



DRAFT ACTIVE TRANSPORT STRATEGY

TIMARU DISTRICT



Working Draft

Updated May 2006

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1 INTRODUCTION

The dominant role of the motor vehicle in society is under scrutiny. Communities are coming to realise that a significant factor contributing to quality of life is to live in an environment where active transport options are attractive and easily available.

Communities are also grappling with the health issues associated with non-active living. Over a third of New Zealanders are not active enough to reap the health benefits from activity. Some diseases such as diabetes and obesity are emerging at much younger ages. Simply put, people can avoid premature death and enjoy a higher quality of life if they incorporate physical activity into their lives.

Timaru District has enormous potential to provide growth in walking and cycling. It has a climate and a topography ideally suited to walking and cycling. It is largely undeveloped with many options available to establish walking and cycling networks. It is located on tourist routes and has townships evenly spread throughout the District.

Motorised traffic in Timaru does not dominate the road environment as much as elsewhere. There is still the room to provide for other forms of transportation.

2 WHAT IS ACTIVE TRANSPORT?

Active transport is those forms of transport that have a component of physical activity. Categories of active transport include:

- Pre-school cyclists
- Primary school age cyclists
- Secondary school age cyclists
- Cycling for fitness
- Sports cyclists training
- Sports cyclists road racing
- Recreational cyclists
- Commuter and utility cyclists
- Touring cyclists local
- Touring cyclists regional
- Commuting pedestrians
- Young pedestrians
- Elderly pedestrians
- Disabled pedestrians
- Mobility scooters, prams, wheelchair users
- Skateboarders, scooters
- Joggers, walking for fitness

- Recreational walkers
- Horse riders

Some New Zealand statistics:

- Sixty percent of all trips are less than 5km long.
- Around 70% of cycling trips are less than 3km and 70% of walking trips are less than 1km.
- Between 1990 and 1998 the number of cycling trips in New Zealand reduced by 39%.

3 STRATEGY VISION AND OBJECTIVES

Vision

'The Council, together with the Timaru District community, will realise the potential that the district offers to maximise participation in active transport.'

Objectives

- To establish a strategic direction and policies for active transportation.
- To identify active transport projects and recommend investigation or implementation.
- To identify funding, resources and implementation timelines.

4 RELATED STRATEGIES

Central government is putting significant effort and resources into strategies to achieve more sustainable transport systems and more active living within communities. Some of the initiatives are listed below:

- New Zealand Health Strategy
- Sustainable Development for New Zealand Programme of Action
- New Zealand Energy Efficiency and Conservation Strategy
- New Zealand Climate Change Programme
- Vehicle Emissions Policy
- New Zealand Tourism Strategy
- Healthy Eating – Healthy Action
- Positive Ageing Strategy
- Road Safety Strategy 2010
- New Zealand Disability Strategy
- New Zealand Injury Prevention Strategy
- United Nations Conventions on the Rights of the Child
- New Zealand Transport Strategy

Sport and Recreation NZ (via. Sport Canterbury) are in the process of developing a Regional Physical Activity Plan.

Environment Canterbury (Regional Council) has produced the following documents:

- Regional Land Transport Strategy
- Timaru Passenger Transport Strategy
- Cycling in Canterbury

The Timaru District Council has drafted a Physical Activity Plan.

5 NEW ZEALAND TRANSPORT STRATEGY

In 2002 the NZ Transport Strategy was produced and it has the following objectives:

- Assisting economic development
- Assisting safety and personal security
- Improving access and mobility
- Protecting and promoting public health
- Ensuring environmental sustainability

An active transport strategy for Timaru could contribute to achieving these objectives by:

- Assisting economic development
 - Reduce transportation costs
 - Reduce congestion costs
 - Increase tourism opportunities
 - Reduce health costs
- Assisting safety and personal security and improving access and mobility
 - More and safer off-road cycling facilities
 - Safer rural roadsides and shoulders
 - More cycle lanes
 - Improved linkages to public transportation
 - Improving footpaths and safer road crossings
 - Better facilities for vulnerable road users
- Protecting and promoting public health and ensuring environmental sustainability
 - Reduction in vehicle emissions / pollutants
 - Increase in physical activity levels within the community
 - Benefits from improved open space and urban design

6 CONSULTATION TO DATE

The Timaru District Council adopted a terms of reference for a cycling and walking strategy on 8 September 2003.

