

CYCLING ON STATE HIGHWAYS

Policy and Practice

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Cycling on state highways

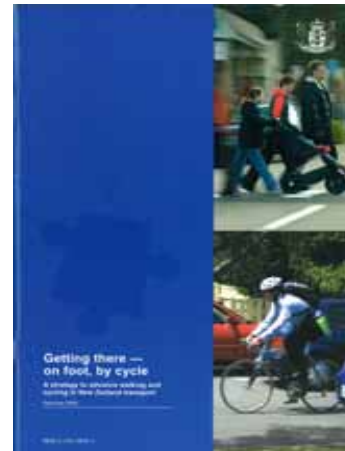
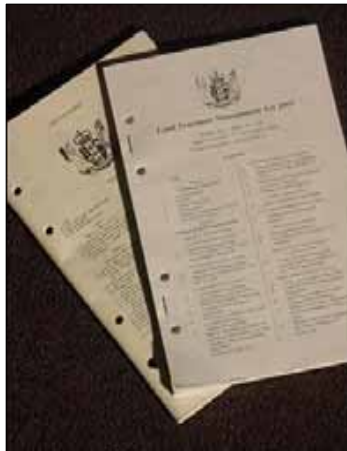
Policy and practice

Context

Cycling on state highways

Context

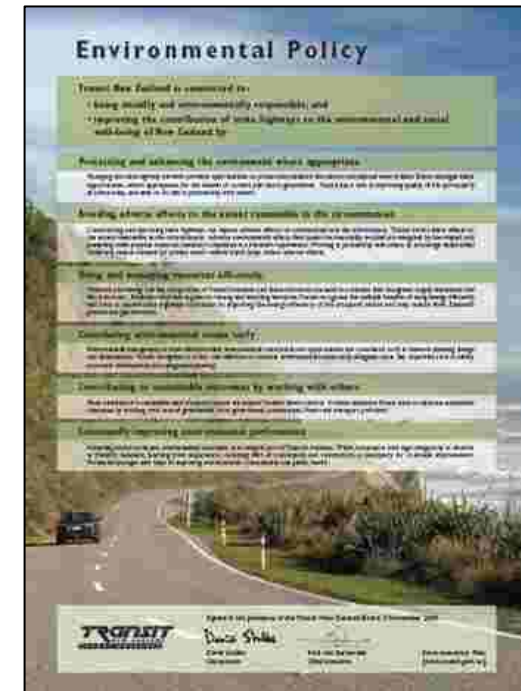
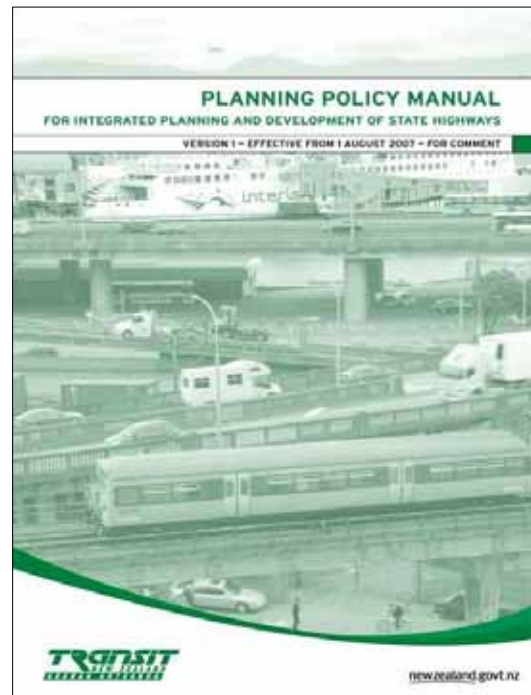
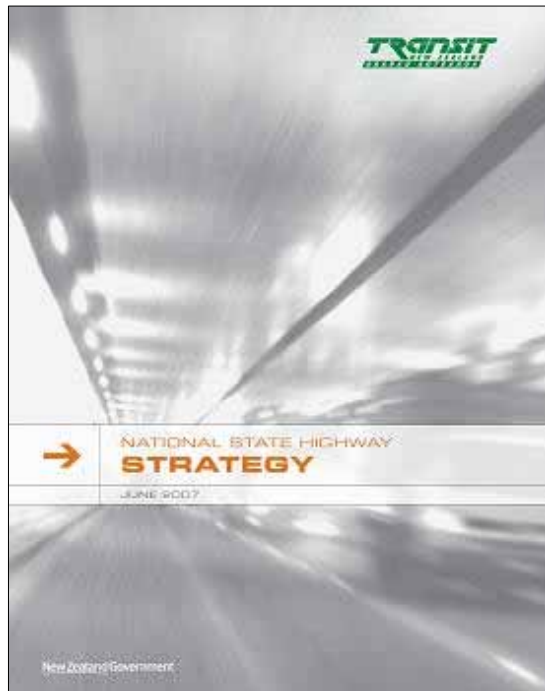
- State highways are integral parts of NZ's multi-modal transport system
- The transport system must cater for all users
- Transit recognises the multiple benefits of cycling and walking



