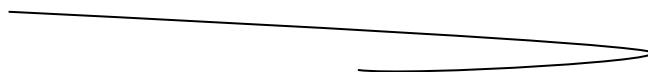




August 2007

New Plymouth District CYCLE STRATEGY



“New Plymouth: The cycling district”.



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Executive Summary

The purpose of this strategy is to set priorities for works and initiatives to be carried out regarding the planning, managing and promoting of cycling in New Plymouth District.






There are three simple objectives, and all proposed actions relate to these objectives.

1. Improving cycle safety through network improvements and education.
2. Increasing the role of cycling as a viable mode of transport.
3. Promoting cycling as a healthy and fun recreational activity.

Key points are:

-  To encourage more people to cycle to work or to school there is an emphasis on improving safety and easy access.
-  Being a cycle friendly district has many benefits for individuals, communities and entire cities.
-  It recognises different types of cyclists and caters to their different needs and aspirations.
-  It has achievable and defined actions, specific timeframes and reporting requirements so progress can be monitored.
-  It acknowledges that a cycle network exists but that it is disjointed in parts, lacks connectivity and could be safer for cyclists in some places.
-  It is supported by national, regional and district level and community organisations.

Cycling has the potential to make a significant contribution to an integrated and sustainable transport system. Cycling has little impact on the built and natural environment, particularly in relation to pollution, making it an environmentally friendly form of transport. It is also a healthy form of travel, providing an alternative to the car for travel to and from work or school and is also a popular activity for families and sports enthusiasts. The Cycle Strategy covers the whole of New Plymouth District and focuses mainly on:

-  Ensuring the provision of a *cycle friendly network* infrastructure for cycling.
-  Improving cycle *safety* for commuters and recreational cyclists.
-  Promoting cycling as a *viable mode of transport*.
-  Promoting cycling as a *fun, healthy recreational activity*.
-  Provision of supporting *information, resources, advocacy, and education*.

The implementation will be funded from many sources including, initially, the council's existing budgets, through applications to Land Transport NZ, Transit NZ and the council's Long Term Community Council Plan (LTCCP) for major cycle improvement projects. It may also potentially be funded in part by contributions from other organisations that share our goal.



It is recognised that a successful strategy will require significant effort and commitment. The council will also take a leadership role in inspiring, influencing and encouraging other key organisations to play their part in achieving the goal for cycling in New Plymouth District which is “safe, attractive and accessible for cycling, for commuting and for recreational journeys alike”.

I. Setting the context of the cycle strategy

I.1 Introduction

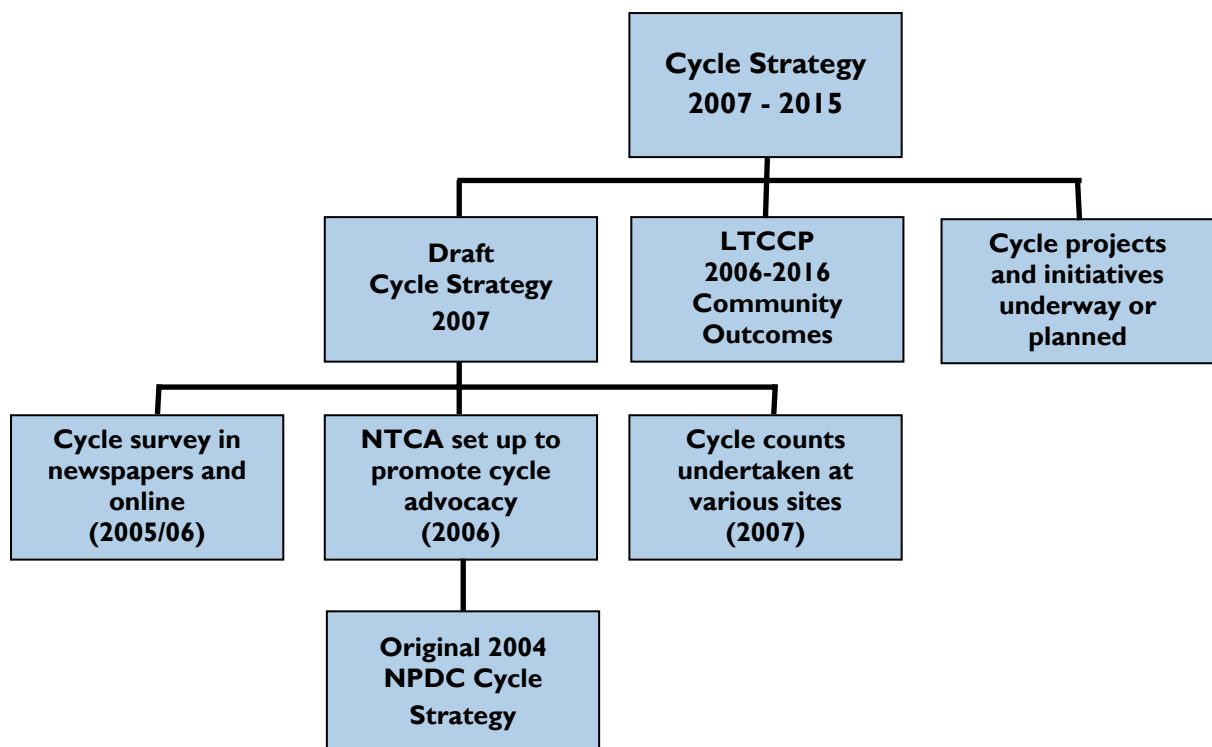
In August 2004, a Cycle Strategy for New Plymouth District was developed in response to cycle strategy initiatives associated with the National Land Transport Programme. At that time, the strategy was one of the forerunning strategies of its type in New Zealand. The purpose of the 2004 New Plymouth Cycle Strategy was to:

- 🚲 Set out the relevant local policy framework for cycling.
- 🚲 Represent the current position regarding cycling in New Plymouth as a benchmark against which progress can be measured.
- 🚲 Build on the policies of the Long-Term Council Community Plan (LTCCP) to provide more specific guidance and targets for New Plymouth.
- 🚲 Set priorities for works and initiatives to be undertaken.

The new Cycle Strategy 2007 provides a map (a plan) to achieve the vision to make New Plymouth “safe, attractive and accessible for cycling, for commuting and for recreational journeys alike”.

This strategy acknowledges the work that has gone before it. It builds on the previous work done to implement the 2004 strategy and identifies actions that will achieve the aims of the Cycle Strategy for New Plymouth.

The diagram below details quite simply the path taken to get to this new document.



This strategy builds on the previous work undertaken by New Plymouth District Council to improve cycling thus far. It also seeks to build on a number of existing strengths which include:

- 🚲 A national commitment and recognition of the contribution cycling makes to achieving community, health and environmental outcomes.
- 🚲 The council's commitment to road safety.
- 🚲 Increased recognition of the principles of good urban design, sustainable transport, and liveable communities concepts.
- 🚲 Increased funding for cycling projects and initiatives at a national level.
- 🚲 More integrated approach to transport and land use planning.
- 🚲 The existing cyclist facilities and established routes in New Plymouth District.

The challenge now is to build on these strengths and develop a comprehensive cycle network and first-class facilities and resources to enhance cycling across the district.

1.1 What has been achieved so far?

There has been a lot of progress towards New Plymouth's cycling vision. Below is a list of cycle initiatives completed or currently planned for implementation within next two years.

Achieved so far:

- 🚲 Investigation into the proposed southern route.
- 🚲 Investigation into the proposed eastern route to Bell Block.
- 🚲 Bike Wise Week and Round the Mountain cycle events to promote cycling.
- 🚲 Establishment of the North Taranaki Cycling Advocates group (NTCA).
- 🚲 On-road cycle improvements across the district.
- 🚲 The Bertrand Rd Bridge upgrade.
- 🚲 Coastal shared walkway/cycleway from the Port to Waiwhakaiho River.
- 🚲 The coastal pathway link from Ngamotu Beach to Pioneer Park.
- 🚲 Construction of the Kelly St Bridge, Inglewood.

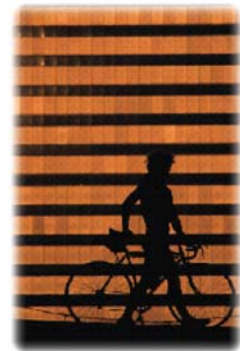
Currently planned or underway:

- 🚲 Cycle Strategy.
- 🚲 Development of a comprehensive cycle network.
- 🚲 Construction of Waiwhakaiho route pedestrian/cycle bridge and off-road cycleway/pathway link from New Plymouth to Bell Block.
- 🚲 Cycle route maps (online and pamphlets).

- 🚲 Workplace travel plan for NPDC.
- 🚲 Pathways Strategy (draft).
- 🚲 Improvements to the Waiwhakaiho pipe bridge (cycle and walking) to give access from the coastal route to the Waiwhakaiho industrial park and shopping centre.
- 🚲 Linking Mangati Reserve to the inland side of SH3 (with an underpass) to provide pedestrian and cycle access under the highway to the Bell Block industrial estates.
- 🚲 Improvements to the Te Henui Walkway.

1.2 Background

New Plymouth has an existing range of facilities for cyclists. There are approximately 40km of on-road cycle lanes and approximately 15km of off-road cycle tracks, the majority of the latter being informally shared with pedestrian routes. A range of mountain bike tracks also exist, such as at Lake Mangamahoe. Recreational cycling is becoming increasingly popular in New Plymouth District and is increasingly a source of pride across the community with facilities such as the Coastal Walkway, and cycle events and activities occurring in the district.



Cycling has the potential to make a significant contribution to an integrated and sustainable transport system. Cycling has little impact on the built and natural environment, particularly in relation to pollution, making it an environmentally friendly form of transport. It is also a healthy form of travel, providing an alternative to the car for travel to and from work or school, and is a popular activity for families and sports enthusiasts.

1.3 Purpose

The purpose of this strategy is to set priorities for works and initiatives to be carried out regarding planning, managing and promoting cycling in New Plymouth District.

The strategy will be a ‘living document’ and will need to be updated at regular intervals. It will be the driving force behind the district’s efforts to improve cycling. It will be regularly monitored to ensure the needs of cyclists are being met efficiently and effectively.

It is recognised that the strategy will require significant effort and commitment and that the council is only one part of the picture. In addition to the outcome that the council will commit to undertaking to achieve this strategy, NPDC will also take a leadership role in inspiring, influencing and encouraging other key organisations to play their part in achieving the goal of New Plymouth being safe, attractive and accessible for cycling, for commuting and for recreational journeys.