Since then:

- a) Advertisements were placed in the Timaru Herald (December 2003) and the Courier (January 2004). The newspaper advertisements had the two following questions attached:

Do you think the Council should be involved in promoting a more active living community? 49 (96%) said yes, 2(4%) said no

Do you think the Council should provide more facilities to encourage walking and cycling? 50 (98%) said yes, 1(2%) said no

Also some 80 groups, clubs, schools and other organisations were written to directly. 25 responses have been received to date. The above two questions were not included in this mail-out.

Of all 76 responses received to date, 42 wish to be involved in further planning, made up of 23 individuals or households and 19 groups or organisations.

The comments received from this consultation are attached as Appendix One.

- b) A series of workshops were held around the District in 2004 as follows:

Timaru	7 May	approx. 40 attended
Geraldine	28 June	approx. 25 attended
Temuka	12 July	approx. 10 attended
Pleasant Point	13 July	approx. 10 attended

7 ACTIVE TRANSPORT POLICIES

The following policies are proposed:

- Assist schools, groups and employers who wish to formulate travel plans that encourage walking and cycling.
- Ensure the needs of school children, the disabled and the elderly are recognised.
- Encourage and assist with active transport initiatives that increase tourist numbers.
- Ensure that active transportation is considered in all land use development and road planning, eg subdivisions, private developments and District Plan reviews.
- Provide resources to develop high standard cycle and walking networks.
- Formulate cycling and walking education/promotion programmes in conjunction with LTSA, Police and the South Canterbury Road Safety Trust.
- Monitor implementation programmes and review the active transport strategy every 3-5 years.

8 ACTIVE TRANSPORT PROJECTS

It should be noted that a number of the 'new' projects listed have been identified and are conceptual ideas only that could contribute to an overall attractive cycling and walking network. It is recommended that these projects are investigated further. Also the exact positions of the routes shown on the plan are indicative only and there may be sub-options or alternatives.

The principles of design are:

- Aim for a total network (coherent, connected, complete)
- Make routes as direct as possible (convenient)
- Make facilities attractive (comfortable, convivial, compatible)
- Make facilities safe (conspicuous, capable)

There are a number of design documents available that recommend minimum features and standards for walking and cycling facilities (See 11.3 References).



Typical road crossing layout

District Wide

- Check for uneven surfaces (utility covers) on urban cycle paths/routes and adjust where necessary.
- Ensure roads and intersections are swept where required.
- Regular checks of footpath surfaces for unsafe depressions.
- Check all barriers at walkway entrances against the new standard and upgrade where required. (To allow access for mobility scooter, prams and wheelchairs).
- Carry out a footpath deficiency study and review the policies for provision of new footpaths.
- Continue with improvements to intersections for pedestrians by way of standard kerb crossings and median islands.

- Continue with improvements to intersections for pedestrians by way of standard kerb crossings and median islands.
- Continue with improvements to local street and urban areas taking into account the needs of walkers, cyclists and other form of active transport.
- Investigate and design signage systems to inform and guide people.
- Develop promotional material in conjunction with Central South Island Tourism.
- In conjunction with others continue with the development and promotion of rural tramping/walking tracks.
- Assist with the investigation into regional cycle routes.
- Investigate village and inter-town cycle and walking needs.
- Promote the cycle-friendly employer programme to the Council health and safety committee as a pilot example.
- Carry out a review of public transportation beyond the Timaru Urban Area.
- Investigate suitable options for counting cyclists and pedestrians.

Timaru Urban Area

- Construct a cycleway/walkway on the north side of Gleniti Road from Pages Road to the urban boundary. Completed 2004/05.
- Install new cycle-lanes or upgrade existing lanes to the new standard. 50% completed.
- Carry out investigations into the various projects as identified in Appendix One.
- In conjunction with Transit NZ complete the investigation into the walkway clip-on onto the Saltwater Creek Bridge and construct if approved. Completed 2004/05.
- In conjunction with Environment Canterbury investigate the opportunities to carry cycles on buses.
- In conjunction with Environment Canterbury investigate opportunities to improve linkages between public transport routes and cycle-walkways.
- Investigate the suggestions made for the Dampier Street area and Aorangi Park.
- Investigate the need for track upgrading in the Scenic Reserve. Partly completed.