Cycling on state highways

Context

Transit's sustainability focus



Cycling on state highways

Context

Transit's integrated planning focus

Planning, funding and delivering infrastructure and land use together to get better outcomes

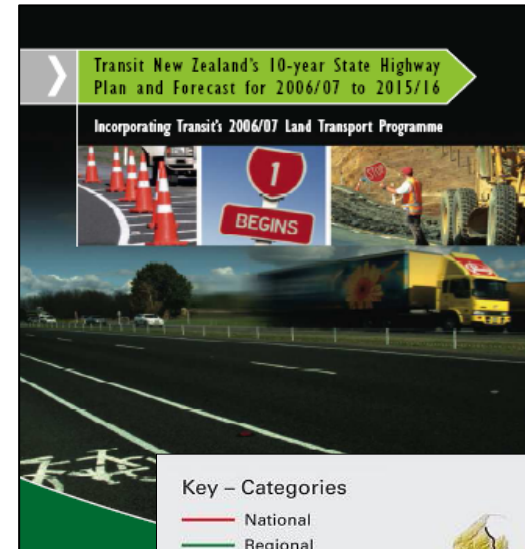


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Context

Transit balances a wide range of issues

- National and local planning objectives
- Transport network issues for all users
- Funding priorities
- Affordability
- State highway categorisation
- Safety for all users
- Community expectations
- Maintenance requirements

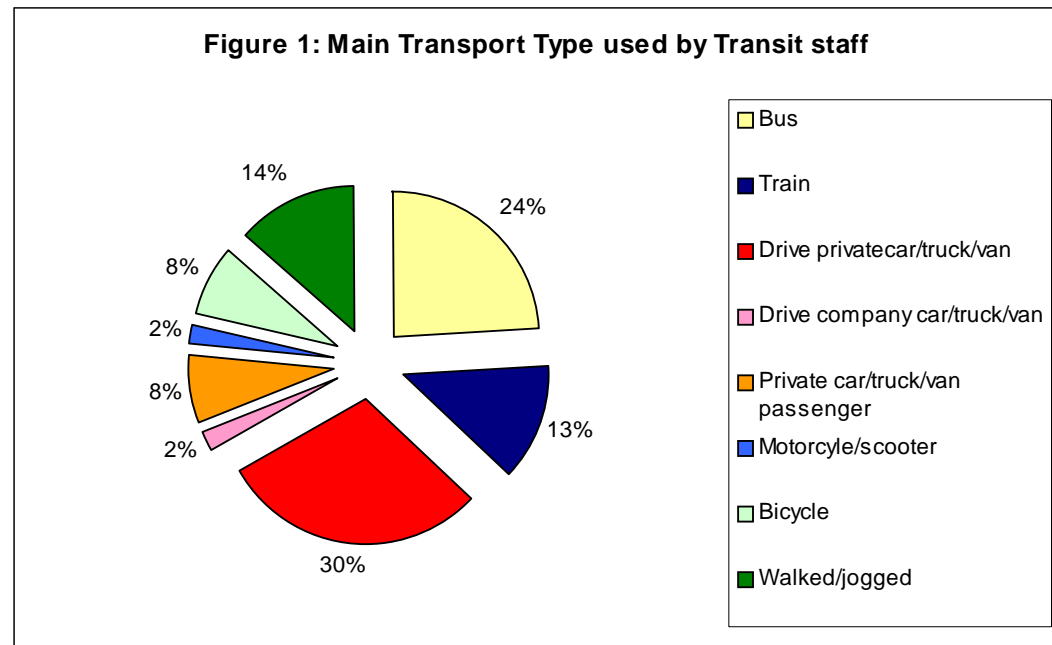


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Context

Transit staff recognise the importance of sustainable travel

- Our recent travel survey showed walking or cycling was the main mode of transport to/from work for 22% of staff nationwide
- Only 32% of our staff drive to work as their main mode of transport



Cycling on state highways

Context

The future demands more than the past



“Bicycling is a big part of the future. It has to be. There’s something wrong with a society that drives a car to workout in a gym!”

