



Ashburton District Walking and Cycling Strategy

June 2008



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Executive Summary

The Ashburton District Walking and Cycling Strategy (the strategy) has been developed with the aim of encouraging walking and cycling in the Ashburton District as safe, healthy and active modes of transport, provided for in a way that acknowledges the diverse needs of the different communities within the District.

The strategy has been developed as a local response to national and regional policy documents, including the New Zealand Transport Strategy, *Getting There – on foot, by cycle*, and the Canterbury Regional Land Transport Strategy. These documents support the need for walking and cycling as viable choices for transport and recreation.

The vision for the walking and cycling strategy is fundamental as it outlines the aspirations of the strategy and what it is ultimately trying to achieve. The vision and objectives for the strategy are:

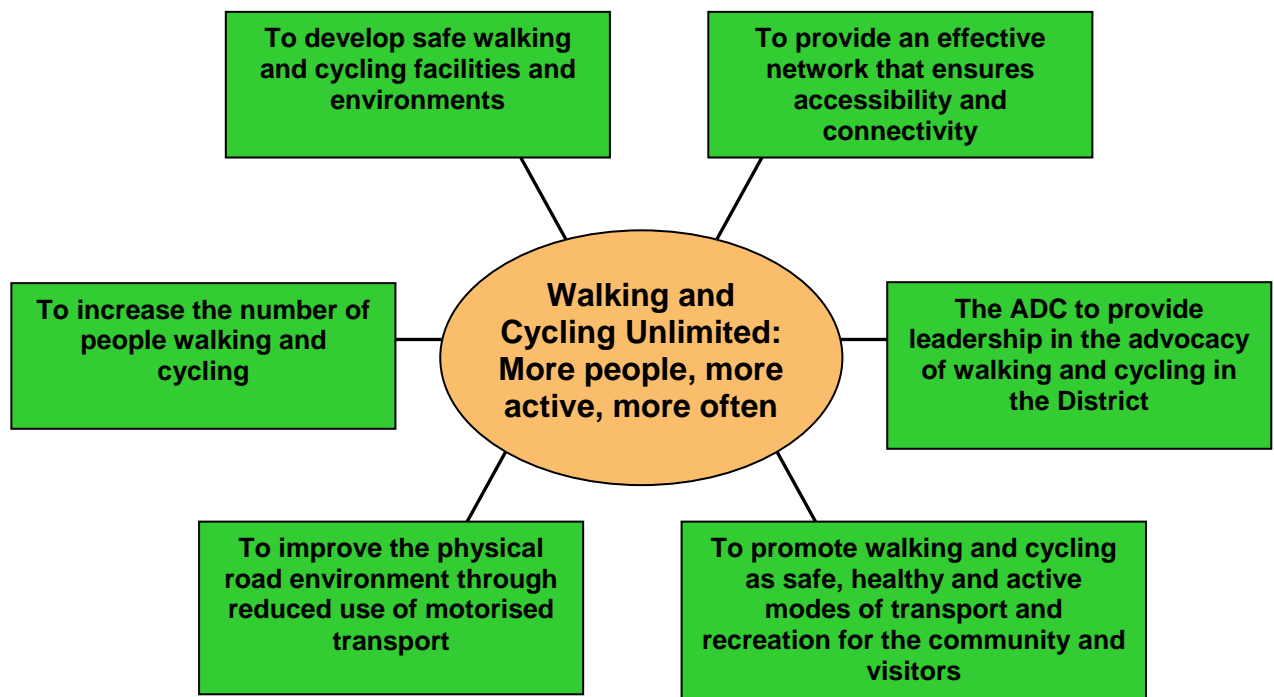


Figure 1 Vision and Objectives

Methods have been identified to achieve the objectives and targets have been established to monitor the progress in achieving these objectives. The strategy includes an action plan. The action plan identifies and prioritises walking and cycling projects and is the method for ensuring that the objectives and targets of this strategy are put into action. The strategy also provides a network plan that outlines the desired routes for walking and cycling in the Ashburton District. It is intended that the strategy will be reviewed every three years along with the review process of the Ashburton District Council Long Term Council Community Plan.

This strategy focuses on the Ashburton urban area, with a view to extending the strategy to include the remainder of the Ashburton District in the future.

1. Introduction

1.1 Overview of the Strategy

The Ashburton District Walking and Cycling Strategy (the strategy) has been developed with the aim of promoting and providing for walking and cycling in the Ashburton District as safe, healthy and active modes of transport. Walking and cycling are important means of travel that can provide a way to encourage a more active, and healthy population and to reduce the need to use the private motor vehicle. The key drivers for encouraging people to walk or cycle are:

- ▶ Developing safe, healthy and active walking and cycling facilities;
- ▶ Campaigns and initiatives to educate people about walking and cycling;
- ▶ Campaigns and initiatives to encourage walking and cycling; and
- ▶ Enforcement of strategy outcomes through legislation and planning tools.

The strategy aims to facilitate the development of these key drivers in a way that acknowledges the differing needs of the various communities in the Ashburton District. The rural nature of the District means that travelling between communities often covers great distances. These unique elements of the Ashburton District must be considered in the implementation of walking and cycling related initiatives. The shared use of walking and cycling facilities with mobility scooters, wheelchairs, skateboards and other non-motorised forms of transport are also part of this strategy.



Figure 2 Ashburton Bridge

The strategy supports existing higher-level legislation and policy, including the *Land Transport Management Act*, the *New Zealand Transport Strategy*, the *National Walking and Cycling Strategy Getting there –on foot, by cycle*, the *Draft Canterbury Regional Land Transport Strategy* and the *Cycling in Canterbury – A strategy for the development of a regional network of cycling routes*. The strategy has

been developed to ensure consistency with current legislation and policy and works towards achieving the vision of the *New Zealand Land Transport Strategy* – to achieve “an integrated, safe, responsive, and sustainable land transport system”. The strategy also links closely with existing local strategies, such as the Ashburton District Council (ADC) Physical Activity Strategy and the Neighbourhood Open Place Strategy.

The strategy includes an action plan. The action plan identifies and prioritises walking and cycling projects to be undertaken and will be reviewed annually and adjusted where necessary. This is the responsibility of the **Walking and Cycling Strategy Implementation Group**. It is intended that the strategy will be used as a guide for the on-going development of the action plan. The strategy also provides a network plan that identifies possible routes for the development of walking and cycling facilities in urban centres that act as connectors between communities. Like the action plan, this plan is to be reviewed annually and adjustments made where necessary.

This strategy focuses on the Ashburton urban area, with a view to extending the strategy to include the remainder of the Ashburton District in the future.

1.2 Development of the Strategy

This strategy has been prepared by GHD Limited for the Ashburton District Council (ADC). The Land Transport NZ¹ *Walking and Cycling Strategies - Best Practice*, the National Walking and Strategy *Getting there –on foot, by cycle*), the *Draft Canterbury Regional Land Transport Strategy, Cycling in Canterbury – A strategy for the development of a regional network of cycling routes*, the ADC Physical Activity Strategy and the local Neighbourhood Open Place Strategy provided guidance in preparing this strategy.

It is intended that this strategy will reviewed and updated every 3 years. The strategy will be used in conjunction with the existing ADC policies for the development of recreational walking and cycling trails and will encourage co-ordination between all departments of the ADC.

1.3 Consultation

The development of the strategy included consultation with key stakeholders and the community. Representatives of key stakeholder groups in the community formed a **Walking and Cycling Strategy Working Party**, who attended a series of workshops throughout the development of the strategy. A list of key stakeholders that formed the **Walking and Cycling Strategy Working Party** is included in **Appendix C**.

The consultation process involved five stages:

- ▶ Workshop held with *Walking and Cycling Strategy Working Party* to develop the vision and objectives of the strategy (February 2008);
- ▶ Workshop held with *Walking and Cycling Strategy Working Party* to develop the targets and policies of the strategy (March 2008);
- ▶ Workshop held with *Walking and Cycling Strategy Working Party* to confirm final draft strategy for community consultation (April 2008);

¹ From July 2008 Land Transport NZ and Transit New Zealand are to be amalgamated into a single organisation called the New Zealand Transport Agency.

- ▶ Community consultation on the final draft strategy via the ADC website and local newspapers (Mid April 2008); and
- ▶ Finalisation of the strategy based on feedback received during community consultation (End May 2008).

A ***Walking and Cycling Strategy Implementation Group*** will be established upon finalisation of the strategy. This group will consist of representatives of key stakeholder groups from the community, including businesses, local iwi and government agencies and will ensure the policies and actions outlined in the strategy are carried out.

1.4 Structure of the Strategy

The strategy consists of nine sections:

- ▶ **Section One** provides an introduction to the development of the strategy;
- ▶ **Section Two** provides an overview of the policy context for the development of the strategy;
- ▶ **Section Three** outlines the vision and objectives for the strategy;
- ▶ **Section Four** outlines the trends for walking and cycling in the Ashburton District;
- ▶ **Section Five** outlines the methods developed to meet the objectives;
- ▶ **Section Six** sets the targets for assessing the success of the strategy;
- ▶ **Section Seven** provides the guidance for the establishment of the action and network plans;
- ▶ **Section Eight** outlines the process that will be undertaken to monitor and review the strategy; and
- ▶ **Section Nine** provides recommendations for a way forward in implementing the strategy.



Figure 3 Walking in the Ashburton District

2. Legislative/Policy Framework

Legislation, policy and strategy from a national level through to the district level form a framework that supports this strategy. Figure 4 below shows the interrelationships of various relevant documents.