Timaru Rural Area

- Carry out a trial of a suitably designed seal widening to cater for cycles on a rural road on the fringe of Timaru.
- Review the trial of roadside grassed tracks in Geraldine for possible application near Timaru.

Temuka Area

- Review cycling to and from the High School in Richard Pearse Drive and look at the need for further facilities.
- Take over the ongoing maintenance of the Arowhenua Walkway and investigate the need for any upgrading.
- Investigate upgrading the Torepe Fields walkway to allow better access for cyclists and walkers.
- Investigate the need for horse-riding tracks around Temuka.

Geraldine Area

- Investigate a cycle-walkway on SH79 from Connolly Street to Woodbury Road.
- Construct a (trial) grassed footpath on the north side of Tripp Street. Paved footpath completed 2004/05.
- Investigate options for footpaths on roads on the Downs.
- Investigate the possible use of paper roads for mountain biking routes as alternatives to existing walking tracks.
- Investigate need for more cycle rails within the Geraldine CBD.
- Investigate need for protection and enhancement of popular rural cycle circuits e.g. Waihi Stopbank and Mulvihill Road circuit.

Pleasant Point Area

- Construct a grassed footpath on Greig Street.
- Take over the ongoing maintenance of the Arowhenua Walkway and investigate the need for any upgrading.
- Investigate need for protection and enhancement of the Manse Road / Smart Munro Road as a popular walking circuit.



Cycle Lane on Main Roads

Other Issues

Laws and Definitions

The LTSA is reviewing the safety and standards for pedestrians and cyclists. There is some clarification needed of the definition of 'pedestrian' and it may be that there needs to be a definition of an 'authorised footpath user' given many footpath users are not pedestrians. For example it is generally accepted that pre-school children may ride a cycle on a footpath but it is currently illegal. The clarification of laws relating to active transport is supported as is any subsequent education of users.

9 ANALYSIS OF ACTIVE TRANSPORTATION GROUPS

9.1 Pre-School Cyclists

Ideal environment:	Off road, parks and playgrounds or flat back yard. Footpaths?
Impediments:	Crossing roads, having suitable areas to learn to ride and gain confidence.
Issues:	Illegal to use footpaths yet this is 'accepted' by the community.

9.2 School Cyclists

Ideal environment:	Off road cycle routes, cycle lanes on roads.
Impediments:	Mixing with traffic at rush hour.

9.3 Cycling for Fitness / Sports Cycling – Training

Ideal environment:	Unimpeded 'fast' routes.
Impediments:	Narrow rural roads, lack of suitable continuous routes.
Issues:	Riding two or more abreast on narrow roads.

9.4 Sports Cyclists Road Racing

Ideal environment:	Roads closed.
Impediments:	Temporary traffic management costs.

9.5 Recreational Cyclists

Ideal environment:	Off road routes linking with cycle lanes on roads.
Impediments:	Lack of network, standard of paths.

9.6 Commuter and Utility Cyclists

Ideal environment:	Cycle lanes, quiet streets – continuous routes, off road routes.
Impediments:	Safety on busy streets.

9.7 Touring Cyclists

Ideal environment:	Interesting and scenic off-road routes, good road shoulder, route information.
Impediments:	Safety on main highways.
Issues:	Co-ordination of regional route development.

9.8 Community Pedestrians

Ideal environment: Continuous footpaths and walkways.

Impediments: Crossing roads.

Issues: Links with public transport.

9.9 Young Pedestrians

Ideal environment: Quiet streets with good visibility.

Impediments: Crossing roads.

Issues: Being visible, education, supervision.

9.10 Elderly and Disabled Pedestrians

Ideal environment: Uncluttered, trip-free footpaths, tactile pavers.

Impediments: Sight, hearing, mobility.

Issues: Access to public transport, crossing roads.

9.11 Mobility Scooters, Prams and Wheelchair Users

Ideal environment: Continuous footpaths, Good road crossings.

Impediments: Access to buildings.

Issues: Access to public transport, crossing roads.