Bill Nye, the Science Guy

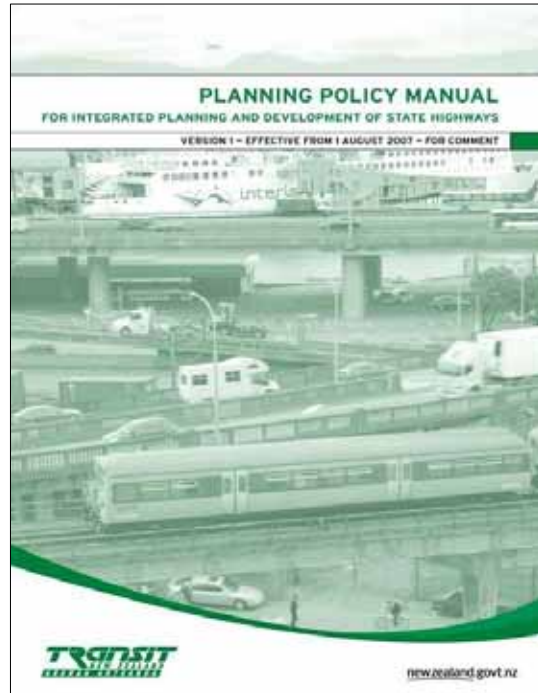
Cycling on state highways

Policy and practice

Policy direction

Cycling on state highways

Policy direction



Walking and cycling policy

Transit will implement the Integrated Planning Policy by giving effect to this supporting policy:

Transit is committed to providing and maintaining appropriate, safe and cost-effective walking and cycling facilities and traffic information and management techniques aimed at cyclists and pedestrians on state highways, especially where specific safety concerns exist and/or where state highways form part of the most appropriate route for these modes of travel.

Transit will fulfil this commitment by:

1. Working with local authorities, Land Transport NZ, other transport providers and representatives of cyclists, pedestrians and the disability sector to facilitate an integrated and affordable network approach to planning, providing and maintaining walking and cycling facilities, including provision for cycling and walking on and across state highways where appropriate.
2. Addressing walking and cycling requirements in its strategic transport planning, in its establishment of funding priorities, in its involvement in local and regional land use planning and at the outset of developing each state highway improvement project.
3. Seeking consistency between local and regional cycling strategies, the relevant provisions of regional land transport strategies and Transit's State Highway Forecast.
4. Delivering facilities for cyclists and pedestrians that represent engineering best practice, high quality urban design and value for money.
5. Recognising the particular requirements of different types of journeys such as commuting, school travel, short urban trips, recreational, tourist and racing. Recognising also that cyclists and pedestrians need to travel both along and across state highways.
6. Gathering data on the numbers of cyclists and pedestrians using the state highway network to enable targeted treatments to be implemented.
7. Maintaining an active network of walking and cycling champions in all Transit regional offices to consult with cycling and walking stakeholders and ensure the needs of these road users are addressed.

Cycling on state highways

Policy direction

Transit is committed to providing and maintaining appropriate, safe, and cost-effective walking and cycling facilities and traffic information and management techniques aimed at cyclists and pedestrians on state highways, especially where specific safety concerns exist and/or where state highways form part of the most appropriate route for these modes of travel.