1.3.1 What is a Cycle Strategy?

This strategy is a statement of council policy on the provision of cycling infrastructure and facilities and its approach is to encourage cycling as a viable means of transport/recreational option. The strategy is not a statutory document.

1.3.2 Why a Cycle Strategy?






The New Zealand Transport Strategy vision is that by 2010 New Zealand will have an affordable, integrated, safe, responsive and sustainable transport system. Cycle facilities play a key part in such a transport system. Being relatively cheap, efficient and non-polluting, cycling is a preferred mode of travel suited to many of the short-distance trips common in urban areas for travel to work and school.

New Plymouth already has a number of cyclists and it is apparent that cycling is regarded in high value within the community. Although the total number is less than in some other North Island areas, there remains a strong interest in cycling in New Plymouth. Cyclists' needs must continue to be addressed, specifically the interface between cyclists, pedestrians and vehicles.

New Plymouth's location and terrain offer some spectacular cycle routes with stunning scenery that are enjoyed by recreational and sport cyclists. Cycling events such as the Taranaki Cycle Challenge provide economic and tourism benefits and promote cycling as fun and enjoyable.

1.4 Scope of strategy

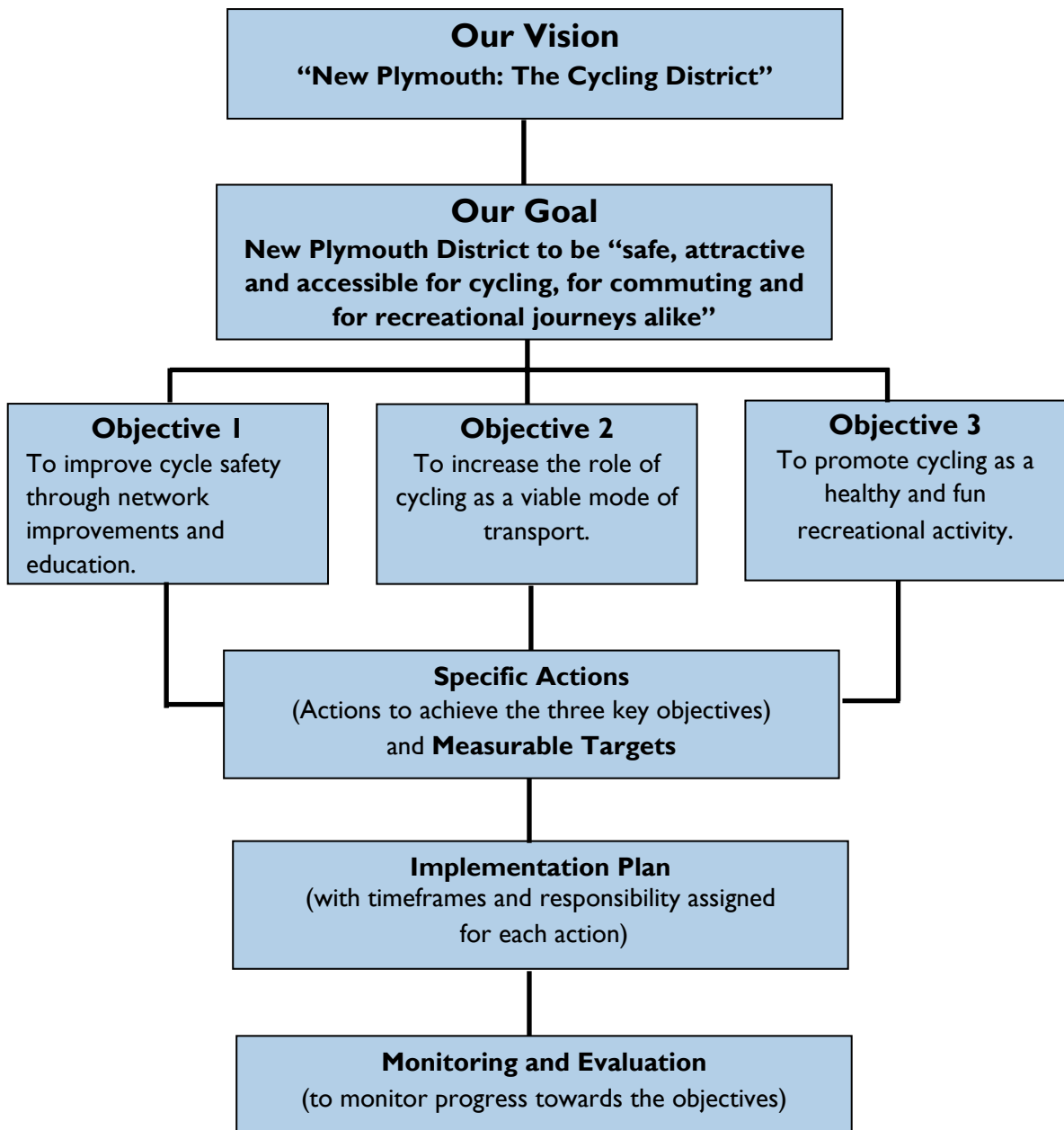
The strategy covers the whole of New Plymouth District and focuses mainly on:

-  Ensuring the provision of a cycle friendly network infrastructure for cycling.
-  Improving cycle safety for commuters and recreational cyclists.
-  Promoting cycling as a viable mode of transport.
-  Promoting cycling as a fun, healthy recreational activity.
-  Provision of supporting information, resources, advocacy and education.

This is a council-led strategy but it is recognised that its successful implementation can be achieved only by working with other organisations (key stakeholders) who share common goals and aspirations to encourage cycling, increase safety and reduce injury. These key organisations are national, regional and locally based, and are very diverse in their core business - ranging from injury prevention to energy conservation and sustainable transport.

The Cycle Strategy will consolidate all the information that currently exists about cycling in New Plymouth, and consists of a plan to achieve a better cycling environment. It will outline the vision and goal, the primary objectives and the key actions. It will also include an implementation plan with timeframes, budget and key responsibilities allocated.

1.5 The vision, the goal and the primary objectives



The vision is **“New Plymouth: The Cycling District”**

Where “Cycling District” is interpreted as:

Where the environmental, social, health and economic benefits of cycling are recognised, and innovative thinking ensures cycling grows as a safe, enjoyable and practical form of transport and/or recreation.

The **goal** is for New Plymouth to be:

“Safe, attractive and accessible for cycling, for commuting and for recreational journeys alike”.

Targets for the objectives have been set based on four simple and measurable criteria. These are:

1. A reduction in the rate of cycling injuries.
2. An improvement in the satisfaction with cycling facilities.
3. An increase in the number of cyclists.
4. A reduction in the number of trips travelled (less than 2 kilometres) undertaken by vehicle.

The following three key objectives support the achievement of the goal.

Objective 1: To improve cycle safety through network improvements and education.

We will do this by:

Actions

1. Supporting and developing cycle safety through education, information, resources, advocacy and training.
2. Making cycle safety and accessibility a priority consideration in all roads and parks capital works.
3. Providing high quality signage, cycle facilities and information.
4. Ensuring the adoption of safety design standards and ongoing maintenance for cycling facilities.
5. Separate cycle and motor vehicle traffic with off road cycle paths where at all possible. Where this is not possible, investigate and implement appropriate cycle friendly traffic calming where motorists and cyclists share the roadway.

Target

1. Achieve a reduction in the rate of cycling casualties: Zero growth in absolute crashes by 2012.

Objective 2: To increase the role of cycling as a viable mode of transport.

We will do this by:

Actions

1. Planning, developing and maintaining a strategic cycle network to improve cycle safety, security and convenience of movement across the district.
2. Ensuring that implementation plans to increase cycling and meet the needs of cyclists are fully integrated, and adequate funding is secured.
3. Establishing an implementation plan, including a monitoring and evaluation plan.

Targets

1. Increase the proportion of school students who cycle to school at an annual rate of a five per cent.

2. Increase commuter trips made by cycle from the estimated level of four per cent in 2001 to six per cent by 2008, and to nine per cent by 2012.
3. Ensure the proportion of cyclists who are satisfied with the provision of cycle infrastructure and facilities increases each year.
4. 20% of all trips of less than 2 km be taken by non-car alternative transport modes (walking, cycling, etc) by 2017.

Objective 3: To promote cycling as a healthy and fun recreational activity.

We will do this by:

Actions

1. Promoting cycling as a recreational activity for local residents and visitors to New Plymouth.
2. Promoting cycling as a fun and healthy physical activity.
3. Develop a network of 'fun' off-road trails with appropriate signage and information.

Target

1. Increase the proportion of the general population who cycle for recreation by five per cent per year.

1.6 The council's partners in achieving the Cycle Strategy's vision

It is recognised that the strategy will require significant effort and commitment and that the council is only one part of the picture. The council will commit to achieving this strategy and will take a leadership role in inspiring, influencing and encouraging other key organisations to play their part in achieving the goal for cycling in New Plymouth.

Support can take many shapes and is not only the provision of funding. Support can include a willingness to work together, provision of resources, information sharing, best practice guidelines, advice, collaboration on projects and initiatives, and many other forms.

North Taranaki Cycling Advocates was established in 2006 and has a primary goal of promoting safe cycling in North Taranaki. They aim to encourage the move away from short distance vehicle use to increased walking and cycling. NTCA is keen to assist the council in both long-term planning and in developing the cycle network, and by providing independent advocacy on cycling issues and priorities. NTCA and the council will formalise their relationship as an objective of the Cycle Strategy.

NTCA has been and will continue to be a key stakeholder in the development and implementation of the Cycle Strategy, providing the council with a representative body to consult with on cycling issues, and to advocate on behalf of cyclists on topical cycling issues. (More information about NTCA is attached as Appendix I.)

The Communities for Climate Protection - NZ (CCP - NZ) is a voluntary programme which aims to empower local government to reduce greenhouse gas emissions from councils' operations and to encourage a reduction in greenhouse gases within their communities. CCP - NZ helps councils identify actions to reduce greenhouse gas emissions such as:

- 🚲 Saving energy and promoting renewable energy.
- 🚲 Increasing and promoting sustainable transport options.
- 🚲 Enhancing urban design.

New Plymouth District Council is a member of CCP- NZ and is exploring ideas such as a workplace travel plan to assist the council in reducing greenhouse gas emissions.