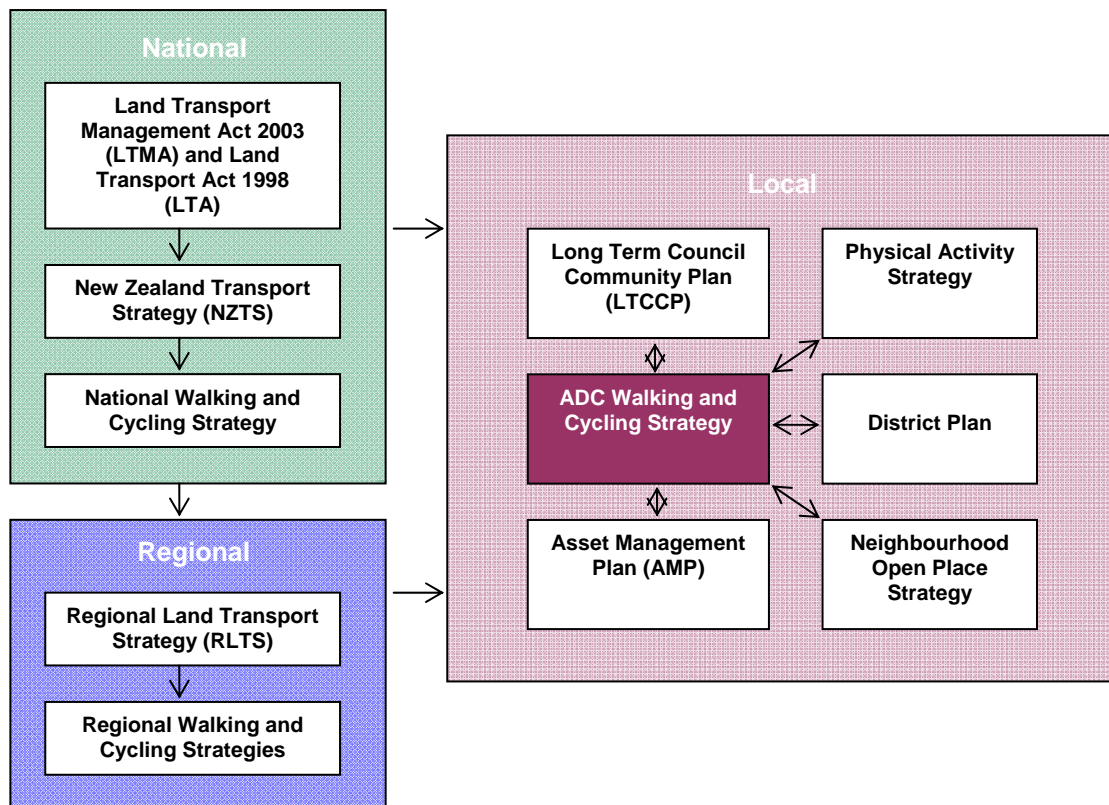


Figure 4: Walking and Cycling Policy Framework

2.1 National Context

The Land Transport Management Act (LTMA) 2003 and the Land Transport Act 1998 set out the framework for transport planning and funding. While the requirements of this legislation do not relate directly to the development of walking and cycling strategies, their aims and objectives must be taken into consideration.

The development of the strategy is consistent with the aim of the LTMA to achieve “an integrated, safe, responsive, and sustainable land transport system”. The strategy will facilitate the use of walking and cycling as sustainable modes of transport. It will guide the improvement of existing, and the development of new, walking and cycling facilities in a way that is safe and integrated with the land transport system and will respond to the needs of the Ashburton District.

As required by the LTMA, the development of the strategy has been guided by the objectives of the NZTS, which are:

- ▶ Improving access and mobility;

- ▶ Protecting and promoting public health;
- ▶ Ensuring environmental sustainability;
- ▶ Assisting economic development; and
- ▶ Assisting safety and personal security.

The LTMA requires that consideration be given to the National Energy Efficiency and Conservation Strategy (NEECS). An objective of the NEECS is to “*improve the provision and uptake of low energy transport options*”. This strategy encourages the use of cycling and walking as energy efficient transport modes, contributing to enhancing the environment of the Ashburton District. Walking and cycling are a way of reducing fuel consumption and environmental pollution caused by fuel emissions.

In 2005 the Ministry of Transport released its walking and cycling strategy, *Getting there – on foot, by cycle*, confirming its commitment to walking and cycling at a national level. The vision of *Getting there – on foot, by cycle* is to develop New Zealand as a place “*where people from all sectors of the community walk and cycle for transport and enjoyment*”. *Getting there – on foot, by cycle* sets out a framework for the development of local walking and cycling strategies. This framework has been used to guide the development of this strategy.

The ADC became a signatory to the New Zealand Urban Design Protocol in April 2005. The principles of urban design are relevant to the development of walking and cycling facilities. This includes provision of connections for cyclists and pedestrians, and the use of Crime Prevention Through Environmental Design (CPTED) to make walking and cycling safer. The provisions of the Urban Design Protocol will be considered in the design and provision for walking and cycling facilities promoted by this strategy.

2.2 Regional Context

At the regional level consideration has been given to the Canterbury Regional Land Transport Strategy DRAFT 2008-2018 (RLTS) and the Cycling in Canterbury document. The development of a walking and cycling strategy contributes to the goals identified in the RLTS, which are:

- ▶ Equitable access for all sectors of the community;
- ▶ An efficient and sustainable land transport system that supports a thriving economy;
- ▶ A land transport system that promotes a social environment that is safe and supportive;
- ▶ A transport system which promotes public health outcomes, is pleasant and environmentally sustainable;
- ▶ A land transport system which is safe;
- ▶ A land transport system that values and encourages community participation;
- ▶ Transport and land-use planning are an integrated part of a process that takes account of wider community processes; and
- ▶ A land transport system that encourages innovation and is responsive to change.

The development of the strategy will in turn contribute directly to the following policies of the RLTS:

- ▶ Policy 1.1 *Support greater use of walking, ensuring the guiding principles for walking are applied;*
- ▶ Policy 1.2 *Support greater use of cycling, ensuring the guiding principles for cycling are applied;*
- ▶ Policy 1.4 *Provide for people with special transport needs;*

- ▶ Policy 3.1 *Support regionally applicable TDM activities that enable improved safety, equity and efficiency in the use of the land transport system*
- ▶ Policy 4.1 *Promote the location of housing, jobs, shopping, leisure, education and community facilities and services to support sustainable transport choices and reduce the need to travel, especially by private motor vehicle.*
- ▶ Policy 4.2 *Design and programme developments and related infrastructure to support sustainable transport choices, improve interchange between modes and to reduce the need to travel, especially by private motor vehicle.*
- ▶ Policy 4.3 *Ensure that land-use, transportation planning and transport provision are mutually supportive and priorities closely linked*

2.3 Local Context

At the local level the strategy links closely to, and supports, existing strategies and plans, including the ADC Long Term Council Community Plan 2006 - 2016 (LTCCP) and the ADC District Plan.

2.3.1 ADC LTCCP

The ADC LTCCP provides a ten-year plan for the District. This forecast is developed in consultation with the community through the identification of community outcomes, which aim to guide the future of the District. Social, economic, and environmental influences led to the development of seven community outcomes for the Ashburton District. These guide the LTCCP. The walking and cycling strategy links with two of these community outcomes:

- ▶ Outcome 5: Healthy, active people enjoying a good quality of life in a caring and safe community
- ▶ Outcome 6: A community with access to a variety of cultural, recreational and heritage experiences and facilities that enrich our quality of life



Figure 5 Oak Grove, Ashburton

2.3.2 Physical Activity Strategy

New Zealand wide communities are facing increased social, financial and environmental costs due to rising levels of inactivity within New Zealand. To address these issues the ADC, and other agencies with a strong interest in promoting physical activity within Ashburton District, have developed a Physical

Activity Strategy. The ultimate purpose of the strategy is to identify ways to get more people in the Ashburton community to be more active, more often.

This strategy will assist in achieving the vision of the Physical Activity Strategy: *Ensure a healthy community through supporting lifelong participation in physical activity: Ashburton District, more active, more often!*

2.3.3 Neighbourhood Open Space Strategy

The Neighbourhood Open Space Strategy was developed by the ADC to assist in providing a healthy living environment and enhance the quality of life for its residents. As development spreads and population grows, demand for neighbourhood open space increases.

Many of the objectives of the Neighbourhood Open Space Strategy are closely aligned to those of the walking and cycling strategy, including:

- ▶ To ensure that future community leisure and recreational needs are met;
- ▶ To identify a series of conceptual linkages for walkways between areas of neighbourhood open space, for development in the short term and long term; and
- ▶ To provide appropriate signage for walkways.

Both the short and long-term conceptual linkages for walkways outlined in the Neighbourhood Open Space Strategy will be incorporated into this strategy.

2.3.4 ADC Road Safety Strategy

The ADC Road Safety Strategy as it currently stands does not make specific reference to the safety needs of pedestrians and cyclists. Any future updates of this document should take account of pedestrians and cyclists.

3. Vision and Objectives

The vision and objectives of the strategy represent the aspirations of the Ashburton District in relation to walking and cycling. They have been developed following a workshop with key stakeholders and are consistent with the national, regional and local policies outlined in Section 2.

3.1 Vision

The vision for the strategy is fundamental as it outlines the aspirations of the strategy and what it is ultimately trying to achieve. The development of the vision involved consultation and workshops with the **Walking and Cycling Strategy Working Party**, to ensure “buy-in” of the strategy. The long-term vision of this strategy is:

***Walking and Cycling Unlimited:
More people, more active, more often***

The word “unlimited” was used to ensure a “no barriers” and “innovative” approach to walking and in the District. “More people, more active more often” embraces the overall goal of the strategy and ties directly to the vision of the ADC Physical Activity Strategy.