Cycling on state highways

Policy direction

As part of the policy, we have developed a matrix setting out the types of treatment that may be applied on different categories of state highway (Planning Policy Manual Appendix 3B)

	URBAN (generally 50 – 70km/h in built up urban areas and including motorways and expressways at higher speeds)	PERI-URBAN (generally 70 – 100km/h areas on the outskirts of urban areas)	RURAL (generally 100 km/h)
<p>National State Highways <i>(Connect places of national significance and provide long distance inter-regional movement. Carry at least 400 HCV or 10,000 vehicles per day for more than 100km.)</i></p> <p><i>General provisions for all National State Highways (including one-lane, two-lane state highways and expressways and three-lane state highways)</i></p>	<ul style="list-style-type: none"> Recognise the importance of cycling and walking in urban areas and provide appropriate infrastructure based on funding priorities in new capital projects and through maintenance activities. Ensure that high standards of safety are part of the most appropriate route or safety or 'pinch point' concerns exist. Ensure that pinch points are provided for pedestrians and cyclists in conjunction with the relevant local authority. Ensure all cycling and walking facilities are maintained to a high standard Work closely with local authorities to achieve integration with local cycling and walking networks. Work with local authorities to plan safer alternative non-state highway routes or facilities for cyclists and pedestrians where appropriate. 	<ul style="list-style-type: none"> Recognise the role of cycling and walking in peri-urban areas and provide appropriate infrastructure in new construction and in maintenance activities. Remedy black spots and pinch points with appropriate infrastructure improvements, such as bridge clip-ons or traffic safety management devices, such as signage. Review cycling and walking facilities on bridges and mitigate safety issues where appropriate with infrastructure or traffic safety management devices. Review pedestrian and cyclist crossing points and mitigate safety issues. 	<ul style="list-style-type: none"> Provide wider sealed shoulders in new construction and in maintenance where demand requires. Remedy black spots and pinch points with appropriate infrastructure and traffic safety management devices. Review cycling and walking facilities on bridges and where appropriate mitigate safety issues.

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Policy and practice

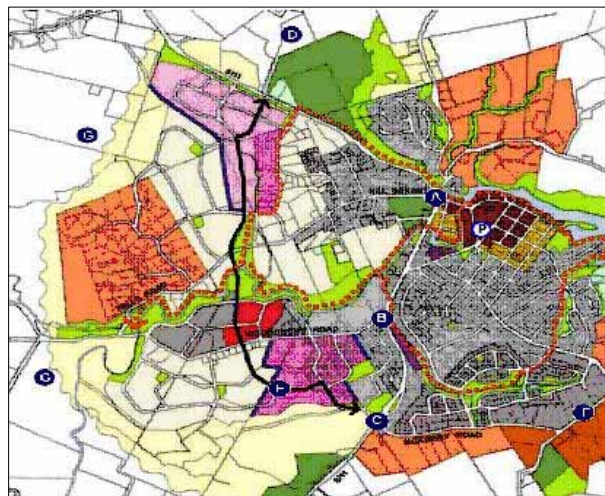
Making it happen

Cycling on state highways

Making it happen

Transit considers walking and cycling when:

- Investigating transport issues and developing solutions
- Influencing local growth and land use planning processes
- Designing state highway improvement projects
- Managing the network – especially in relation to safety



Cycling on state highways

Making it happen

Transit fulfils its policy commitment by:

- Working with others – to ensure an integrated, network focus
- Gathering data on the numbers of cyclists and pedestrians using state highways to enable targeted solutions
- Getting alignment between local cycling strategies, Regional Land Transport Strategies and Transit's State Highway Forecast
- Maintaining an active network of Walking and Cycling Champions throughout the country

Cycling on state highways

Making it happen

Ultimately we aim to deliver safe, integrated facilities for cyclists and pedestrians that represent engineering best practice, high quality urban design and value for money



Cycling on state highways

Policy and practice

Implementation

Cycling on state highways

Implementation

- Annual funding for specific walking and cycling projects on state highways is \$3 million
- In addition, Transit spends some \$30 million on walking and cycling improvement projects as part of other capital and maintenance activities. This is about 2% of our total annual expenditure