Other potential stakeholders/partners that can be involved in achieving the Cycle Strategy objectives include:

- 🚲 Land Transport NZ.
- 🚲 Ministry of Transport.
- 🚲 Transit NZ.
- 🚲 Energy Efficiency Conservation Authority (EECA).
- 🚲 Health Sponsorship Council (SPARC and Bike Wise Week).
- 🚲 Cycle clubs/shops.
- 🚲 Sport Taranaki.
- 🚲 Business associations.
- 🚲 Venture Taranaki
- 🚲 New Plymouth Mountain Bikers.
- 🚲 Roadsafe Taranaki.
- 🚲 Taranaki Conservation Board
- 🚲 Department of Conservation
- 🚲 On-Track (railway infrastructure / disused railway tracks)
- 🚲 New Plymouth injury Safe.
- 🚲 Taranaki Regional Council
- 🚲 NZ Police.
- 🚲 Taranaki District Health Board - Health Promotion Unit.
- 🚲 ACC.
- 🚲 Ministry of Education.
- 🚲 Ministry for the Environment.



2. Planning, policy and funding

2.1 Relationship to other strategies

The Cycle Strategy needs to be aligned with other national and regional cycling strategies, policies and frameworks, to clearly align with the council's broader priorities as outlined in the LTCCP and other documents of importance to the council.

This section outlines how the Cycle Strategy fits with, and is clearly aligned with, the following national, regional and district-wide strategies, policies and priorities.

National

- New Zealand Transport Strategy.
- Road Safety to 2010.
- National Walking and Cycling Strategy "Getting There - On Foot, By Cycle".
- Cycle Route and Route Planning Guide 2004 (previous Land Transport Safety Authority)
- National Energy Efficiency and Conservation Strategy 2001
- State Highway Forecast (Transit NZ)
- Healthy Action, Healthy Eating Strategy (Ministry of Health)
- Programme and Funding Manual, Land Transport NZ

Regional




- Regional Land Transport Strategy.
- Regional Walkways and Cycleway Strategy for Taranaki.
- Regional Policy Document, Taranaki Regional Council.
- Regional Sport and Physical Activity Strategy 2006- 2011, Sport Taranaki.
- Coastal Strategy 2006

District

- New Plymouth Long-Term Council Community Plan (LTCCP).
- New Plymouth District Plan.
- Pathways Strategy (draft).

2.2 National context

The Government released the New Zealand Transport Strategy in 2002 and it Recognises the potential for cycling as an alternative and viable mode of transport and also for recreational purposes. The objectives of the NZTS are:

-  Assisting economic development.
-  Assisting safety and personal security.
-  Improving access and mobility.

 Protecting and promoting public health.

 Ensuring environmental sustainability.

More recently the Ministry of Transport developed a national walking and cycling strategy to advance walking and cycling in New Zealand. 'Getting there – On Foot, By Cycle'. The vision of this national strategy is to create “a New Zealand where people from all sectors of the community choose to walk and cycle for transport and enjoyment”.

The three main goals are:

1. Community environments and transport systems that support walking and cycling.
2. More people choosing to walk and cycle.
3. Improved safety for pedestrians and cyclists.

2.3 Regional context

2.3.1 Walkways and Cycleway Strategy for Taranaki (December 2006 draft)

The Draft Regional Walkways and Cycleway Strategy aims to provide a framework for developing a range of walking and cycling initiatives in the Taranaki region. The vision of the draft strategy is “to provide greater transport choice and opportunities for people to discover and enjoy Taranaki’s unique environment through walking and cycling”.

The strategy has five key objectives relating to cycling:

1. Improved cycling infrastructure.
2. Promotion of recreation and tourism cycling.
3. A healthy form of travel.
4. Improved safety
5. Promotion of integration and coordination.

Policies, targets and methods are stated and an implementation plan identified which sets out actions to deliver the Draft Regional Walkways and Cycleway Strategy for Taranaki. The council has submitted a submission on this draft document, confirming a desire to ensure a coordinated approach to the cycle network across the region.

2.3.2 Regional Land Transport Strategy

The Taranaki regional vision for land transport is:

“Taranaki’s transport system contributes to a prosperous, connected, healthy, vibrant and environmentally sustainable community, which meets the needs of residents, businesses and visitors, Now and in the future.”

The Cycle Strategy contributes to this vision as it provides a transport option for residents, businesses (commuters) and visitors. Provision of cycling facilities, a cycle network and cycling infrastructure contributes clearly to the development of a connected, vibrant and environmentally sustainable region.

2.4 District context

2.4.1 The Long-Term Council Community Plan (LTCCP)

The Cycle Strategy takes leadership direction from the Community Outcomes contained within the council's LTCCP 2006-2016, as identified below.

Under the Local Government Act 2002, New Plymouth District Council is required to produce a 10-year LTCCP and then review this plan every three years.

A number of the Community Outcomes' supporting objectives are particularly relevant to the delivery of the Cycle Strategy. These are Connected, Vibrant and Sustainable, and should be referred to accordingly, i.e.:

Connected...

C1 Effective, efficient, safe and reliable infrastructure is provided and maintained.

Vibrant...

V1 People have access to, and are encouraged to participate in, a wide range of high-quality recreational ... activities.

V2 The region has high-quality public ... facilities.

V5 There is safe, convenient and affordable access to the natural environment.

Sustainable...

SU1 There is sustainable use, development and protection of resources.

SU5 Built environments and amenities are of a high standard and contribute significantly to the well-being of people and communities.

A summary of the key Community Outcomes that the objectives of the Cycle Strategy will contribute towards are shown below:








Key Community Outcome	Responsibility within NPDC for this outcome	Significant activities	Linked to Cycle Strategy objectives 1, 2, or 3
Connected	Parks	Provision of access ways and cycle routes.	1
	Roads	Safe and efficient transport corridors enabling access and the mobility of residents, visitors, workers and businesses.	1 and 2
Vibrant	Parks	Provision of a diverse range of quality recreation and recreational experiences and activities.	3
Together	Roads	Safe and efficient access corridors connecting communities.	1 and 2

Secure and Healthy	Parks	The range of recreational experiences allow people either free or low-cost means of physical activity.	3
Sustainable	Parks	Access to natural environment and man-made amenities.	3
	Roads	Provision of safe highways to minimise crash and injury rates for all users through the implementation of the Taranaki Roads Safety Management System.	2
Skilled	Roads	Public education campaigns in road safety through Roadsafes Taranaki.	2

Source: New Plymouth District Community Plan 2006-2016

This provides the council with a clear mandate through the LTCCP to implement the Cycle Strategy in full. There is a clear and direct link between the Cycle Strategy's objectives and the council's significant activities.

Implementing the Cycle Strategy will also require a commitment to working across the council, in areas as diverse as:

-  Community Development.
-  Recreation and Events.
-  Community safety/road safety/injury prevention.
-  Tourism.
-  Planning and Policy Teams.
-  Communications.
-  Information centres.

2.4.2 District Plan

The New Plymouth District Plan became operative on 15 August 2005. Both the District Plan and the 2004 Cycle Strategy take into account relevant issues and policies identified within the District Plan. The New Plymouth District Plan recognises the highway network, including the movement of traffic, cyclists and pedestrians, as an essential part of the district's infrastructure.

The following points summarise the key issues and policies of the Traffic and Transport section of the District Plan that relate to the Cycle Strategy. Below each is a statement about how the Cycle Strategy is addressing these points.

District Plan, Objective 20

To ensure the road transportation network will be able to operate safely and efficiently.

The Cycle Strategy has an objective to ensure cycling is a viable transport option, which includes the development of a safe and efficient transport network (Cycle Strategy, Objective 1).

District Plan, Policy 20.3

Potential conflict between vehicles, pedestrians and cyclists moving on the road transportation network should be minimised to protect the safety and efficiency of road and footpath users.

Cycle safety road audits and investigation of known pinch points and crash sites are addressed as key actions in the implementation of the Cycle Strategy. This will assist in minimising harm and reducing conflict between vehicles and other more vulnerable road users (Cycle Strategy, Objectives 1 and 2).

Driver education campaigns (i.e. 'share the road') are also outlined in the strategy (Cycle Strategy, Objective 2).

Methods of implementation 20.3, District Plan

These contain the rules which relate to the policy above, and include:

(h) [To] “promote community awareness about the existing network of cycle lanes”

And b) “rules specifying standards relating to” ii). The provision and design of bicycle parking spaces.

2.4.3 Pathways Strategy (draft) - NPDC

A key component of the network for cycling within New Plymouth District is the provision of recreational pathways. The term “pathways” has been used rather than “walkways” because it better describes the multiple use that will be made of the facilities for both walking and cycling.

The Pathways Strategy is being developed by NPDC, and has a primary goal of developing connections to establish a network of off-road paths across the district. The Cycle Strategy will link closely with the Pathways Strategy to ensure the off-road network is developed across the district in a coordinated manner that will contribute to cycle access and enjoyment.











There are two regional pathway opportunities that have been identified for New Plymouth District. These are the “coastal pathway” and the “sea-to-mountain” routes. More information about these proposed routes is attached in Appendix 3.



2.5 Funding opportunities

A dedicated annual budget of \$100,000 has been allocated in the LTCCP for cycling. “Packages of works” will be submitted to Land Transport NZ for the majority of the costs of implementing the Cycle Strategy.

Funding cycling initiatives can be a complex task as there are various potential funding sources with many different criteria and requirements. Some of the key funders that can potentially support the objectives of the Cycle Strategy are:

-  New Plymouth District Council, primarily through allocated budgets within Roads and Parks, in the Annual Plan and longer term through the LTCCP process.
-  Land Transport NZ, primarily through provision of subsidies to the council and funding for “packages of works” to implement cycle strategies.
-  Energy Efficiency Conservation Authority (ECCA) may provide resources for cycling projects and travel planning with a focus on environmentally sustainable outcomes.
-  Sport Taranaki may provide resources for the promotion of cycling and cycling initiatives, such as supporting Bike Wise Week activities.
-  The Community Road Safety Programme (CRSP) is funded by Land Transport NZ and provides funding for community road safety projects (through Roadsafe Taranaki primarily).
-  Resources may be available through community based injury prevention/reduction focused organisations such as Injurysafe Taranaki, for targeted initiatives.
-  NZ Police also provides resources for cycle safety and cycle skill training for school children through the NZ Police Youth Education and Community Liaison Officer roles.
-  Other central government organisations (e.g. Ministry of Health, ACC, Ministry of Education, Ministry for the Environment).
-  Transit NZ for state highways.
-  Developer contributions. Developer contributions may be required under the local Government act 2002, for new or additional assets (including cycle ways) as a result of development or to address the environmental effects of development.