3.2 Objectives

The ADC will work towards achieving this vision by meeting the following objectives:

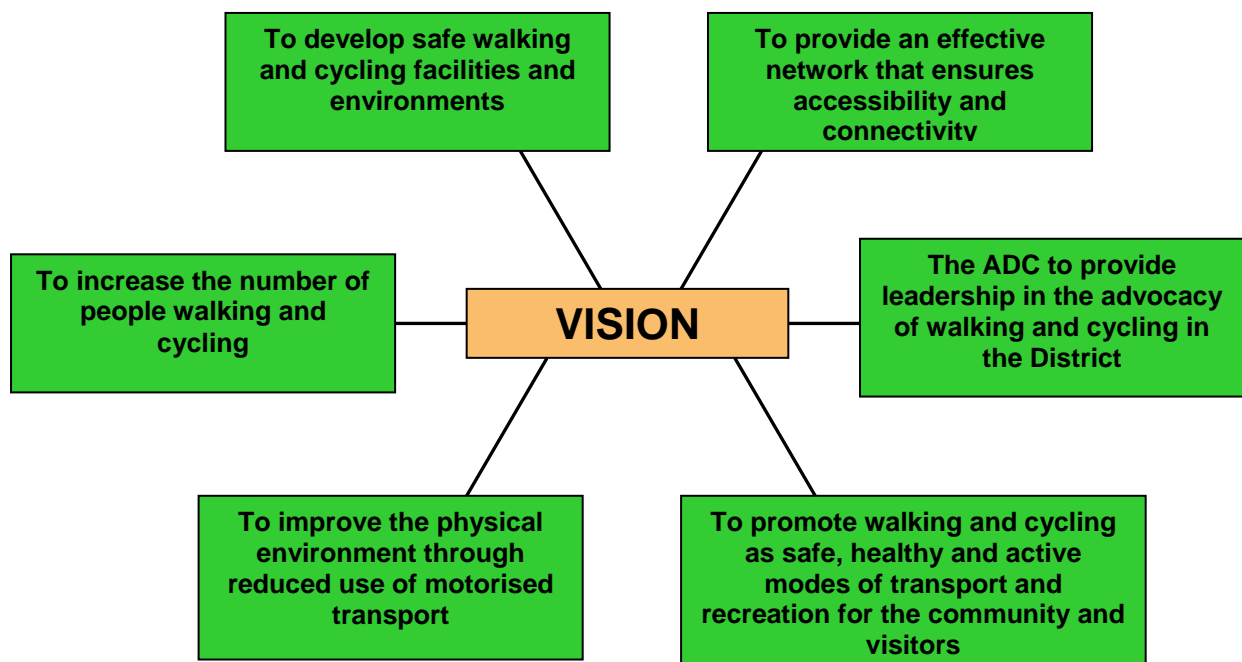


Figure 6 Objectives

4. Characteristics and Trends

It is important that walking and cycling characteristics and trends are analysed in order to develop a walking and cycling strategy that meets local needs. This section of the strategy reviews current statistics to give an indication of the characteristics and trends related to walking and cycling in the Ashburton District.

Section 4.1 outlines the physical characteristics of the District. Section 4.2 provides background on the population statistics for the Ashburton District. Section 4.3 provides a comparison of active transport (walking / jogging and cycling) statistics for the journey to work in neighbouring districts and a similar district in the North Island. The Ashburton District was compared to the Timaru, Selwyn and Wanganui districts of similar population size. The data was sourced from the Census conducted by Statistics New Zealand every 5 years (1996, 2001 & 2006). The data only surveys the mode of travel to work, therefore, recreational, non-working, and school aged walking and cycling levels are not measured. As a result, this may under-represent the true extent of cycling and walking / jogging in the District.

In 2006 the ADC carried out research of schools within the Ashburton District, investigating students' main mode of transport to and from school. The preliminary findings from these investigations are discussed in Section 4.4 and provide a basis for ongoing monitoring and research.

Section 4.5 provides an analysis of crash statistics in the Ashburton District for 1996 to 2006.

The characteristics and statistics highlight key issues and challenges for the Ashburton District related to walking and cycling:

- ▶ Large distances between urban centres;
- ▶ Population growth;
- ▶ 95% of the District's households have access to one or more vehicles and 60% have access to two or more vehicles; and
- ▶ The proportion of people using walking and cycling to travel to work is declining.



Figure 7 Ashburton Domain

4.1 Physical Characteristics

The Ashburton District has a physical environment that is conducive to walking and cycling within the urban centres due to the relatively flat terrain. The large distance between towns does not, however, lend itself to walking and cycling between urban centres. Provisions for cyclists and pedestrians are currently very limited. Within the rural network many of the roads have narrow carriageways, little or no shoulders and support significant volumes of high-speed traffic.

Within the Ashburton Township there are many wide roads and hence potential exists for the development of a dedicated cycling network. Dedicated cycle lanes currently exist on Oak Grove, Walnut Ave, Chalmers Ave and on the Ashburton Bridge. There is also an extensive network of footpaths and walkways. The road network predominantly caters for north and southbound traffic flows, with the major road links being formed by SH77 to the west and SH1 through the centre of the District. A number of secondary roads provide access throughout the rural areas and connections to the State Highways.

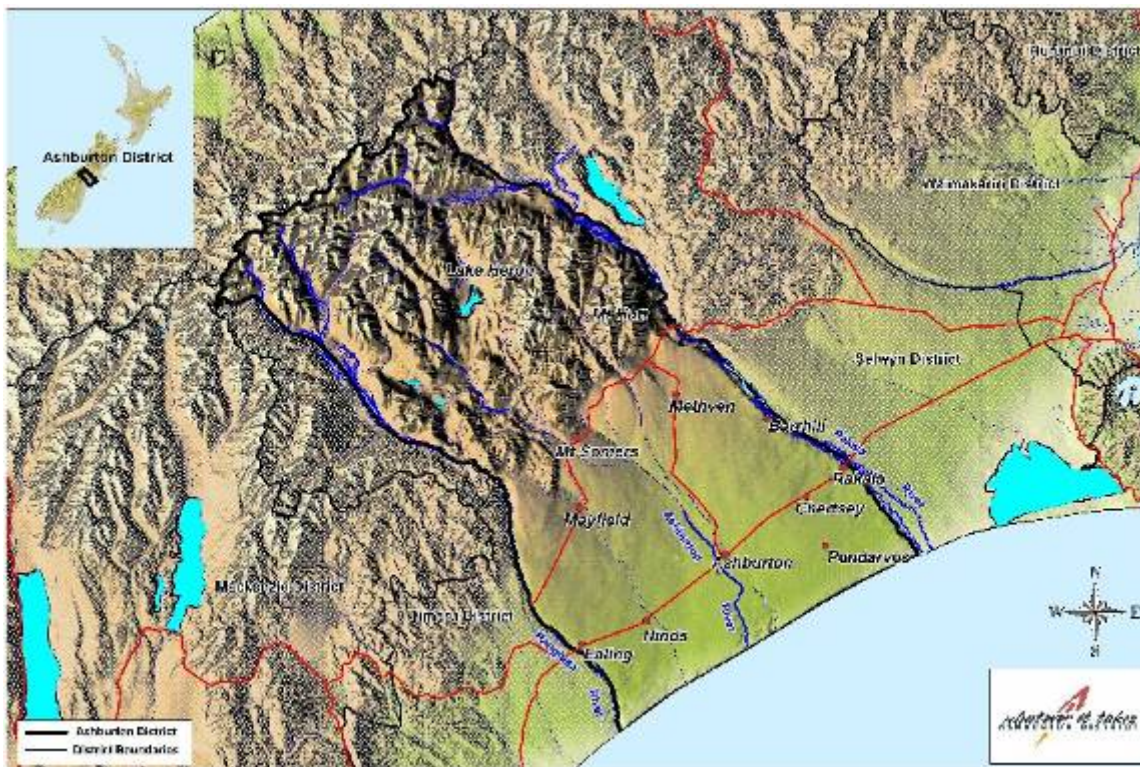


Figure 8 Ashburton District Map

4.2 Population

A recent ADC Population Report² stated that the District's population increased by 7.7% during the last census period (2001-2006), and is projected to continue to grow by over 20%, from the current population, over the next 25 years. The 2006 census highlighted that 95% of the District's households

² Ashburton District Population Facts and Figures, February 2008. The statistics used in this report have been sourced from Statistics New Zealand Census data (1991 – 2006) and the latest Statistics New Zealand Population Projections released in December 2007.

have access to one or more vehicles and 60% access to two or more vehicles. The forecasted population growth could result in an extra 1050 cars on the District's roads over the next 5 years.

4.3 Journey to Work – Use of Active Transport Modes

4.3.1 Walking / Jogging

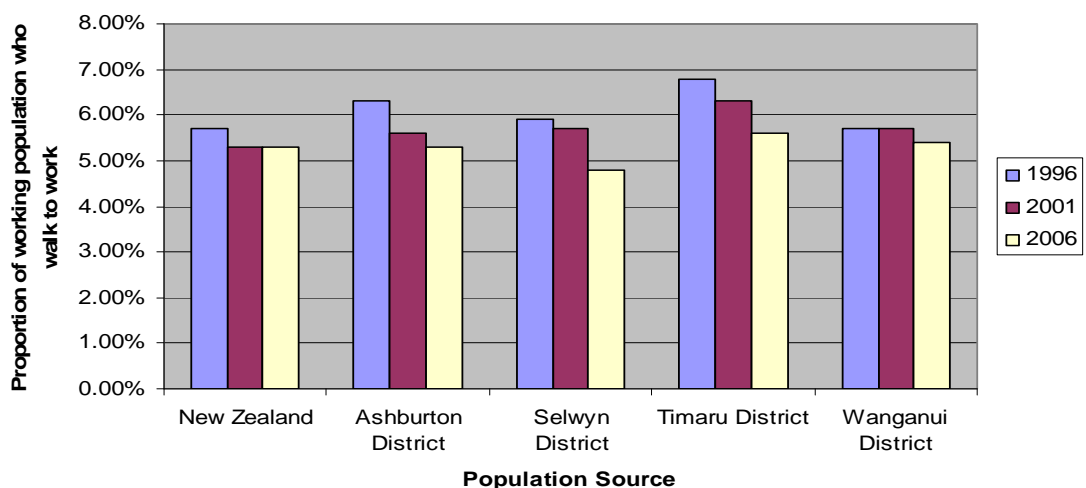
The 2006 census indicated that 5.3 % of the working population in New Zealand walked / jogged as their main mode of transport to work. This proportion has declined from 5.7% in 1996.

