been identified, or at intersections and route constrictions on identified cycle routes.	Medium Term																			
Establish a set of performance standards and provide adequate funding to cover the maintenance of all cycling facilities particularly surface quality, signage, pavement markings and vegetation control.	Short Term																			
Assist with undertaking Safer Routes to School (SRTS) in conjunction with schools. The Ministry of Education and will be actively involved in any SRTS consultation processes to identify those engineering features that will help to encourage safe and enjoyable cycling and walking to and from school.	Short Term																			

3.2.3 Understanding Cyclist Needs

Council recognises different types of cyclists (e.g. learners, commuters, serious recreational) have different infrastructure needs. This Plan seeks to ensure that all types of cyclists are provided for. While some of the activities above already provide for many types of cyclists, the following activities look to ensure that all types of cyclists will be considered.

Cycling Policy 3	Understand, and seek to provide for, the needs of all types cyclists
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Activity	Activity Start	Contributes to GPS and LTMA Impacts																		
		A	A	A	A	B	C	D	E	F	G	a	b	c	d	e				
		1	2	3	4															
Ensure that all key infrastructure programmes for transportation and community facilities are subject to Non Motorised Road User Reviews and Audits with a particular emphasis on the needs of cyclists.	Short Term																			
Ensure ongoing development of recreational walkways and cycle ways and improvement of recreational	Short Term																			

opportunities is an aim of Council's Community Services Department.																		
Promote cycle tourism through appropriate signage that supports identified recreational facilities and networks.	Short Term																	