Developing or enhancing existing relationships with these organisations, in order to gain their support for the Cycle Strategy’s objectives, is a crucial component of the strategy’s successful implementation. Support can include provision of funding for specific activities or actions, provision of resources, information sharing and working collaboratively to achieve a common goal. A resource plan will be developed as part of the planning for the implementation of the cycle strategy.

3. Characteristics and trends


3.1 Cycle survey results

In 2005, NPDC undertook a public survey on cycling issues through a local newspaper and online. The purposes of this survey was to find out why people cycle (or why not), what the barriers and perceived benefits to cycling were what more the council could do to encourage cycling, and to gather some statistical and anecdotal information from a wide range of cyclists in the community.

Two-hundred-and-two people responded to full-page colour questionnaire that was published in the *North Taranaki Midweek* newspaper (see below). Responses could also be submitted online through the council's website.

Are you a cyclist? Or do you never ride a cycle in the city?

The New Plymouth District Council is prioritising cycle routes planned for the city, and before these are finalised,
We want to hear from you!




Please fill in this questionnaire and drop it into the Civic Centre or a service centre in Inglewood or Waitara by **1st April 2005**
- or post it to New Plymouth District Council, Private Bag 2025, New Plymouth.
To fill in the online questionnaire, go to www.newplymouthnz.com/cyclesurvey.
Copies of proposed cycle routes are available online, and at the Civic Centre and service centres.
Feel free to use photocopies of this form, to provide answers for each member of your household.

1. STATUS? (Please tick one only) <input type="checkbox"/> I don't ride but I might be interested <input type="checkbox"/> I ride occasionally during the week <input type="checkbox"/> I ride several times a week	5. I CYCLE FOR (Tick which apply) <input type="checkbox"/> For leisure <input type="checkbox"/> For recreation <input type="checkbox"/> For training <input type="checkbox"/> For competition To/from school To/from work	9. CONCERNS ABOUT CYCLING? <i>(Rank 3 factors 1-3, 1 being the worst)</i> Traffic density _____ Motorist behaviour _____ Crossing intersections _____ Road Surface Type _____ Road surface condition _____ Few off-road paths _____ Lack of on-road space _____ Sharing cycleways with walkers _____ Lack of secure bike racks _____ Stranger danger _____ Other: _____	10. BENEFITS OF CYCLING? <i>(Rank 3 factors 1-3, 1 being the best)</i> Health _____ Low cost _____ Parking _____ Shortcuts _____ Environmental issues _____ Manoeuvrability thru traffic _____ Other: _____
2. I PREFER A (Tick those which apply) <input type="checkbox"/> Mountain Bike <input type="checkbox"/> Commuter Bike <input type="checkbox"/> BMX <input type="checkbox"/> Road Bike <input type="checkbox"/> Touring Bike Other: _____	6. CYCLING TO WORK or SCHOOL HOW FAR IS IT? (one way) (km)	7. DO YOU SUPPORT COUNCIL'S EFFORTS TO SUPPORT CYCLING? Yes No	11. PLEASE SPECIFY YOUR AGE 0-9 10-14 15-19 20-29 30-39 40-49 50-60 61+
3. DO YOU CYCLE AT NIGHT? Yes No	8. SHOULD THERE BE A CYCLING ADVOCACY GROUP? Yes No	12. YOUR NAME? (Optional) _____	
4. IF SO DO YOU HAVE LIGHTS? Yes No	13. I DON'T CYCLE TO WORK OR SCHOOL BECAUSE _____ 14. I'D CONSIDER CYCLING TO WORK OR SCHOOL IF _____ 15. WHICH CYCLE ROUTES SHOULD COUNCIL ESTABLISH/IMPROVE 1ST? _____ 16. OTHER CYCLE PROBLEMS? (squeeze-points, surface, safety) _____		

17. PLEASE DRAW IN YOUR MOST COMMON CYCLE TRIP ROUTES ON THE MAP BELOW
(Actual Or Desired)

Thank you for your feedback!



NEW PLYMOUTH DISTRICT COUNCIL
newplymouthnz.com

The findings from this survey provided a very interesting snap-shot of the views and attitudes toward cycling in New Plymouth District.

In summary, the survey gave an overview of some of the common issues that cyclists face and have concerns about while cycling in New Plymouth. It highlighted a very strong mandate for improved cycle infrastructure (on- and off-road) along with safety concerns as the primary issues to be targeted to increase cycling safety and accessibility, and to encourage more people to consider cycling as a viable transport and recreation option.

With 77 per cent of respondents living within 10km from their place of work or school (an ideal cycling distance), addressing the main barriers should see an increased number of cyclists on the roads.





In terms of cycling promotion, the emphasis seemed clearly to be targeted less toward provision of education for cyclists, but focused instead on motorists, with driver education (e.g. share the road) type of promotions likely to achieve some good results.

This survey provided some valuable information about priorities and issues identified from a variety of cyclists, and provided anecdotal supporting information to assist to determine priority actions.

Collated responses to the survey are detailed in Appendix 4.

3.2 Crash data

In New Plymouth District:

-  Five per cent of the total road casualties involved cyclists.
-  There was an average of 14 cyclist casualties per year, the majority (52 per cent) of which were between 14 and 19 years of age.
-  Intersections were the main location where cycling crashes occurred (61 per cent), with an additional 22 per cent at driveways and private access points.
-  According to the July 2006 Road Safety Issues for New Plymouth District, cyclists accounted for 10 per cent of total road users involved in crashes in urban areas and one per cent in rural areas.

3.3 Cycling in New Plymouth



New Plymouth has some spectacular routes to offer and stunning scenery. New Plymouth is a hilly place, being situated on the northern coastal flank of Mount Taranaki. All routes inland from the sea typically ascend quickly with distance, while routes that run parallel to the coast must traverse valleys with watercourses. The terrain can be challenging for cyclists and the location of bridges can lead to lengthy diversions from the intended and desired

direction of travel. Potential obstacles to cyclists in New Plymouth include a multi-lane one-way system, a number of sets of traffic lights, intersections, and heavy transport vehicles travelling through the city to and from the port.

The development of the Coastal Walkway has provided an opportunity for cycling alongside the sea and as a commuter route into the city for eastern and western suburbs. The route is well used by cyclists and walkers for recreation and commuting, and is well recognised as a safe cycling route for children.

The region also provides a range of local (not state highway) roads across the district, linking the city centre to Waitara, Inglewood and to SH45 from Oakura to Hawera. These routes offer scenic and relatively safe recreational, sport and tourist routes. These have spectacular mountain and ocean scenery, as well as points of interest (i.e. Bertrand Rd Bridge), and provide cyclists with many longer scenic routes with options for on-road sport cycle training, recreation and tourism.

The current network for cyclists is mainly made up of roads shared with motorised traffic, with designated cycle lanes in some instances but more often without. The majority of the main routes outside the urban area have generous shoulder widths, but more minor routes and sections of SH3 and SH45 lack adequate shoulder room in places to safely accommodate cyclists.

Cycling is becoming increasingly popular in New Plymouth for recreational purposes. New Plymouth has significant open space in the form of parks, accessways, coastal frontage and reserves, which provide opportunities for a wide range of recreational cycling and also the potential of shortcuts for utility cycling. The 2004 Cycle Strategy acknowledged a growth in recreational cycling, but a slight decline in the use of bicycles for travel to work and school.

New Plymouth's climate has few extremes. The best weather in New Plymouth occurs during the months from December through to April. With this in mind, it is considered that for much of the year the New Plymouth climate is suitable for regular travel by bicycle.

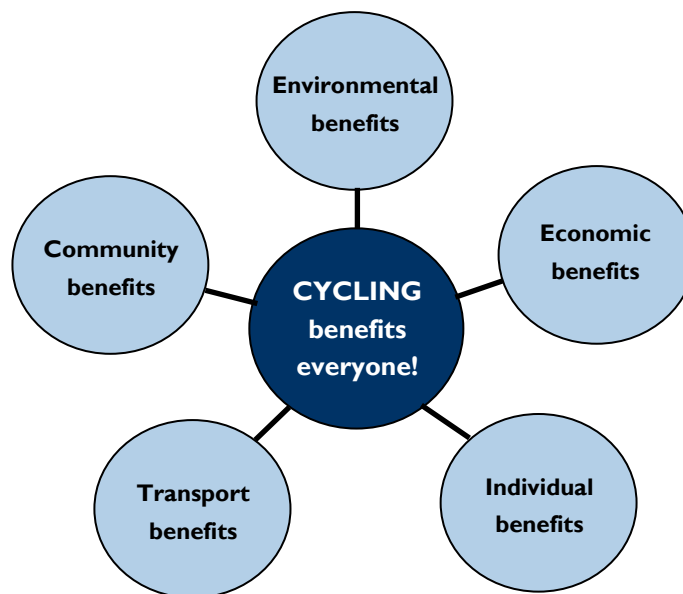
With the right facilities and with proper promotion, many more trips - particularly shorter trips - can be made by bicycle. Using appropriate planning and improvements to the infrastructure, cycling can be promoted as a convenient, efficient and safe mode of transport.

Significant improvements in cycling are achievable by designing and implementing an innovative strategy that aims to address the issues that discourage potential cyclists. The realisation of this vision is the overall aim of the strategy.

4. Planning for cycling

4.1 Benefits of cycling

Cycling is a sustainable mode of transport, using no fuel, producing no emissions and providing a range of environmental, economic, physical, recreational and social benefits that all contribute to the sustainability of travel by bicycle.



The benefits of having a cycle-friendly district are numerous, and are summarised below.

Environmental benefits: Cycling can help to protect the quality of our natural environment and minimise negative impacts in the following ways:

- ~ Energy efficient and non-polluting mode of travel.
- ~ Does not rely on fossil fuels for power.
- ~ Helps to reduce congestion, improve air quality and reduce noise pollution.
- ~ Reduces parking and road demand.
- ~ Contributes to mitigating the effects of climate change.

Economic benefits: Cycling can bring economic benefits to organisations, businesses, individuals and communities and are summarised as:

- ~ Significantly more cost effective than the majority of other transport options (with the exception of walking).*
- ~ No fuel costs, taxes, high servicing costs or parking fees.
- ~ Lower car parking overheads for businesses and organisations by reducing the demand for car parking provision.
- ~ More motivated, healthy and productive workforce.
- ~ Increased tourism relating to cycling can improve an area's economy.
- ~ Small businesses do better in areas with high numbers of walkers and cyclists as they are more likely to use their local stores.
- ~ Cafes and tourist shops/facilities along tourist and recreation routes can benefit by providing cyclists with cycle-friendly facilities at key destinations or en-route.