The Ashburton District had higher walking / jogging rates amongst the working population than the national average in 1996 and 2001, although in 2006 both were 5.3%.

Within the Ashburton District, Methven has higher rates of walking / jogging than both national and district averages (in 2006, 9.2%). Next was Rakaia (in 2006, 7.5%), followed by Ashburton (in 2006, 6.8%). Each has experienced a drop in walking / jogging rates since 1996, yet still maintain a rate higher than district and national averages. It is important to note that district-level active transport rates are always likely to be lower than specific town active transport rates. The primary reason for this is due to people in rural areas not being able to utilise active transport opportunities to their place of employment due to travel times and distances.

The Selwyn District has lower walking / jogging rates than the Ashburton District (in 2006, 4.8%). A key reason may be due to the proximity of Christchurch and the resulting proportion of the working population travelling into the city for employment.

Timaru District has the highest walking rates of all districts surveyed (in 2006, 5.6%) but still experienced a decline since 1996. The Wanganui District has experienced the least amount of change over the 10-year period.



Source: Statistics New Zealand 2006 Census Data: Working Population Main Mode of Transport to Work

Figure 9 Walking/Jogging Statistics

4.3.2 Cycling

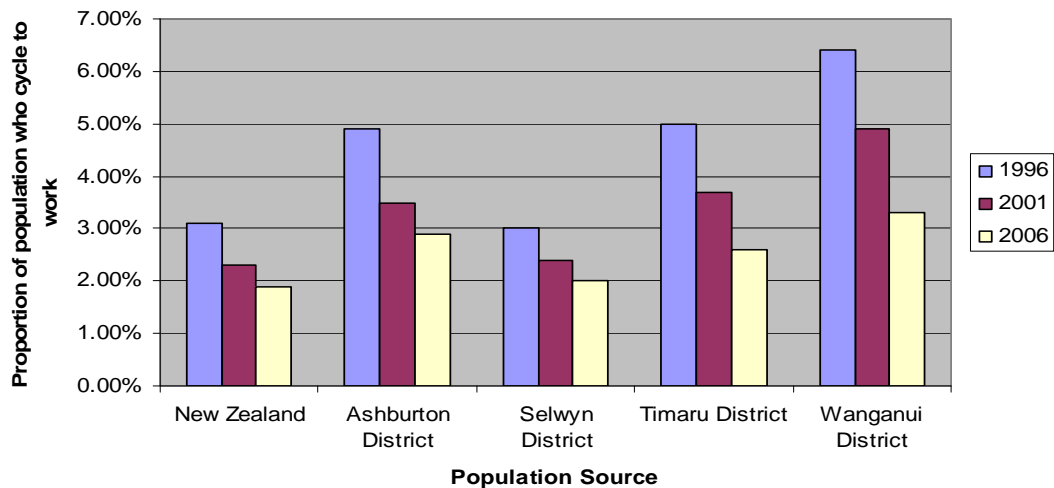
Cycling trends show a considerable decline over the last 10 years. The national average in 2006 fell to 1.9% of the working population choosing to cycle to work. In 1996 the national average was 3.1%.

The Ashburton District has experienced a similar decline over the same period. In 1996 4.9% of the working population cycled to work and 2006 results show this has declined to 2.9%. Within the Ashburton District the Methven, Rakaia and Ashburton townships have experienced differing cycling to work trends. Ashburton has dropped from 7.8% in 1996 to 4.3% in 2006.

The Rakaia, Methven and Darfield (Selwyn District) townships each experienced an increase in cycling to work in 2001 from 1996 figures. These figures have then declined in 2006, but in each instance remain higher than the 1996 cycling to work statistics.

The Selwyn District has a low cycling to work rate, most likely due to the close proximity to Christchurch and the resulting proportion of the working population travelling into the city for employment combined with the relative isolation between communities.

Both the Timaru and Wanganui Districts' cycling rates have declined over the last ten years in similar proportions to national averages. Of all the districts analysed, the Wanganui District maintains the highest 2006 cycling to work rate of 3.3%.



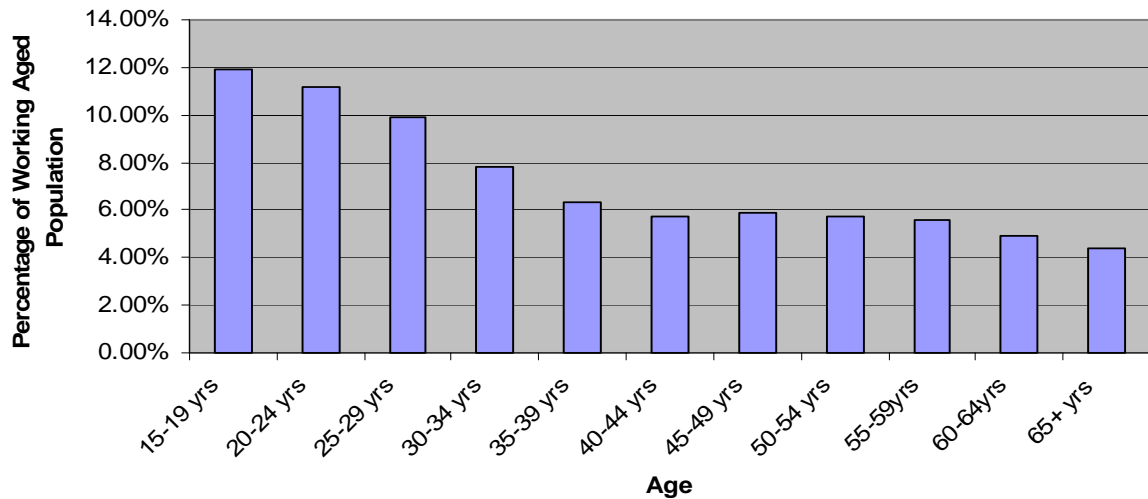
Source: Statistics New Zealand 2006 Census Data: Working Population Main Mode of Transport to Work

Figure 10 Cycling Statistics

4.3.3 Active Transport and Population Age

Figure 11 shows the working population proportions that use active transport in the Ashburton District in relation to age bands. According to the 2006 census, the working population under the age of 35 years are more likely to use active transport to travel to work, and the use of active transport declines steadily as people get older. This trend may reflect vehicles becoming more accessible.

The trend of the use of active transport for the journey to work declining with age highlights the need to use different promotion and education approaches for varying age brackets.

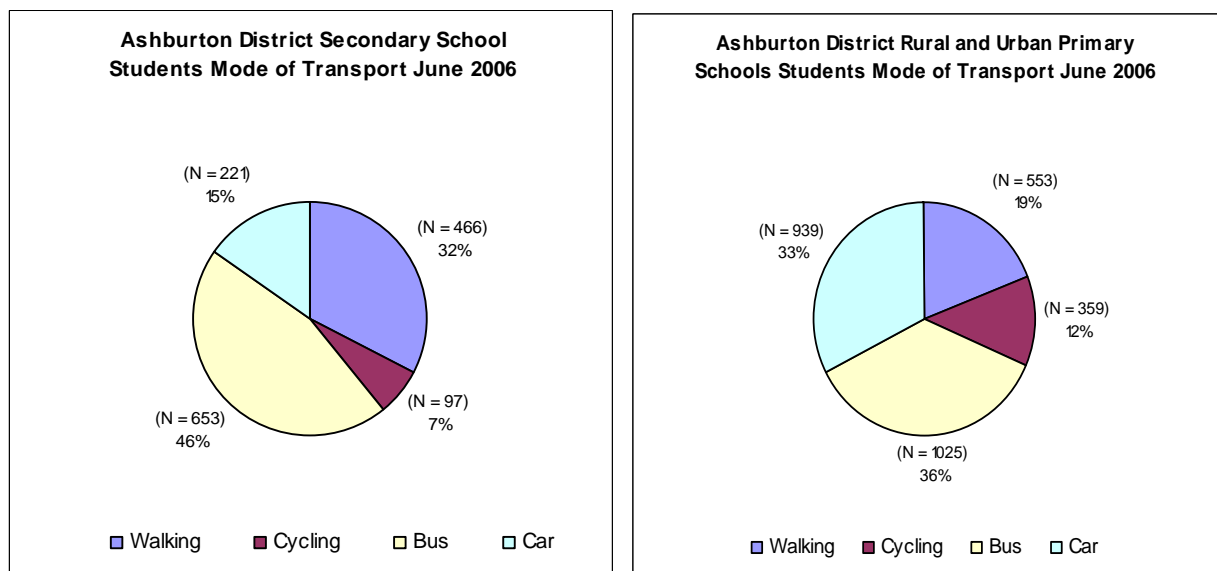


Source: Statistics New Zealand 2006 Census Data: Working Population Main Mode of Transport to Work

Figure 11 Working Aged Population using Active Transport Modes

4.4 Journey to School – Students’ Mode of Transport

In June 2006, the ADC collected preliminary statistics from schools (both primary and secondary) in the Ashburton District regarding students’ mode of transport to and from school. The survey data was collected in winter; therefore these could be considered conservative statistics. A repeated study is planned for 2008.