Cycling on state highways

Implementation

Keith Hay Bridge – State Highway 20 – Mt Roskill Extension - \$1.2m

Bulls Bridge Cycleway - \$1.7m

Bell Block to Waiwhakaiho River Cycleway - \$1.9m

Awatere Bridge - \$0.5m

Avalon Drive Cycleway - \$242,000

Stoke Bypass – cycle path \$150,000

Cobham Drive Bridge - \$1.5m - Wanganui



Northwestern Motorway – separate cycle path - \$200,000 per km

Waipawa to Waipukurau Cycleway - \$200,000

Te Awamutu to Kihikihi footpath link of 1.2km - \$200,000

Wider shoulders across the network - \$15-26,000 per km

Christchurch City Cycle Lanes - \$567,000

Adderley Terrace to DeLacey Roads – Dunedin pedestrian link - \$300,000



Cycling on state highways

Implementation

Transit is a finalist in the Avanti Award for the Best Cycle Facility Project category in the SPARC Cycle Friendly Awards 2007 for the Basin Reserve Cycle / Pedestrian Crossings

BEFORE



AFTER



Cycling on state highways

Implementation

Transit also participated with GHD and local authorities in activities and projects to mark World Environment Day 2007, including:

- designing improvements to the informal cycling facility from Tom Pearce Drive along Puhinui Road to SH20 in Manukau
- promoting and opening of the Gordon Carmichael Reserve Walkway / Cycleway in Tauranga
- 40 staff from Transit, GHD and Wellington City Council planted 2,500 plants along the Evans Bay Cycleway in Wellington

Cycling on state highways

Policy and practice

The challenges

Cycling on state highways

The challenges

- Safety – high-speed / low-speed users
- Different types of cyclists with different needs
- Lack of data – current and future
- Retrofitting solutions on the existing network
- Funding improvement projects



Cycling on state highways

Policy and practice

Cycling and pedestrian developments in Hawke's Bay – Transit's involvement

Putting policy into practice

Hawke's Bay

Essential ingredients

- Napier and Hastings both have advanced pedestrian and cycling strategies
- Good Regional Council co-ordination
- Positive support and motivation from council staff, elected representatives and community leaders
- Community support and involvement
- Demonstration of economic benefits
- Local passion

All of these elements help Transit contribute effectively



Putting policy into practice

Hawke's Bay

In Hawke's Bay it is recognised that

- enhancing pedestrian and cycling access is possibly the most focussed and successful alternative to car transport that can be provided
- providing walking and cycling facilities is an important social function that contributes to health and fitness objectives and a better environment



Napier City Council recently completed the cycling and pedestrian facility along Marine Parade to Awatoto



The foreshore facility follows the beachfront and merges with State Highway 2 to the south



A southern restriction is created by two state highway bridges that are not suitable for cyclists or pedestrians



Getting from the Napier City foreshore facility to the Hastings stopbank facility necessitates crossing both bridges



**Napier City
Council
foreshore
facility**

**Hastings
District
Council
stopbank
facility**

Napier: The problem



Napier: The solution



Bridge solutions

Short term deviation on the beachfront bypassing the first bridge (Transit cost \$90,000) - bridge will be replaced in the medium-long term and include integral walkway/cycleway



Bridge solutions

Clip on cycleway/footpath to be attached to the second bridge

(Transit cost \$1.2m)



**You are here
Be sure to enjoy the walkway
while you are here !**

To the north, the foreshore facility connects with State Highway 50 around the bluff at the Port



Port Link

A combined Napier City/Transit development with Rotary Pathways Trust and the Port of Napier



Port Link
Involving some interesting challenges

In Napier

Bayview Township

We are now looking at how to accommodate the next state highway section of the Napier facility with the Napier City Council

- Involves challenges to provide safe crossings of SH2
- Expected costs \$1.4M
- Aiming to initiate project in 08/09



Putting policy into practice

Hawke's Bay success

- The completed projects have been successful
- Those in the wings will be equally so
- Transit has been very happy to work with stakeholders in a cooperative environment
- Hawke's Bay shows what can be achieved when everyone works together

Cycling on state highways

Policy and practice

Summary

Cycling on state highways

Summary

- Policy is important to establish the commitment and set the direction
- Putting it into practice is what really matters
- Transit is committed to upping its game on walking and cycling – the future demands more than the past
- Our recent work in Hawke's Bay is a good example of what can be achieved when everyone works together

Cycling on state highways

The Overall Aim

State highways are a legacy we can all be proud of

Planning Policy Manual, 2007



Cycling on state highways

Perhaps this is the future of 'park and ride'?



Cycling on state highways



“When I see an adult on a bicycle, I do not despair for the future of the human race.”

H.G. Wells

Feedback welcome:

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