Social benefits:

Social benefits from cycling, including:

- ~ Increased independence, particularly important for school children.
- ~ Improved health and fitness from the physical activity of cycling.
- ~ Enjoyment from cycling as a recreational activity.
- ~ Enhanced opportunities to experience and appreciate New Plymouth's environment.
- ~ Improved quality of life and personal well-being.
- ~ Contributes to the ambience of the urban setting and improves social interaction, encouraging a feeling of civic pride.
- ~ Enhanced recreational and recreation facilities for cycling, including access to off-road routes and green spaces.
- ~ Activities often lead to other impromptu recreation opportunities.
- ~ Provides passive surveillance and a potential reduction in the occurrence of (opportunistic) crime.
- ~ Promotes social interaction.
- ~ Opportunities for families to do low cost recreation together.

Transport benefits:

Cycling is one of the most energy efficient modes of movement known to man. Benefits of cycling as a transport option include:

- ~ Cyclists occupy less road space, increase efficiency on existing roads and reduce wear and tear on the road surfaces.
- ~ Proven to be faster than rush hour traffic in many cases.
- ~ Cycling offers door to door mobility.
- ~ Less parking space required than a car.
- ~ Constraint of public transport timetables and set routes is reduced.
- ~ More scenic or more direct routes can be sometimes taken than via a car.

Individual benefits:

Cycling is available to most of the population. Benefits for individuals include:

- ~ You can combine transport and fitness goals, by getting a workout while commuting.
- ~ Increased independence (especially for school children).
- ~ Enjoyment from cycling as a recreational activity.
- ~ Improved health and fitness.
- ~ Increased opportunities to observe and appreciate New Plymouth's unique environment.
- ~ Opportunity to stop and enjoy the scenery/partake in non-cycling activities along the route.
- ~ More cost effective than other transport options (apart from walking), saving you money.
- ~ Regular cycling contributes to reduced risk of serious illness.**

* Approximately 30 per cent of the total number of car trips in New Zealand is for less than 2km trips.

** Links between cycling (as a regular physical activity) and good health are widely recognised. Regular physical exercise reduces risk of heart disease, high blood pressure, risk of strokes, risk of some cancers, depression and type 2 diabetes (Ministry of Health 2003).

4.2 Types of cyclists

When planning for cyclists in New Plymouth, it is important to understand that people cycle, or may potentially want to cycle, for different reasons and have a range of different needs. In New Plymouth, people generally cycle for two main purposes: Utility and recreational.

Utility cycling involves making a journey for the purpose of doing an activity at the destination of the journey, such as travel to work, school, recreational activities or shopping. In these cases cycling is used primarily as a mode of transport and, therefore, time is often an important consideration in relation to route direction and length of the journey.

Recreational cycling is undertaken for the journey itself and recreational cyclists include sports training cyclists, leisure cyclists and visitors or tourists.

For the purpose of this Cycle Strategy, cyclists have been categorised into five broad groups to identify key characteristics and requirements:

1. Adult utility (commuter).
2. Child utility.
3. Recreational.
4. Sporting.
5. Visitor/tourist.

The key characteristics, requirements and issues for cyclists for each category are summarised below.

4.2.1 Adult utility (commuter) cyclists

Purpose: Adults cycling for practical purposes, as a mode of transport to a destination (e.g. from home to work, from home to shops, to recreation centres or to family and friends).

Length of trip: Short to medium (up to 10kms).

Age: 16 to 65.

Skill Level: Moderate to high.

Needs:

- ~ Prefer direct, convenient and safe routes. Generally cycle on arterial routes due to directness of routes.
- ~ Roads and cycle lanes (will use off-road cycle paths if they are as quick or quicker).
- ~ Ideally requires space to ride on the road (wide shoulders or designated cycle lane) and a smooth, even, clean surface.
- ~ Secure bicycle storage and changing facilities at or near destination.
- ~ Lighting (streetlights).
- ~ Clear signage and road markings to indicate cycle lanes.

4.2.2 Child utility cyclists

Purpose: Children cycling for practical purposes, as a mode of transport (e.g. from home to school or the shops, or to/from recreation centres and/or family/friends' homes).

Historically they tend to use a combination of footpaths, local roads and recreation paths and tend to mix with general traffic once confidence is gained.



Length of trip: Short (up to 4kms).

Age: Ten to 16 years but may be as young as six to nine years.

Skill Level: Low to moderate.

Note: NZ Police recommend 10 years as the minimum age for children cycling alone on the road.

- Needs:**
- ~ Preferably cycle/shared paths or designated cycle lanes on roads with lighter traffic volumes.
 - ~ Slow speed environments in the vicinity of schools and on key routes to school.
 - ~ Secure bicycle storage at schools and at major facilities (such as recreation centres, sports grounds and libraries).
 - ~ Clear signage and road markings to indicate cycle lanes and safe crossing points.
 - ~ Use safe, controlled crossing facilities.

4.2.3 Recreational cyclists

Purpose: People of all ages who cycle for exercise and fun.

Length of trip: Varies (up to approximately 30kms).

Age: All ages (quite commonly entire families).

Skill Level: Varies from low to high.



- Needs:**
- ~ Prefer dedicated off-road cycle paths (e.g. longer distance "walkways") and preferably in an attractive setting, such as along the coast, around the mountain or in rural settings.
 - ~ On the road in cycle lanes if no off-road cycle path exists.
 - ~ Use routes along quieter roads, even if slighter less direct route than along a main road route.
 - ~ May require toilets and seating (e.g. park benches/picnic benches) in some scenic locations.
 - ~ May require car parking and bike washing facilities.

4.2.4 Sporting cyclists

Purpose: Cycle long distances in training for cycling events and fitness.

Length of trip: Long (more than 30kms).

Age: Over 16.

Skill Level: High.

Note: They usually travel at speeds of 30-40 km/hr and may be solo, or in small groups.



Needs:

- ~ On roads, as roads provide relatively unimpeded travel over long distances.
- ~ Traffic separation is less critical as the training generally occurs after work hours and on weekends.

4.2.5 Tourist/visitor cyclists

Purpose: A combination of the adult utility cyclist and the recreational cyclist travelling between towns and attractions for pleasure and for the journey itself.

Length of trip: Short to long.

Age: Usually over 18 but may include families with older children.

Skill Level: Low to moderate.

Needs:

- ~ On-road cycle lanes and off-road cycle paths if they are quicker or safer.
- ~ Road requirements same as adult commuter cyclists.
- ~ Preferably on dedicated off-road cycle paths, and preferably in an attractive setting, such as along the coast.
- ~ On the road if no off-road cycle paths exists.
- ~ Secure cycle storage in shopping areas and at major facilities (such as tourist attractions and recreation centres).
- ~ May require toilets and seating (e.g. park benches) in some scenic locations either along a route (i.e. viewpoints) or at destinations.
- ~ Interesting “milestones”/interpretation information, coinciding with points of interest at regular intervals along cycle routes.
- ~ Clear, informative signage of routes, distances and places of interest.

In summary there are many different “types” of cyclist and each has their specific needs and requirements for safe, convenient, enjoyable access around the city and district.

However, there are some common needs, such as routes that are well defined and safe to use, safe crossing points, way finding resources and a well defined and integrated network of cycle routes across the district. Achieving this will ensure a range of options to suit all users.

4.3 Key issues and challenges

Cycle users have told us that there are considerable barriers to overcome to encourage cycling around New Plymouth District. Understanding the following issues is essential to improving cycling in New Plymouth District. The barriers and issues raised are listed below.

4.3.1 On-road issues

- ~ Lack of and fragmentation of existing on-road cycle lanes.
- ~ Narrow road shoulders, particularly on bridges and rural roads.
- ~ Broken glass on the edge of roads and in cycle lanes.
- ~ Poor road surface conditions (e.g. bumpy roads, potholes, service covers).
- ~ Poor marking of on-road cycle lanes.
- ~ Drainage grates, pedestrian islands, kea crossings causing obstacles and pinch points.
- ~ Narrow shared paths causing conflict of users.
- ~ Heavy vehicle traffic (trucks, buses) driving too close to cyclists.
- ~ Lack of designated cycle lanes (on- and off-road).
- ~ Vehicle emission fumes.
- ~ Safety and accessibility for commuters through known pinch points and intersections.
- ~ Road markings can be slippery when wet.
- ~ Poor lighting at night and early morning.

4.3.2 Intersections

- ~ Lack of provision for cyclists at intersections.
- ~ Manoeuvring through one-way systems with multiple lanes.
- ~ Right-hand turns at some interchanges, especially within the one-way system.
- ~ Traffic entering and exiting side roads and driveways.

4.3.3 Off-road/recreational

- ~ Conflict with pedestrians on some shared paths and footpaths.
- ~ Lack of dedicated off-road cycle paths and facilities.
- ~ Lack of safe cycling routes to get to off-road tracks.
- ~ Lack of en-route signage showing appropriate routes for recreational purposes.
- ~ Lack of information, e.g. maps indicating route grades, distances and times to attractions.

4.3.4 Education/skills

- ~ Little knowledge of road rules by both motorists and cyclists and low skill levels.
- ~ Lack of adequate cycle training/skill programmes in schools.
- ~ Poor cognitive skills (especially for primary school children).

4.3.5 Enforcement issues






- ~ Cars parked in designated cycle lanes on the side of roads.
- ~ Cars parking on or overhanging the footpaths/cycle shoulders.
- ~ Wearing of cycle helmets.

4.3.6 Other

- ~ Lack of destination facilities (bike storage, showers, changing rooms).
- ~ Lack of signage indicating routes, distances, difficulty of route.
- ~ Weather (strong winds and rain)
- ~ Undulating topography of the district

4.4 Designing for cyclists (design principles)






Meeting the needs of cyclists and providing a high level of infrastructure and facilities are vital to maximising cycle usage. European research identified the following factors as being necessary in a high quality cycle network:

-  **Coherence:** Cycle routes should be continuous and recognisable, link all potential origins and destinations and offer a consistent standard.
-  **Directness:** Routes should be as direct as possible, based on key desire lines. Detours and delays will deter use.
-  **Attractiveness:** Routes should integrate with and complement their surroundings, look attractive, contribute positively to a pleasant cycling experience and enhance public security.
-  **Safety:** Design should minimise both actual and perceived dangers for cyclists.
-  **Comfort:** Cyclists need smooth, well-maintained surfaces and with gentle gradients. Routes must be convenient to use and avoid complicated or dangerous manoeuvres.