Source: Ashburton District Council: School Students Mode of Transport Study 2006

Figure 12 School Students’ Mode of Transport

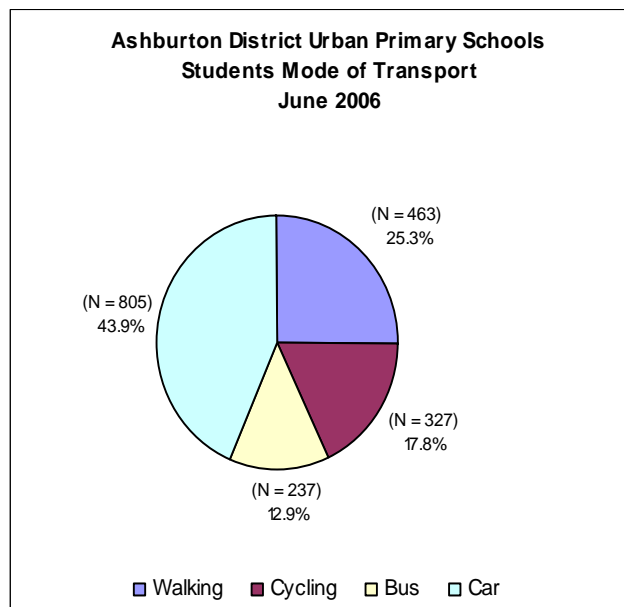
Figure 12 shows the majority of both primary and secondary school students in the Ashburton District travel to and from school by bus (Primary School 36%, Secondary School 46%).

The second most popular form of transport differs between primary and secondary students. 33% of primary students travel by car. In contrast, the second most popular form of transport to school for secondary students was walking at 32%.

Walking and cycling to school, when combined, accounted for 31 % of primary school students' mode of transport. For secondary school students however, travel by car accounted for 15% of students, with travel by cycle only being the chosen mode of transport for 7% of secondary aged students.

4.4.1 Urban Primary Schools

Figure 13 shows the mode of transport for **urban** primary schools in the Ashburton District. These are Allenton School, Ashburton Borough, Ashburton Intermediate, Hampstead School, Netherby School, St Josephs' School and Tinwald School.



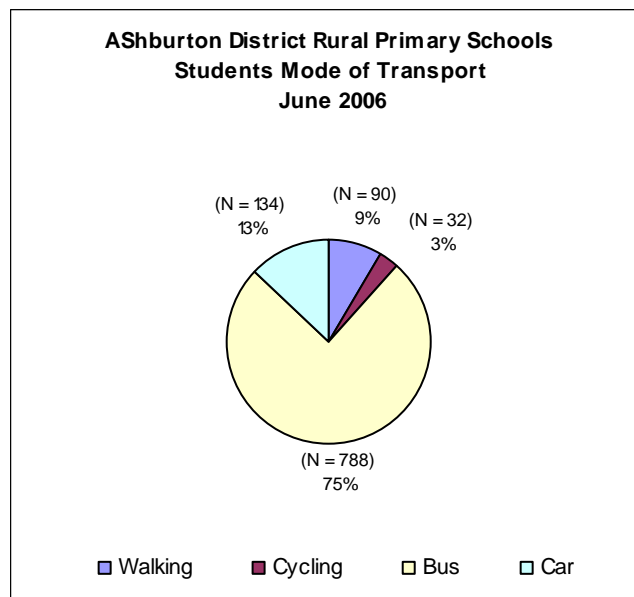
Source: Ashburton District Council: School Students Mode of Transport Study 2006

Figure 13 Urban Primary School Students Mode of Transport

Urban schools have a greater number of students using active transport than rural schools in the Ashburton District. However, the high proportion of urban primary students arriving to school by car highlights the need for the strategy to initially focus walking and cycling education and promotion campaigns on urban primary school students.

4.4.2 Rural Primary Schools

Within the Ashburton District, the following schools have been classified **rural** based on the relative population of the town / area in which they are based: Carew Peel Forest School, Chertsey School, Dorie School, Fairton School, Hinds School, Lauriston School, Longbeach School, Lowcliffe School, Mayfield School, Methven Primary School, Mt Somers Springburn School, Our Lady of the Snows School, Rakaia School and Wakanui School.



Source: Ashburton District Council: School Students Mode of Transport Study 2006

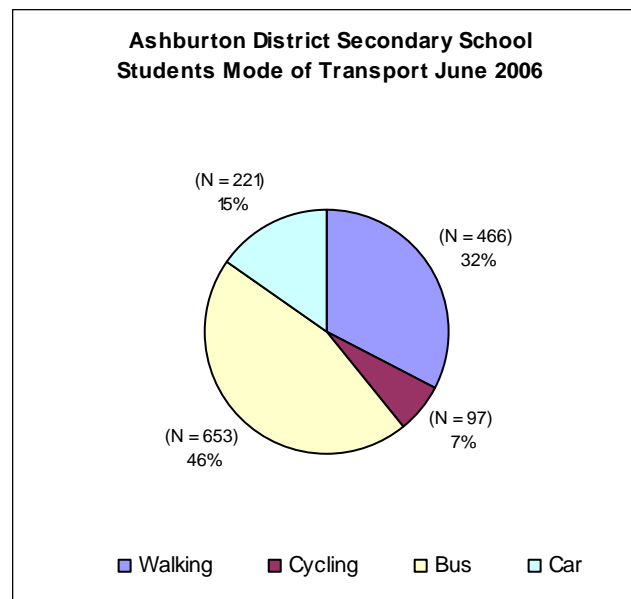
Figure 14 Rural Primary School Students Mode of Transport

Figure 14 shows 75% of primary aged schoolchildren attending rural schools arrive to school by bus. This is expected given the travel times and distances many rural children face to travel to and from school.

Improving the percentage of children using active transport to get to and from rural schools will prove to be more difficult, as travel times and distances make active transport impractical.

4.4.3 Secondary Schools

The statistics for secondary students were counted separately from primary students' statistics as it was recognised that the substantial age difference between the two would possibly influence the results. There are two secondary schools in the Ashburton District, Ashburton College and Mt Hutt College, both located in urban areas.



Source: Ashburton District Council: School Students Mode of Transport Study 2006

Figure 15 Secondary School Students Mode of Transport

In 2006, 46% of secondary students travelled to school by bus. 15% of secondary students travelled to school by car, and in many cases students may have driven themselves to school. Walking and cycling proportions were notably higher for secondary students than primary students, which may reflect increasing independence with age (walking – 32%, cycling – 7%).

No further active transport research on different population groups currently exists for Ashburton District.

4.5 Pedestrian and Cyclist Safety

Table 1 shows pedestrian and cyclist crashes reported between 1996 and 2006 in the Ashburton District. Pedestrian and cyclist crashes include those incidents where a cyclist or pedestrian was involved in a crash with a motor vehicle and it was reported to police.

Table 1 Ashburton District Walking and Cycling Crashes (1998-2007)

YEAR	Total Injury Crashes	Cycle Injury Crashes	Pedestrian Injury Crashes	Ashburton District Pedestrian/ Cycle crashes as % of all injury crashes	New Zealand Pedestrian/ Cycle crashes as % of all injury crashes
1998	60	8	5	21.7%	18.2%
1999	58	3	1	6.9%	18.3%
2000	40	1	3	7.5%	19.6%
2001	52	6	2	15.4%	19.3%

YEAR	Total Injury Crashes	Cycle Injury Crashes	Pedestrian Injury Crashes	Ashburton District Pedestrian/ Cycle crashes as % of all injury crashes	New Zealand Pedestrian/ Cycle crashes as % of all injury crashes
2002	39	2	2	10.3%	18.2%
2003	52	2	8	19.2%	17.0%
2004	46	5	3	17.4%	16.6%
2005	48	3	4	14.6%	15.8%
2006	45	2	1	6.7%	16.1%
2007	79	6	3	11.4%	14.7%
Average	44	3.2	2.8	13.6%	17.2%

Source: Land Transport New Zealand: Crash Analysis Statistics

The statistics in Table 1 indicate that there are 3.2 cycling injury crashes and 2.8 pedestrian injury crashes per year in the Ashburton District. In addition Land Transport NZ records show there were 13 reported non-injury cycle crashes and three non-injury pedestrian crashes in the 1998 to 2007 ten year period.

Proportionally, pedestrian and cycle crashes are involved in 13.6% of all injury crashes in the Ashburton District, the national average is 17.2%.

Table 2 shows a breakdown of the number of pedestrian and cyclist crash rates by urban centre and excludes the rural pedestrian (6) and cyclist (1) crashes. These statistics indicate a particularly high crash rate within the Ashburton urban area. This highlights the need for the strategy to initially focus on improving pedestrian and cyclist safety in the Ashburton urban area.

Table 2 Ashburton District Walking and Cycling Crashes by Town (1998-2007)

Location	Cycling Crashes	Pedestrian Crashes	Total Crashes
Ashburton	36	22	58
Rakaia	1	3	4
Methven	0	0	0
TOTAL	37	25	62

Source: Land Transport New Zealand: Crash Analysis Statistics

The reported non-injury crashes have been excluded from the tables above as the reporting rate for non-injury pedestrian or cyclist crashes is very low. The statistics do not include near misses or crashes not reported to the Police. Potential exists to collect data for these categories could be through the ADC's annual residents survey in order to gain more safety related information.

5. Planning for Walking and Cycling

5.1 Non Motorised Road Users

Non Motorised Road Users (NMUs) are more vulnerable to injury in the event of a collision than motorised road users. This is because motorised users are typically protected from impact by surrounding metal or protective equipment.

Although the needs of each group of NMUs can be very different, the solutions are often complementary. For example, a footpath that has adequate width and smoothness for use by mobility scooters will benefit all pedestrian users.

There is also a range of skill levels amongst NMUs. Inexperienced cyclists will have different perceptions to experienced cyclists. Young pedestrians and cyclists will often have a lower skill level than adults, and elderly pedestrians may have slower reactions.

Non-Motorised Road User groups in the Ashburton District include:

- ▶ Pedestrians;
- ▶ Cyclists;
- ▶ Mobility scooter users; and
- ▶ Equestrians.

5.1.1 Pedestrians

Pedestrians are a diverse group of road users with characteristics reflecting the general population. While many pedestrians are fit and healthy, have satisfactory eyesight and hearing, pay attention and are not physically hindered, this is not the case for all pedestrians.