The above factors are recognised as general route requirements by Land Transport New Zealand in the Cycle Network and Route Planning Guide.

Appropriate provision for cyclists within an urban area depends on the route, speed and traffic volume. The New Zealand Supplement to “Austroads Guide to Traffic Engineering Practice Part 14 – Bicycles” [8] includes a basic guide to choice of facility type for cyclists for different combinations of traffic speed and volume within an urban area. The guide distinguishes three different treatments: Mixed traffic, cycle lanes or shoulders, and cycle paths or alternative routes.










New Plymouth District Council uses the following cycle design standards:

-  Austroads Part 14 Bicycle, guide to traffic engineering practice, 1999.
-  NZ Cycle Design Guide, 2004.
-  Manuals of traffic signs and marking (parts 1 and 2), Transit NZ.
-  New Plymouth District Council's Road Asset Team Scope of Services.
-  Cycle Route Network Planning Guide (Land Transport NZ).

The consideration of the above design requirements will ensure the development of an innovative and efficiently designed cycle infrastructure and world class facilities in New Plymouth for cycling.

4.5 Asset management and maintenance

Regular maintenance programmes are required to ensure routes are free from hazards and debris. Some of the hazards that need to be addressed on a regular basis include:

-  Accumulation of debris (glass, stones).
-  Road works blocking cycle lanes.
-  Lack of road markings or deteriorated road markings.
-  Overhanging or overgrown vegetation blocking access or visibility.
-  Rubbish.
-  Potholes.
-  Broken footpaths.
-  Service covers (manholes/grates).
-  Out of order/broken street lights/traffic signals.

An actively managed asset maintenance plan with clear performance targets and standards for regular auditing of all main cycle routes will ensure these hazards are reduced/resolved as quickly as possible.

A major increase in the level of service in this area can achieve positive outcomes for cyclists but it does require increased funding. This priority needs to be considered within the competitive funding process and in light of other identified cycling priorities.

5. Engineering : The cycle network

5.1 Planning the cycle network

Objective 1: To improve cycle safety through network improvements and education.

Objective 2: To increase the role of cycling as a viable mode of transport.

Completing a comprehensive cycle network is a key component of the Cycle Strategy and achieves two of the three key objectives of the strategy. The cycle network must offer a number of completed routes across the city, and various options for commuters and recreational cyclists. It must link on- and off-road routes and provide seamless, safe and convenient access across the district.

5.2 Existing cycle facilities

New Plymouth has an existing range of facilities for cyclists. There are approximately 40km of on-road cycle lanes and approximately 15km of paved off-road cycle tracks, the majority of which are informally shared with pedestrian routes.

A range of mountain bike tracks also exist, such as at Lake Mangamahoe. Recreational cycling is becoming increasingly popular in New Plymouth District, with many people utilising the Coastal Walkway for recreational cycling.

There are some dedicated cycle lanes. Traffic signs, road markings are used to identify cycle lanes and paths. There are some on-footpath facilities also.

On-road marked cycle lanes exist on some main roads around New Plymouth. These include:

-  Devon St.
-  St Aubyn St.
-  Mangorei Rd.
-  Carrington St.
-  Tukapa St.
-  Omata Rd.

However on some of these roads the cycle lanes are disjointed and incomplete.

Roads with wide shoulders allowing cyclists safe passage also exist. However, these roads also are not always connected and, in some places, only sections of a road may be suitable for safe cycling.

There are also numerous off-road shared paths, specifically along the Coastal Walkway and certain parts of the walkway routes along the Te Henui, Huatoki and other walkways. These routes offer some access for cyclists but are not a complete cycling solution in their current condition, due to path condition, path gradient and width in places, or the existence of stairways and compromised access to parts of the routes for cyclists.



There are facilities at some key intersections for cyclists. There are no shared cycle/bus lanes.

Cycling is not permitted in some parks. Access through parks by cyclists is currently being assessed in the context of a broader review of the parks.

5.3 The planned network

One of the principle concerns for cyclists is that a cycle network is safe, easy to use and connected in many places.

Attention to cycling facilities needs to consider the different user groups, and their different needs and requirements. Confining improvements to one or two main routes will not provide the results required - instead, the focus needs to be on making all roads “cycling roads”.

Links through parks, utilising off-road walkways and routes through reserves, parks and connectors need to be considered and linked to on-road cycle routes, providing seamless access for commuters and recreational cyclists alike.

Prioritising the completion of the planned cycle network

Cycle route network improvements and new infrastructure will also be prioritised in the strategic cycle network implementation plan, based on the following proposed criteria:

1. Identified high-risk crash sites and commonly used commuter cycle routes with significant risk to cyclists.
2. Connecting existing routes to provide ‘end to end’ links to town centres, main employment areas, educational establishments, shopping centres and recreational facilities across the district.
3. Where there are opportunities to ‘piggyback’ and improve cycling networks or infrastructure as a component of broader/larger scale planned physical works/maintenance/green field’s developments undertaken by the council.
4. Routes that encourage recreational cycling.
5. Routes that maximise the profile of cycling in relation to other modes of transport.

Consideration is also given to site-specific factors such as existing road width, traffic speed, and volume, constraints for cyclists and parking requirements. Key recreational/tourist routes need to be clearly identified and incorporate good signage and route information.

The strategic cycle network will be developed in consultation with key stakeholders and user groups.

The proposed strategic cycle network is divided into two areas: Commuter routes and recreational resources.










5.3.1 Commuter routes

The proposed cycle network will focus on the key arterials connecting key destinations within the district. This includes the hospital, WITT, New Plymouth's CBD, two central high schools, main routes out of the city (specifically to Inglewood, Oakura, Waitara and Bell Block), and access to key recreational sites such as the Coastal Walkway and other key walkways throughout the district.

Studies have been completed with regards to improvements to the southern and eastern arterial cycle routes, and considerable work has begun to develop an alternative (and safer) route between the city centre and Bell Block for cyclists by extending the coastal walkway.

The eastern and southern arterial routes form the strategic backbone of the network with additional key roads providing a variety of route options.

Some of these key roads already have cycle treatments but they are not complete nor linked as a cycle network. Some of these key roads with some cycle treatments include:

-  Coronation Ave.
-  South Rd.
-  Carrington St.
-  Morley St.
-  Omata Rd.
-  Brooklands Rd.
-  Mangorei Rd.
-  Devon St.
-  St Aubyn St.
-  Ngamotu Rd.
-  Tukapa St.

The focus of the strategic cycle network will be on ensuring the southern arterial, eastern arterial and key roads identified above can provide easy and safe access across the district to and from key destinations. These routes need to be identified, assessed, improved and upgraded to provide complete 'end to end' cycle routes. They may require consistent cycle treatments (where possible) and/r specific infrastructure improvements to enable a network through the city of connected accessible, safe cycle routes.

5.3.2 Recreational routes

For recreational and recreational routes, the emphasis of the Cycle Strategy will be developing the wider cycle network to provide recreational opportunities, specifically in the following three areas.

1. Extending the off-road cycle and walking routes. Currently the Coastal Walkway is planned to be extended to Bell Block. Other key routes to be developed over the next few years include the mountain-to-the-sea route and the eastern hill country-Moki Track.

The draft Pathways Strategy details other key recreational routes to be improved/developed/extended for recreational walking and cycling (summary in Appendix 2).

2. Linking or upgrading existing recreational routes through reserves, parks and stream walkways by providing good access for cyclists from road exit/entrances and replacing steps with ramps where possible.
3. Identifying and improving key recreational and scenic routes by providing information and cycle maps for popular routes. Also by providing cycle facilities at points of interest, consistent signage and ensuring good integration with cycle routes crossing into other districts.

Implementing the recreational cycle route network (on- and off-road) will require extensive collaboration between council's Roads and Parks teams. This will ensure a seamless and high-quality recreational cycle route network is developed, including consistency of signage, choice of routes and well-defined exit/entrance points.

5.4 Interaction with public transport/pedestrian network

Currently in New Plymouth, cycling is not integrated very effectively with public transport. Better connections for cyclists to bus routes and interchanges, including the provision of end point facilities for cyclists, may assist in inter-modal travel choices. There are opportunities to look at integrated cycle/bus options for outlying suburban routes, but this has not been investigated as a priority thus far.

5.5 Cycle parking and end point facilities

The provision of well designed, plentiful, visible and appropriately located cycle parking facilities can help reduce theft of cycles. The council plans to investigate opportunities to ensure all council-owned facilities and key destinations have high-quality cycle parking facilities as an action to be completed in the Cycle Strategy.

6. Education and encouragement

6.1 Introduction

Objective 1: To improve cycle safety through network improvements and education.

Objective 3: To promote cycling as a healthy and fun recreational activity.

Developing infrastructure and improving the cycle network will go some way to achieving increased numbers of cyclists in New Plymouth District. Significant increases in cycling can be made by the active promotion of the benefits of cycling in conjunction with the planned improvements. The promotion of cycling and the provision of information, education, training and safety, and route improvements achieve Objectives 2 and 3 of the Cycle Strategy.

6.2 Promotion of cycling events

There are numerous events that occur around New Plymouth that promote cycling. These include Bike Wise Week (the Mayoral Challenge, and the Bike Business Battle), the Round the Mountain Cycle events, the Masters Games, and numerous triathlons and other cycling events.

The benefits of cycling can also be promoted at events for environmentally sustainable living, health promotion and recreation events, and tourism events.

Promotion (and active involvement) in these events by the council and other key stakeholders will encourage a high level of public support and the opportunity to encourage cycling. The Mayoral Challenge (during Bike Wise Week) is an example of a cycling event with good public support and involvement. A “bike to work breakfast” (to reward/encourage commuter cyclists) or family orientated cycling events can also provide enjoyable cycling events and promote the benefits of cycling.

Inclusion of cycling promotion is a key component in the Cycle Strategy as it raises the awareness and profile of cycling issues, encourages new cyclists to try, and rewards existing cyclists.

6.3 Cycle maps and route information

Cycle maps and route guides will be developed as a resource for all cyclists. They will be available freely through websites and in a hard copy (pamphlet) from information centres and bike shops.