Given the diversity of pedestrians, the strategy should consider a wide range of users needs, including the needs of children, those with mobility aids and older pedestrians. By 2051, one in four New Zealander's will be 65 years and over compared with the current one in eight.

Facilities should, wherever possible, be designed for pedestrians with the least level of ability. The concept of universal access removes barriers for those with special needs and ensures pleasant, convenient routes that are beneficial for all pedestrians (Source: Land Transport NZ Pedestrian Network Planning and Facilities Design Guide).

Some pedestrians are at greater risk than others of being involved in a crash, or are more susceptible to serious injury. Four types of pedestrians that are particularly vulnerable in the traffic environment include:

- ▶ **Elderly** - Diminished vision, hearing, slower walking speeds and slower reaction times are factors which affect an older pedestrians' ability to cross the roads safely;
- ▶ **Children** - Children are impulsive and have little or no sense of danger. Children 10-14 years have the highest rate of pedestrian hospitalisations; (Source Ministry of Transport Pedestrian Crash Fact Sheet 2007)

- ▶ **Disabled Persons** - It is estimated that approximately 20% of the population has some form of disability, and approximately 3% of the total adult population is blind or vision-impaired; (Source: 2001 Disability Snapshot, Statistics New Zealand); and
- ▶ **Intoxicated Persons** - intoxicated pedestrians accounted for 55 fatalities (25% of all pedestrian fatalities), 135 serious injuries (10%) and 254 minor injuries (7%) out of the 5241 police reported pedestrian incidents in 2002-2006. (Source: Ministry of Transport Pedestrian Crash Fact Sheet 2007).

Within each NMU group there are also a range of physical abilities. To ensure that the objective of providing an effective network that ensures accessibility and connectivity for all sectors of the community is achieved, it is important to consider the needs of disability groups, such as those with sensory or mobility impairments. Mobility impairments also include those occurring as a result of need (rather than disability) such as people carrying children or pushing prams.

5.1.2 Cyclists

Cycling generally has two main purposes:

- ▶ Utility; and
- ▶ Leisure.

Utility cycling involves making a journey for the main purpose of doing an activity at the journey's end, such as work, education or shopping. Time and directness are often important considerations for utility purpose trips.

Leisure cycling is done for the journey itself. Leisure cyclists include sports training cyclists, recreation riders and cycle tourists. This category also includes children playing on their bikes near their homes.

For the purpose of planning, cyclists may be grouped into three skill levels:

- ▶ Child/novice;
- ▶ Basic competence; and
- ▶ Experienced.

(Source: Land Transport NZ Cycle Network and Route Planning Guide)

5.2 Recreational Use

5.2.1 Walking for Leisure

Recreational walking is for leisure and exercise purposes on roads, parks and reserves, and on a variety of trails. The benefits of providing a recreational walking network includes:

- ▶ The promotion of walking as an leisure activity for a wide range of users;
- ▶ Providing safe and easily accessible recreation close to peoples' households; and
- ▶ Providing access to the lakes, rivers and other natural scenic features.

(Source: Upper Clutha Walkways Strategy)

5.2.2 Sports and Leisure Cyclists

On-road Cycle Training

On-road cyclists are those who train for competition or exercise, cycling long distance road circuits predominantly on the arterial road network in both urban and rural areas. They tend to cycle at an average speed of 30-40 km/h and seek good road surfaces. Traffic separation is less critical than for other groups as much of the training occurs during after-work hours and on weekends.

Leisure Cycling

Leisure cycling is done for enjoyment and general exercise. This usually takes place at off-peak periods and is more localised and over shorter distances. This type of cycling is usually done on-road and off-road in parks/reserves.

Mountain biking

Mountain biking on challenging and rough cycling routes is a very popular form of leisure for both residents and visitors in the Ashburton District and is usually done after work hours and on weekends.

5.2.3 Horse Riding

Horse riding is an important activity in the District in terms of its potential recreation, tourism, environmental and health benefits.

6. Methods

Methods have been developed for the implementation of the strategy. These methods are commitments by ADC and the Walking and Cycling Strategy Implementation Group to carry out particular tasks to achieve the vision and objectives of the strategy. A number of these methods relate directly to the policies of the Canterbury RLTS.

Table 3 outlines each method and indicates how it contributes to achieving the objectives of the strategy, with each method having a significant (✓✓), minor (✓), or no (–) contribution. To reinforce and help implement the methods an action plan (Section 7) has been developed which outlines specific projects to be carried out.

Table 3 Methods

<i>Walking and Cycling Unlimited: More people, more active, more often</i>	Objectives					
	To develop safe walking and cycling facilities and environments	To provide an effective network that ensures accessibility and connectivity	To advocate walking and cycling as safe, healthy and active modes of transport and recreation for the community and visitors	The ADC to provide leadership in the advocacy of walking and cycling in the District	To improve the environment through reduced use of private motor vehicles	To increase the number of people walking and cycling
Methods						
Ensure new infrastructure meets current national best practice standards for walking and cycling	✓✓	✓	✓✓	–	✓	✓✓
Ensure existing infrastructure is maintained to a high standard and establish an inspection programme	✓✓	✓	✓✓	–	✓	✓✓
Ensure Bylaws are enforced and that information about breaches is passed on to ADC	✓✓	✓	✓	–	✓	✓
Provide end-use facilities key locations (such as schools, hospitals and commercial zones) in existing areas and in all new developments	✓✓	✓✓	✓✓	–	✓	✓✓

<i>Walking and Cycling Unlimited: More people, more active, more often</i>	Objectives					
	To develop safe walking and cycling facilities and environments	To provide an effective network that ensures accessibility and connectivity	To advocate walking and cycling as safe, healthy and active modes of transport and recreation for the community and visitors	The ADC to provide leadership in the advocacy of walking and cycling in the District	To improve the environment through reduced use of private motor vehicles	To increase the number of people walking and cycling
Methods						
Provide for the development of direct, safe and secure walking routes and networks based on identified walking desire lines, particularly in and around town centres, schools and local neighbourhoods and to public passenger transport facilities	✓✓	✓✓	✓✓	✓	✓✓	✓✓
Ensure that programmes aimed at improving the safety, convenience and enjoyment of walking incorporate an appropriate mix of engineering, enforcement and education measures	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
Where barriers exist that make on-road cycling unsafe or illegal, seek to overcome such barriers with safe and direct solutions	✓✓	✓	✓✓	✓	✓	✓✓
Seek to provide physically separated cycling facilities on the strategic freight network and busy arterial roads where cycle safety warrants.	✓✓	✓✓	✓✓	✓	✓	✓✓
Provide safe cycling training and education for all ages	✓✓	–	✓✓	✓	✓	✓✓
Produce publicity/education materials for all road users to encourage safer and more courteous and responsible behaviour.	✓	–	✓✓	✓	✓✓	✓✓

<i>Walking and Cycling Unlimited: More people, more active, more often</i>	Objectives					
	To develop safe walking and cycling facilities and environments	To provide an effective network that ensures accessibility and connectivity	To advocate walking and cycling as safe, healthy and active modes of transport and recreation for the community and visitors	The ADC to provide leadership in the advocacy of walking and cycling in the District	To improve the environment through reduced use of private motor vehicles	To increase the number of people walking and cycling
Methods						
Provide signage and ensure legibility of walking and cycling routes and facilities	✓✓	✓✓	✓✓	–	✓✓	✓✓
Identify and develop recreational facilities	✓✓	✓✓	✓	–	–	✓✓
Ensure ADC standards are in line with national standards for walking and cycling facilities, including disabled users.	✓✓	✓	✓	✓✓	✓	✓
Integrate existing and proposed land use into walking and cycling network planning	✓	✓✓	✓✓	–	✓✓	✓✓
Link recreational facilities into the wider walking and cycling network	✓✓	✓✓	✓✓	–	–	✓✓
Introduce measures to provide cycles for lower socio-economic sectors of the community	–	✓	✓	–	✓	✓✓
Introduce education campaigns aimed at safety, marketing, promotion and a behavioural/cultural change towards walking and cycling	✓	–	✓✓	✓✓	✓✓	✓✓
Investigate the installation of variable message signs outside schools	✓✓	–	✓✓	–	✓	✓✓
Encourage the schools, workplaces and residential areas to implement travel plans	✓	–	✓✓	✓	✓✓	✓✓

<i>Walking and Cycling Unlimited: More people, more active, more often</i>	Objectives					
	To develop safe walking and cycling facilities and environments	To provide an effective network that ensures accessibility and connectivity	To advocate walking and cycling as safe, healthy and active modes of transport and recreation for the community and visitors	The ADC to provide leadership in the advocacy of walking and cycling in the District	To improve the environment through reduced use of private motor vehicles	To increase the number of people walking and cycling
Methods						
Encourage workplaces to provide end-use facilities such as showers and lockers	✓✓	–	✓✓	–	✓✓	✓✓
Hold walking and cycling specific events to raise the profile	–	–	✓✓	✓	✓✓	✓✓
Provide incentives for people to use walking and cycling instead of private motor vehicles	✓	–	✓✓	✓	✓✓	✓✓
Carry out ongoing community consultation on walking and cycling related projects	✓	✓	✓	✓✓	✓	✓
Identify key stakeholders in the community and encourage their participation in the Walking and Cycling Strategy Implementation Group	✓	✓	✓	✓✓	✓	✓✓
Ensure the strategy aligns with the objectives and actions in other national, regional and local strategies and plans, including the Physical Activity Strategy and the Neighbourhood Open Spaces Strategy	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓

7. Targets

Following an assessment of the objectives, trends and methods, targets have been set to measure the success of the strategy and determine whether the objectives of the strategy are being met. Data will be collected annually, except in the case of Census data and the targets of the strategy will be reviewed. In this way the strategy will be kept up to date and the progress towards achieving the objectives can be monitored.