The maps will eventually be available online and it is hoped that interactive tools (such as commuter cycle routes planning) will be available as a tool. This would allow cyclists to plan routes from sites such as WITT, the city centre, local high schools and the hospital, as well as to and from the suburbs and outlying districts.

Other maps will detail recreational and scenic routes throughout the district.

The route guides will detail features along the common scenic, recreational routes and provide information on route difficulty, distances, scenic highlights, cycle facilities, etc.

6.4 Cycle safety: Education, training and promotion

Cycle safety will be promoted through educational and publicity campaigns. Some examples of promotional activities are the “share the road” campaign targeted at driver’s awareness and attitudes toward cyclists. Many promotional campaigns and resources are already in existence, and available through land Transport NZ, ACC, and NZ Police, to be used by local authorities and organisations wishing to reduce cycle crashes and injury.

There are opportunities to work closely with other government and non-government organisations to develop/use/distribute highly effective cycle safety promotional campaigns and resources. This will require a co-ordinated approach with leadership from NPDC through the Cycle Strategy.

Cycle safety promotion/education works very effectively with the promotion and hosting of cycle events.

Cycle skills training, especially for primary school aged children, requires an intensive longer term approach with specific schools, rather than being a stand alone activity. Cycle skills training for students would ideally be an outcome of a well developed School Travel Plan (see below).

6.5 Travel Demand Management (TDM)

TDM aims to reduce car trips and encourage more people to use alternative options such as walking, cycling, public transport, car pooling and living/working locally. A key component of TDM is the promotion of workplace travel planning and school travel planning.

School travel plans have been implemented in many countries including the UK, Canada and Australia, and also in Auckland (TravelWise programme). School travel plans focus on the school journey to reduce car congestion at peak times, reduce chaos at the school gate by parents dropping off and picking up children, and provide safer access for walking and cycling. They require a collaborative approach by working with school staff, the Board of Trustees, parents and children to identify barriers and develop solutions.

A School travel plan would include a variety of complementary outcomes to encourage cycling to school. These could include engineering, enforcement, education and encouragement outcomes (such as cycle training delivered by NZ Police to school cyclists, traffic calming measures, development of a bike buddy system, etc). This combination of outcomes will achieve far better results than hosting a one-off cycle skill training event at each school.

Workplace travel plans encourage businesses to reduce car-related travel for commuter and business journeys. They can look at ways to reduce cars trips not only for staff, but also for clients, customers and suppliers. Initiatives can include:

- 🚲 Car pooling schemes.
- 🚲 Provision of cycle facilities.
- 🚲 Pedestrian, cycle or road/intersection improvements.
- 🚲 Converting car parking to other uses.
- 🚲 Improved public transport options/concessions.
- 🚲 Flexible work practices.
- 🚲 Route changes/timetable changes (public transport).
- 🚲 Location change to better suit needs.
- 🚲 Bike to work breakfasts.
- 🚲 Development of bike user groups (BUGs) for support/collegiality.
- 🚲 Benefits/reward schemes for not using a car.
- 🚲 Car parking schemes.
- 🚲 Cycling/walking incentives (discounts on walking shoes, free umbrellas, bike pumps, water bottles, etc).

New Plymouth District Council proposes to implement a workplace travel plan in 2007/08 to reduce car commuting and encourage healthier, environmentally sustainable transport options for staff. Large private organisations, hospitals, education facilities and clusters of businesses in one specific location all offer good opportunities to undertake a workplace travel plan.

Factors such as limited facilities for car parking, high parking/transport costs, or where the business objectives include triple bottom line reporting are all factors that can motivate organisations to undertake workplace travel planning.

Cycling is a key component of travel demand management and travel planning for workplaces and schools. As such, cycling strategies need to consider the broader implications of TDM, especially the consequences of promoting cycling as a viable commuting option.

7. Monitoring and the implementation plan





7.1 Monitoring

The implementation of the Cycle Strategy will require a leadership role from NPDC.

Regular and ongoing monitoring is an integral part of ensuring that the objectives of the strategy are met. There are many ways we can measure progress. This strategy uses the following four measures:

1. Completion of physical works, on time, in budget and in full.
2. Increased cycling numbers.
3. Decreased numbers of cycle crashes.
4. Increased satisfaction with cycle facilities.

Information used for the monitoring will be gathered from the following sources and compared to existing data:

-  Cycle counts.
-  Crash statistics.
-  Satisfaction surveys/consultation and surveys.
-  Physical works programme.

The monitoring and evaluation of progress will be reported against every year to the council and stakeholders.

7.2 The implementation plan

The council's Roading Assets Team will take a lead role in the implementation of the cycle network. Parks will have a key role in planning networks between the council's reserves and parks and for most off-road 'pathway' routes. Where possible, works will be undertaken within planned roading, urban development and parks activities. The responsibility for coordination of all actions requires a 'champion' with responsibility to oversee and manage all aspects of the implementation.

The implementation plan

Objective 1: To increase the role of cycling as a viable mode of transport.

	Actions	Dates	Lead organisation/person
I.1 Planning, developing and maintaining a comprehensive cycle network to improve safety, security and convenience of movement across New Plymouth District.	1. Appoint a dedicated Cycle Strategy Implementation Team (CSIT) and appoint a Steering Group to champion the strategy and ensuring implementation of all Cycle Strategy outcomes.	2007/8	Parks Team Roading Assets Team Projects Team
	2. Undertake a cycle crash reduction study and identify high-risk cycle crash sites to determine safety priorities for action.	2007	CSIT
	3. Plan, develop and complete the strategic cycle network (on- and off-road) via the following actions: a) Identification, assessment/audit and prioritised programme of works and funding. b) Implement prioritised “business as usual” improvements and minor safety works from existing Parks/ Roads budgets. c) Gain funding and implement major projects to complete the cycle network and any other significant improvements (via funding by Land Transport NZ and the through LTCCP process).	August 2008 As soon as identified within existing budgets 2009 funding applications for action 2010 onwards	Cycle Strategy implementation Team (CSIT) CSIT CSIT
I.2 Ensuring that implementation plans are fully integrated and adequate funding is secured.	1. Develop a full implementation plan including development of a “package of works” to be submitted to Land Transport NZ for implementing the strategy.	2009 funding applications for action in 2010	CSIT Land Transport NZ
	2. Include the implementation plan and estimated costs into the council’s LTCCP and annual planning process.	2009 funding applications for action in 2010	CSIT
	3. Ensure cycle improvements/ upgrades are included in Transit’s 10-year plan for the district, where relevant.	2008 onwards	CSIT Transit
	4. Encourage government, non government organisations, and key stakeholders to support the Cycle Strategy objectives.	2007 onwards	CSIT to liaise with identified stakeholders and council partners
	5. Establish resources to assist organisations to encourage cycling for commuting and business journeys.	2007 onwards	CSIT Business associations EECA ARTA Venture Taranaki

1.3 Establishing an implementation plan, and monitoring and evaluation plan.	1. Develop a framework for the relationship between NTCA and the council.	2007	CSIT NTCA
	2. Ensure that NPDC's roading programme and all infrastructure proposals are supported by consultation with local cycle users and adjoining local authorities.	2007 onwards	CSIT Roading Assets Team NTCA
	3. Report annually to key stakeholders on progress toward objectives.	Annually	CSIT

Objective 2: To improve cycle safety through network improvements and education.

	Actions	Dates	Lead organisation/person
2.1 Supporting and developing cycle safety.	1. Work with schools to promote/develop school travel plans to improve safety, to reduce congestion and danger around schools and to promoting cycling and walking.	Pilot school in 2008 Two schools in 2009. Five schools per annum 2010 and beyond.	CSIT Schools Roadsafe Taranaki HPU
	2. Develop local publicity campaigns/resources aimed at educating road users about considerate driving and the needs of cyclists.	2008 and annually after	CSIT NTCA Roadsafe Taranaki NZ Police HPU
	3. Liaise with the police to ensure that the enforcement of traffic law, as it protects cyclists, receives a high priority and encourage cycle skills training to be implemented.	2007/8	NZ Police CSIT Community Development Injury Safe new Plymouth
2.2 Providing high quality cycle signage, facilities and information.	1. Cycle route maps and route information guides to be developed, distributed and also available on websites.	2008 updated annually	CSIT GAS Team NTCA
	2. Cycle parking to be provided at key destinations and recreational facilities (council-owned/ operated).	2008	CSIT
	3. Cycle signage (on-road and route markers) to be consistent across the district, easy to interpret and in accordance with cycle network standards and best practice.	2008 onwards	CSIT Environmental Strategy and Policy Team Land Use and Monitoring Team

	Actions	Dates	Lead organisation/person
2.3 Ensuring the adoption of safety design standards and ongoing maintenance for cycling facilities.	1. Develop and/or adopt appropriate engineering quality standards for cycling facilities and infrastructure.	2008 onwards	CSIT Roading Asset Manager
	2. All planning for green fields developments, new roads, road upgrades and all significant land redevelopments (at feasibility and at design stages) to ensure adequate space is provided to complete and enhance the cycle network across the district.	2007 onwards	CSIT Environmental Strategy and Policy Team (Supported by Team leader Land Use and Monitoring, and Team Leader Subdivision)
	3. Making cycle safety and accessibility a priority in all planned maintenance improvements to ensure a high standard cycle infrastructure and improved access and safety.	2008 onwards	CSIT Roading Asset Management Contract Manager
	4. Ensure regular auditing of all main cycle routes continues to ensure cycle hazards (broken glass, debris, potholes etc) are removed/repaired as quickly as possible.	2007 onwards	CSIT Roading Asset Maintenance Contract Manager

Objective 3: To promote cycling as a viable, healthy and fun recreational activity.