Progress towards realising the objectives and vision of the strategy will be measured using the targets outlined in Table 4.

Table 4 Targets

Baseline	Target	How can it be measured?	Review Frequency
In 1996 4.9% of people cycled to work and 6.3% walked to work in the Ashburton District	To increase the proportion of people walking and cycling to work back to 1996 levels by 2016	Census data NRB Annual Residents Survey Screenline counts Intersection counts Walking and cycling club data SPARC/DHB Physical Activity Data	5 years Annually
2006 Benchmark School Survey: 32% of secondary school children and 19% of primary walk to school. 7% of secondary and 12% of primary cycle to school	To increase the proportion of trips children make to school by walking and cycling by 10% by 2016	School surveys	Annually
Baseline to be determined when question added to school surveys	To increase the number of school children wearing high-visibility vests/clothing to 25% by 2016	School surveys	Annually
LTNZ CAS Statistics (average): 13.6% of all reported injury crashes are pedestrian/cycle related per annum in the Ashburton District	To reduce the proportion of pedestrian and cyclist injury crashes reported by 10% by 2016	Land Transport NZ CAS Database ACC Data DHB Data School Surveys	Annually Annually Annually Annually

Baseline	Target	How can it be measured?	Review Frequency
Baseline to be determined from ADC data	To increase the length of walking facilities (including footpaths) by 5% and cycling facilities by 60% by 2016	ADC Data	Annually
Baseline to be determined when question added to annual resident survey	To increase the number of people satisfied with the <u>standard</u> of walking and cycling facilities by 10% by 2016	NRB Annual Residents Survey School surveys/ Visitor surveys?	Annually Annually
Baseline to be determined when question added to annual resident survey	To increase the number of people satisfied with the <u>quantity</u> of walking and cycling facilities by 10% by 2016	NRB Annual Residents Survey School surveys/ Visitor surveys?	Annually Annually

8. Action Plan and Network Plan

8.1 Intentions of the Action Plan

An action plan has been developed identifying the walking and cycling projects to be implemented within the Ashburton urban area. The action plan identifies and prioritises specific programmes and projects and is part of the mechanism for achieving the objectives and targets of this strategy.

It is intended that the action plan will feed into the budgets and timeframes set out in the LTCCP to be implemented as part of ADC infrastructure programmes.

Community consultation will be carried out on all relevant projects.

8.2 Contents of the Action Plan

The action plan is comprised of a 'toolbox' of projects that have been developed to assist the ADC in meeting the objectives of the strategy and will be undertaken as funding allows. The toolbox in Table 5 combines both engineering projects and projects that promote, encourage and educate people about walking and cycling.

Table 5 Action Plan – Toolbox of Projects

Engineering projects	Non-engineering projects
Segregated cycle paths/walkways, cycle lanes or sealed shoulders	Events promoting walking and cycling
Minimum footpath widths	Work and school travel plans
Pedestrian crossing facilities	Community consultation
Improved signage	Education and encouragement – Walking, cycling (including cycle training), personal safety
Improved lighting	Enforcement – District Plan requirements, bylaws, Ashburton District Road Safety Action Plan
Speed limits	
Traffic calming measures	
Maintenance of cycle paths/walkways	
End use facilities, e.g. cycle parking, showers	
Urban design	

The engineering projects in the toolbox range from new infrastructure, where the greatest intervention by ADC could be accomplished in implementing walking and cycling projects, to upgrading existing infrastructure, where the level of intervention is more difficult to achieve. As time goes on the toolbox will develop and new tools will be added and less successful tools discarded.

Projects have been prioritised based on their ability to contribute to meeting the objectives and targets of this strategy. Funding to facilitate the action plan will be provided by ADC, Transit New Zealand³ and other agencies.

It is intended that the action plan be updated as the requirements of the communities change and opportunities for new facilities are identified. The action plan will also need to align with the LTCCP.

The action plan has been divided into three sections: proposed non-engineering projects, proposed engineering projects and completed projects, and is included in **Appendix D**.



Figure 16 Walnut Ave

8.3 Action Plan Priorities

A number of projects were identified by the **Walking and Cycling Strategy Working Party** as being of a high priority for implementation. These projects will be the first to be implemented in the action plan.

1. Identify appropriate people, existing groups, local iwi and local sources of walking and cycling knowledge and invite them to be part of the ***Walking and Cycling Strategy Implementation Group***;
2. Ensure existing infrastructure meets national standards and local needs;
3. Develop a network plan linked to current and proposed land use plans and align with the conceptual walkway linkages in the Neighbourhood Open Space Strategy.
4. Identify existing and potential recreational trails as part of the network plan;
5. Investigate and provide for improving safety for cyclists and pedestrians around schools, including education programmes, cycle training, signage, high-visibility vests and school travel plans;

³ From July 2008 Transit New Zealand and Land Transport NZ are to be amalgamated into a single organisation called the New Zealand Transport Agency.

6. Investigate improving safety for cyclists and pedestrians on rural roads, for example Thompson's Track;
7. Develop a communication and events programme to educate the community as well as encourage and promote walking and cycling. Include road safety, cycle training, personal safety and security, health benefits, sustainable benefits, recreation and travel behaviour change programmes; and
8. Produce Ashburton walking and cycling Maps for the urban area, identifying points of interest.

8.4 The Network Plan

The network plan provides a geographic overview of the existing walking and cycling facilities in the Ashburton District, as well as an outline of the engineering projects to be implemented as part of the action plan. A copy of the network plan is included in **Appendix E**. The network plan highlights:

- ▶ Principal routes: the main walking and cycling routes in the Ashburton Urban Area;
- ▶ Feeder routes: the walking and cycling routes used to access the principal routes; and
- ▶ Existing walking and cycling facilities.

The network plan identifies areas of high demand, such as schools, town centres, places of employment, and tourist attractions. The projects outlined in the action plan will work to ensure sufficient connectivity is provided between, and within, communities and areas of high demand.

8.5 Existing Walking and Cycling Initiatives

A number of organisations are involved in the promotion of walking and cycling in the District, including ADC, Sport Mid Canterbury, SPARC, Community and Public Health and several cycle and walking clubs. Initiatives include the Sea to Sea Challenge, safe cycling/walking campaigns in schools, 'Bike Wise' month (includes the Bike Wise Business Battle and the Mayoral Challenge), and numerous other walking, cycling and multi-sport events. Together these organisations have significant influence and they will be a key resource for the ongoing development of walking and cycling promotion and programmes in the District through the ***Walking and Cycling Strategy Implementation Group***.

9. Monitoring & Review

Monitoring and review will involve both a review of the strategic direction of the overall strategy, and monitoring the achievement of objectives and the completion of projects outlined in the action plan. The ***Walking and Cycling Strategy Implementation Group*** will be responsible for carrying out the monitoring and review of the strategy.

9.1 Review of the Strategy

It is intended that the strategy be reviewed in conjunction with the three-yearly review of the ADC LTCCP, however the first cycle will be four years to fit with the current review process. The review of the strategy will take into consideration the objectives and policies of the LTCCP and the submissions made on the LTCCP. This will ensure alignment between the objectives of the strategy and those of the LTCCP.

The strategy will also be reviewed to ensure alignment with the objectives of any new, or updated, national, regional and local policy and strategy documents.

9.2 Monitoring

Monitoring of the strategy targets and action plan will be undertaken annually. Monitoring will consist of:

- ▶ Reviewing the progress made in achieving each of the targets; and
- ▶ Reviewing the status of projects outlined in the action plan and updating the network plan (where necessary).

The results of the monitoring will measure the success of the strategy and feed into the three yearly review of the strategy. This would enable ADC to position itself to acquire appropriate levels of funding for future infrastructure requirements and to support physical works programmes.



Figure 17 Cycling in the Ashburton District

10. Recommendations

10.1 Adoption of the Strategy

It is recommended the following steps be taken in order to formally adopt the strategy:

- ▶ Consultation of the draft strategy with key stakeholders and refinement of the strategy based on the feedback given;
- ▶ Community consultation of the final draft strategy via the ADC website and local newspapers (4 weeks);
- ▶ Development of the final strategy based on feedback from community consultation;
- ▶ Adoption of the strategy by ADC by 30 June 2008; and
- ▶ Three-yearly review of the strategy and annual monitoring of targets and action plan projects to match LTCCP timing.

10.2 Additional Works

This strategy provides a tool for the ADC to deliver improved walking and cycling facilities to the community and to encourage the use of safe, active and healthy modes of transport.

The following outlines additional works that could be included in future versions of the strategy:

- ▶ The ADC carries out an annual resident's survey. This survey provides an opportunity to collect more transport related data, in particular for non-work/school related journeys currently not measured. Attitudinal surveys could also be conducted to provide data on the reasons people travel by particular modes or to gauge satisfaction with walking and cycling facilities.
- ▶ This strategy focuses on the Ashburton urban centre. The scope of the strategy should be widened in the future to include the remainder of the Ashburton District.
- ▶ The proposed North East Ashburton Business Park will generate a large number of employment opportunities. Providing walking and cycling facilities to and from this area should be included in the action plan in the future.
- ▶ New commercial or industrial development should include end-use facilities for cyclists and pedestrians (joggers). For example, cycle storage facilities and showers/changing areas.
- ▶ In order to ensure that facilities for cycling and walking are of an adequate standard and provide appropriate performance, periodic audits and reviews of the existing network should be carried out. Non Motorised Users Audits, Community Street Reviews and Cycle Reviews look at the connectedness, attractiveness, safety and accessibility of facilities to ensure they meet the needs of pedestrians and cyclists during the day and at night. These audits and reviews could be programmed into the action plan.
- ▶ The development of Neighbourhood Accessibility Plans could also be investigated. The objective of Neighbourhood Accessibility Plans is to give safe access to active and shared transport users of all ages in neighbourhood areas and aim to:
 - Identify cyclist, pedestrian and shared mode user safety and access problems including perceived barriers); and

- Develop and implement strategies (based on engineering – including environmental improvement, education, enforcement, promotion and policy) to address identified problems.
- ▶ A review of the current ADC District Plan and ADC Road Engineering Standards should be conducted to determine if they align with national guidelines for planning and design of pedestrian and cycling facilities. This will ensure current best practice is followed. Where differences exist District Plan changes could be considered. National references for technical guidance:
 - Transit New Zealand's Supplement to the Austroads Guide to Traffic Engineering Practice Part 14: Bicycles (Draft);
 - Land Transport NZ Pedestrian Network Planning and Facilities Design Guide;
 - Land Transport NZ Guidelines for the Facilities for Blind and Vision-Impaired Pedestrians (RTS14); and
 - AS/NZS 1158.3.1:2005 Road Lighting – Pedestrian Area (Category P) Lighting – Performance and Design Requirements.
- ▶ The strategy needs to link to the targets and outcomes of Canterbury Regional Land Transport Strategy.

Appendix A

Glossary of Terms

Active Transport All non-motorised forms of transport including walking, jogging, cycling and skateboarding.

ADC Ashburton District Council

Bikewise Business Battle An annual event held nationwide in which New Zealand organisations (and departments) compete against each other to see who can get the highest percentage of staff to ride a bike

Community Street Review A review carried out to determine the walkability level of service of existing facilities as perceived by those groups participating in the review.

Cycle Review A systematic process, applied to existing transport networks, which is designed to identify their positive and negative attributes for cycling, and to assess ways in which those networks could be changed in order to encourage cycling.

Land Transport New Zealand (LTNZ) A Crown entity formed to promote land transport sustainability and safety, and allocate government funding for land transport.

Local authority A regional or territorial authority responsible for local government.

LTCCP Long-Term Council Community Plan.

Mobility impaired pedestrian A pedestrian whose ability to walk is hampered by a temporary or permanent loss of ability. It includes those using mobility aids, those carrying difficult parcels, accompanying small children and those with temporary conditions such as a broken limb.

Mobility scooter A powered vehicle designed for use in the pedestrian environment by a person with a physical or neurological impairment.

Neighbourhood Accessibility Plan A plan that aims to give safe access to active and shared transport users of all ages in neighbourhood areas

New Zealand Transport Agency (From July 2008) Transit New Zealand and Land Transport New Zealand (LTNZ) are to be amalgamated into a single organisation called the New Zealand Transport Agency. The functions of Transit New Zealand and (LTNZ) will be incorporated into this crown entity

New Zealand Transport Strategy (NZTS) The government's strategy for transport.

Non motorised road user (NMU) Any road user that moves without the assistance of a motor, e.g. cyclist or pedestrian.

Non motorised road user audit An audit process carried out prior to and throughout a specific project in order to ensure all design decisions cater for the least mobile non-motorised road user.

Pedestrian Any person on foot or using a powered wheelchair, mobility scooter or a wheeled means of conveyance propelled by human power, other than a cycle.

RLTS Regional Land Transport Strategy – a statutory document that sets the transport outcomes sought by the region.

School travel plan A programme that aims to improve transport choices and promote sustainable and active transport to and from school.

Transit New Zealand Road controlling authority responsible for State Highways 1 and 72 in the District

Urban design Concerns the arrangement, appearance and functionality of towns and cities, and in particular the shaping and uses of urban public space.

Workplace travel plan A travel plan tailored to a particular business, workplace or group of workplaces sharing a common location, influencing travel choices of staff and visitors.

Appendix B

References

A resource booklet for principles and policies to support a greater use of walking within land transport systems (Draft), Environment Canterbury, (currently undated)

Ashburton District Council LTCCP 2006-2016, Ashburton District Council

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National Energy Efficiency and Conservation Strategy (NEECS), Ministry for the Environment, 2001

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New Zealand Land Transport Strategy, Ministry of Transport, 2002

New Zealand Urban Design Protocol, Ministry for the Environment, 2005

New Zealand Walking and Cycling Strategies – Best Practice, Land Transport New Zealand, 2005

Physical Activity Strategy, Ashburton District Council, 2006

Statistics New Zealand, www.stats.govt.nz

Upper Clutha Walkways Strategy, Upper Clutha Tracks Trust

Appendix C

Walking and Cycling Strategy Working Party

The following key stakeholders formed the Walking and Cycling Strategy Working Party and were consulted during the development of this strategy.

Name	Organisation
David Askin	Ashburton District Council
Cr. Rod Beavan	Ashburton District Council
Maureen Bishop	Environment Canterbury
Michelle Bungard	Ashburton District Tourism
Jan Cochrane	Sport Mid-Canterbury
Rose Dovey	Environment Canterbury
Les Dowdle	GHD Limited
Margaret Drummond	St David's Walking Group
Natalie Hazelwood	Land Transport New Zealand
Colin Hey	Transit New Zealand
Alan Jolley	Lake Hood & Ashburton Stadium
Lorraine Kerr	St David's Walking Group
Peter Kloosterman	Ashburton District Council
Angela Leadley	Community & Public Health - CDHB
Tony MacPherson	Ashburton District Council
Bob McDonald	Ashburton Business Association
Jim McNeill	GHD Limited
Michael Morris	ACC
Steve Parry	Land Transport New Zealand
Christine Richards	CCS Disability Action
David Robertson	Ashburton District Council
Anna Russell	CCS Disability Action
John Skevington	AD Automobile Association
Toni Spittle	Ashburton District Council
Cr. Bev Tasker	Ashburton District Council
Ngairé Tinning	Ashburton District Council
Rebecca Wardell	GHD Limited
David Wilson	Methven Community Board & ADT
Chris Wiltshire	New Zealand Police
Sam Winterbourn	Mid Canterbury Principals Association

Action Plan

Proposed Non-Engineering Projects

Proposed Engineering Projects

Completed Projects

Appendix D
Network Plan

Ashburton Walking and Cycling Strategy Network Plan

Key

Walkways:



Cycle Routes:



Principal Cycle Route



Feeder Cycle Routes



Existing Cycle Lanes

Areas of High Demand:



School/Polytechnic



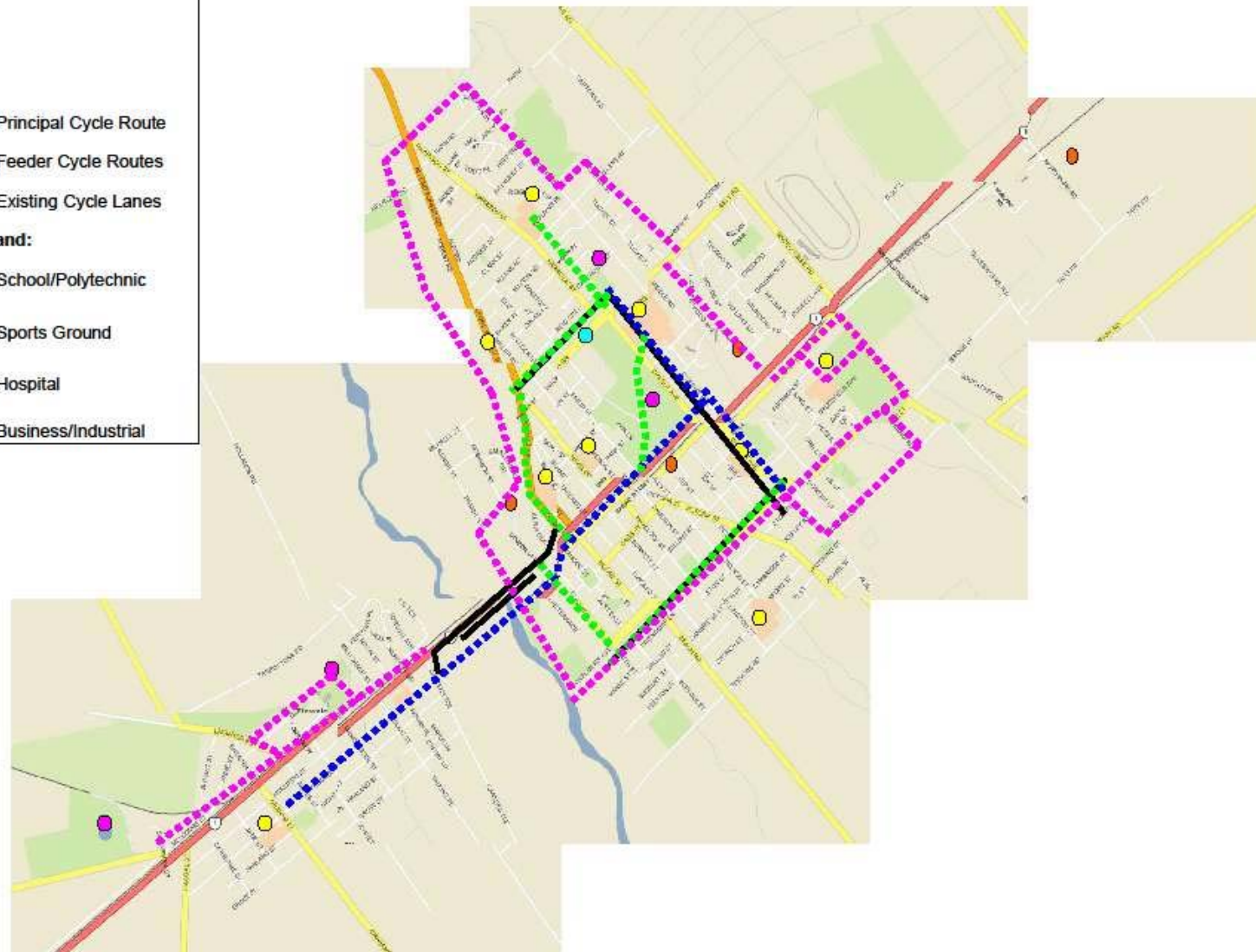
Sports Ground



Hospital



Business/Industrial



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