3.1 To promote cycling as a recreational and recreation activity for local residents and visitors to New Plymouth.	1. Work with local tourist information and visitor facilities to promote cycle routes and new and existing cycle facilities in New Plymouth District.	2007/08	CSIT Events Team Venture Taranaki
	2. Incorporate into proposals for new or improved cycle routes, additional features that will aim to enhance the experience of the cycle journey, such as view points and information boards at specific sites of interest.	2007 onwards	CSIT Heritage Planner Environmental Strategy and Policy Team (Supported by Team leader Land Use and Monitoring, and Team Leader Subdivision)
	3. Develop a coordinated approach to cycling across the region via a linkage of off-road routes, parks, pathways and reserves through the district.	2007 onwards	CSIT Heritage Planner Environmental Strategy and Policy Team (Supported by Team leader Land Use and Monitoring, and Team Leader Subdivision)

3.2 Promoting cycling as a fun and healthy physical activity.	1. Seek linkages with local and regional sport and recreation associations or user groups to promote the benefits of cycling as a physical activity and recreation pursuit that promotes good health.	2007 onwards	CSIT Sport Taranaki HPU and others
	2. Promote cycling through local and national events such as Bike Wise Week, and other local, district-wide and national cycling events.	Ongoing	CSIT Community Development Events Team

Appendix I: Cycle route maps

Cycle network plans

The Cycle Strategy includes six cycle network maps. These are attached on the following pages and are comprised of:

-  Existing network plan.
-  Recreational network plan.
-  On-road cycle network plan.
-  Total cycle network plan.
-  Rural network plan.
-  District-wide network plan.

Terminology used on the cycle network maps

Pathway (shared use pathway)

A pathway is a shared use path. It is a facility designed to safely accommodate both cycling and walking built generally in accordance with SNZ HB 8630:2004 (Tracks and Outdoor Visitor Structures 2.3.9: Paths for cyclists and pedestrians). A pathway will be accessible for most pedestrians and cyclists. No steps shall be used; no walk-over structures will be used. Vegetation clearance, especially on corners, shall be sufficient to allow good visibility (with a 10m sight clearance), and the maximum path grade will be 1 in 8.

Secondary pathway (shared use pathway)

A secondary pathway is a shared use path that is designed for walking and cycling but the natural topography does not allow it to be built to fully meet the standard outlined for a pathway (as detailed above). A secondary pathway will be built to safely accommodate walking and cycling, but will be more suited to the skill level of the competent mountain biker. Steps may be used when the 1 in 8 grade can not be achieved. In these situations a channel will be constructed alongside the path to enable ease of access for bikes.

On-road link

An on -road link is a road or series of roads that connect the pathways/secondary pathways to create access and connectivity to the recreational route. These will be signposted as a part of the recreational pathway route, and have appropriate on-road provision for cyclists.

 **Cycleway (primary cycle network)**

Cycle ways are the roads identified in the primary cycle network for New Plymouth. These cycle ways are the most-used roads and facilities for cycling and are mainly for trips across town and between suburbs. The primary cycle network is mapped, and there is a schedule of cycle infrastructure projects being planned to develop or enhance it. These cycle ways have, or it is proposed they have, facilities for cycling. These include adequate width or dedicated cycle lanes, on-road cycle signage and/or other safety and accessibility measures to create a primary cycle network that is safe and connected.

 **Recreational routes**







These are existing roads currently used by long distance sport, recreational and leisure cyclists. The intention would be to signpost these routes as such, and undertake any works necessary to ensure they are safe for this purpose. Provisions would be considered for any upgrade and surfacing works on the roads. Information on recreational routes would be available as a cycle route map for visitors, tourists and the general public.

Appendix 2: North Taranaki Cycling Advocates

Information about North Taranaki Cycling Advocates (NTCA)

The North Taranaki Cycling Advocates (NTCA) in New Plymouth are key stakeholders in the Cycle Strategy. They provide advice to the council on cycling issues and assist to determine the district's policy on cycling and planned cycling infrastructure. The NTCA have the opportunity to advise the council of issues or problems that cyclists have, provide new ideas and also comment on new cycle related proposals.

Key activities undertaken by NTCA:

-  Submission to the Taranaki Regional Council regarding their Walkways and Cycleway Strategy.
-  Published an article in support of cycling, *Taranaki Daily News*, Saturday 17 February 2007.
-  Mayoral Challenge. NTCA members assisted and handed out CAN/NTCA information at the finish area.
-  NPDC Cycle Strategy. A group met to discuss input into the first draft of the NPDC Cycle Strategy.
-  Cycle route maps – expressed interest in providing advice and information on proposed cycle routes for the cycle map and route guide project.
-  CAN membership. The NTCA committee have resolved to become an Affiliated Group to CAN to take advantage of the benefits this membership brings.

Appendix 3: Draft Pathways Strategy

Information about the draft Pathways Strategy developed by New Plymouth District Council

COASTAL PATHWAY

Lee Breakwater to Pioneer Park

Formalisation of the pathway from the Lee Breakwater to the base of the recently completed ramp up to Pioneer Park is important in terms of achieving a pathway to the standard of the current Coastal Walkway, constructed from Waiwhakaiho River to the Lee Breakwater. This includes replacing the existing narrow footpath on the landward side of Ocean View Pde with a full 2.4m-wide path and crossing the road and bringing the path through the Ngamotu reserve area to the base of the Pioneer Park ramp.

Pioneer Park to Centennial Park

This section is currently accessible following existing footpaths along Breakwater Rd and up Centennial Dr. Opportunities exist to create this link off-road, but this will require land acquisition or exchange.

Waiwhakaiho River to Mangati Rd (via Hickford Park)

The proposed route commences at the eastern end of the Coastal Walkway near the Waiwhakaiho River mouth, then crosses the river at a point close to the north-eastern end of Lake Rotomanu. It then passes over Rewa Rewa Reserve that the council has recently acquired (and jointly manages with Ngati Tawhirikura hapu), then through to Hickford Park entering Bell Block at Ellesmere Dr.

“Sea to mountain”

The philosophy of achieving a sea-to-mountain pathway link has been identified for some years. While any linkage like this will take a substantial amount of planning, a range of opportunities has been identified that appear feasible.

Waiwhakaiho to Lake Mangamahoe (with potential extension to the mountain)

This is the key sea-to-mountain linkage. Progressive implementation (moving up-river from the sea) will provide some significant benefits as it links a series of key features.

It would link the main centre of population (and Coastal Walkway) with pedestrian and cycle access up the Waiwhakaiho River from the river mouth to a series of recreation areas and visitor attractions along the way, including Merrilands Domain, Balsom Park, Tupare, Burgess Park, the Meeting of the Waters and finally Lake Mangamahoe forest and recreation area. The route will follow either the Waiwhakaiho River all the way to the forest, or a route up Hydro Rd from the Meeting of the Waters.

The path will require at least three bridge crossings over the Waiwhakaiho River, and a significant amount of the proposed route crosses council-owned land or esplanade strip.

Oakura and/or Wairau rivers

Both of these rivers are priority water bodies and have the potential to provide links to Egmont National Park. Oakura River has esplanade strips or esplanade reserves along a lot of its length and as a first priority could provide linkage to Koru Pa. Wairau River can provide a more direct link to the national park, but in contrast with Oakura River it does not have much existing reserve along its length.

Herekawe Stream

While the Herekawe is also a priority water body, a link to the mountain is not considered necessary or practical. Substantial work has been completed forming this pathway from the stream mouth at Back Beach upstream to Manadon St.

Waitara River

Implementation will soon start on the first stage (funded by STOS) of a pathway linkage from Waitara Marine Park up the Waitara River to Waitara West Quay.

“Eastern hill country-Moki Track”

The Moki Track is currently a day walk through the eastern hill country. It is a challenging walking and mountain biking opportunity. Because of the unique landscape and the significance of the Moki conservation area it traverses, this pathway has the potential to become a nationally recognised facility.

OTHER PATHWAY INITIATIVES, PLANNING AND IMPLEMENTATION

A range of planning tasks that have been completed or are underway and some physical works planned or completed on pathways over the last couple of years are:

- ~ Planning for the cycleway pathway link from New Plymouth to Bell Block has made significant progress.
- ~ The coastal pathway link from Ngamotu Beach to Pioneer Park is completed.
- ~ A significant renewal of part of the Huatoki pathway has been completed.
- ~ Significant renewal works will be undertaken on the Te Henui pathway through the 2006/07 and 2007/08 financial years.

Appendix 4: Cycle survey summary

Q1. *How often do you ride?*

74.8% rode a bike several times a week.

23% rode occasionally.

1.5% didn't ride (but might be tempted).

Q2. *Why do you ride?*

51% commute on a bike.

51% ride for recreational.

64% ride for recreation.

Many answered more than one response.

Q3. *How far is it to travel to work/school?*

27% lived from 6 to 10 km away.

50% lived less than 5km away.

Q4. *How would you rank these cycling concerns?*

Motorists' behaviour	16.5%
Lack of on-road space	13.5%
Too few off-road paths	12.2%
Traffic density	11.5%
Crossing intersections	10.0%
Road surface condition on	9.1%
Road surface type width	8.0%
Sharing cycle-ways with walkers	7.6%
Lack of secure bike-racks	6.9%

What other concerns did you have?

DRIVER BEHAVIOUR	20.3%
State of Road Surface	12.2%
Maintenance of roads	11.4%
Design issues*	10.2%
Traffic Rules	3.8%
Junctions	4.3%
Safety	6.4%
Environment (mainly traffic density)	7.6%
Encroachments into cycleways	8.6%
Waiwhakaiho – bridge and industrial area	6.3%

* Note: lack of size/route continuity were prominent issues.

Q5. What were the main benefits of cycling?

HEALTH	32.8%
Environmental issues	17.1%
Parking	11.0%
Shortcuts	10.1%
Manoeuvrability through traffic	9.7%
Fun	

Q6. Forty nine per cent of responders did not cycle to work or school. We asked them why not...

SAFETY ISSUES	31%
EMPLOYMENT PROFILE	21%
Retired	
Work from home	
Night shift/irregular hours	
Need car for work	
ENVIRONMENTAL ISSUES	21%
Weather	
Terrain	
Sun gets in eyes	
Too far or too close	
LIFESTYLE	23%
Prefer to drive	
Don't have time	
Take kids to school/childcare	
Need to carry too much	
Don't have a bike	
LACK OF FACILITIES AT WORK	4%

Q7. We then asked them, what would be needed to change to make it appealing for them to cycle to work/school?

IMPROVED INFRASTRUCTURE	49%
More off-road cycle tracks	
A dedicated Fitzroy to Bell Block cycleway	
IMPROVED SAFETY	26%
EMPLOYMENT RELATED FACILITIES	15%
ENVIRONMENTAL ISSUES	3.8%
Better weather	
Better terrain	

Q8. Which cycle routes should the council establish or improve first?

Urban routes, specifically...

A dedicated Fitzroy to Bell Block cycleway	50%
MTB TRAILS	17%
URBAN – SUBURBAN CONNECTOR ROUTES	14%
IMPROVE MAIN HIGHWAY ROUTES	13%
RECREATIONAL ROUTES (coastal walkway)	9%