9.12 Skateboarders and Scooters

Ideal environment: Wide, smooth footpaths, designated areas.

9.13 Recreational Walkers

Ideal environment: Continuous attractive walks.

Issues: Walking with dogs.

10 FUNDING

There have been indications that funding from Government sources (e.g. Transfund NZ and SPARC) may be available for projects relating to walking and cycling. There has also been indications that funding from primary health organisations may be made available.

Whilst some funding from Transfund New Zealand is available through the Land Transport budget for minor safety projects there needs to be more investigation into funding sources. The determination of funding sources will flow on from the adoption of a final active transport strategy.

A sum of \$50,000 has been included in every second year of the 10-year Budget commencing 2006/07.

11 APPENDICES

11.1 Timaru Urban Projects

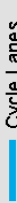
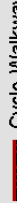
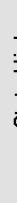
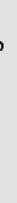
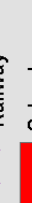
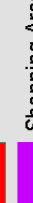
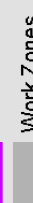
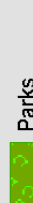
Plan Ref.	Road / Name	Description	Description	Comment
2	Gleniti Road	Cycle-walkway	Continue cycle-walkway from Pages Road to the urban boundary	Completed
4	Gleniti Road	Cycle lanes	Cycle lanes roadmarking only -urban section to new standard	Completed
8	Pages Road	Cycle lanes	Cycle lanes roadmarking only -urban section to new standard	Completed
12	Wai-iti Road	Cycle lanes	Cycle lanes roadmarking only to new standard	Partly completed
22	Wilson Street	Cycle lanes	Cycle lanes roadmarking only to new standard	
23	Woodlands Road	Cycle lanes	Cycle lanes roadmarking only to new standard	
27	Church Street	Cycle lanes	Cycle lanes roadmarking only to new standard	Partly completed
6	Morgans Road	Cycle lanes	Mark to new standard	Completed
14	Otipua Road	Cycle lanes	Cycle lanes roadmarking only to new standard	Partly completed
17	Selwyn Street	Cycle lanes	Cycle lanes roadmarking only to new standard	
18	Old North Road	Cycle lanes	Cycle lanes roadmarking only -urban section to new standard	Also consider cycleway
25	Hassall Street	Cycle lanes	Cycle lanes roadmarking only to new standard	
26	North Street	Cycle lanes	Mark to new standard	
3	Gleniti subdivision	Cycle-walkway	Cycle-walkway link from Pages Road to Morgans Road	
5	Off -Road	Cycle-walkway	Cycle-walkway link between Mountain View Road and Morgans Road	
7	Off Road	Cycle-walkway	Cycle-walkway linking Morgans Road, Lachlan Place and Orbell St	
9	Off-Road	Cycle-walkway	Cycle-walkway link between Orbell Street and Douglas Street	
13	Off-Road	Cycle-walkway	Cycle-walkway link from Scenic Reserve to Coonoor Road	Completed
15	Quarry Road	Cycle lanes	Cycle lanes roadmarking only to new standard	
16	Douglas Street	Cycle lanes	Cycle lanes roadmarking only to new standard	
19	Old North Road	Cycle-walkway	Cycle - walkway between Gould Road and Jellicoe Road east side	
20	Off Road	Cycle-walkway	Cycle-walkway link betw. Ellesmere Street and Grantlea Drive-Old North Road	
21	Grasmere Street	Cycle lanes	Cycle lanes roadmarking only to new standard	
24	Off-Road	Cycle-walkway	Upgrade walking track to take cycles	Completed
29	Off Road	Cycle-walkway	Upgrade walking track to take cycles	
30	Off Road	Cycle-walkway	Cycle-walkway along South Beach	Completed
31	Off Road	Cycle-walkway	Upgrade walking track to take cycles Evans Street - Virtue Ave	
32	Off Road	Cycle-walkway	Upgrade link to take cycles Virtue Ave - Pacific Street	Completed
33	Off Road	Cycle-walkway	Upgrade track to take cycles Around Smithfield	
34	Off Road	Cycle-walkway	Cycle-walkway link between railway and Hilton Highway	
35	Hilton Highway	Cycle-walkway	Upgrade footpath to take cycles	

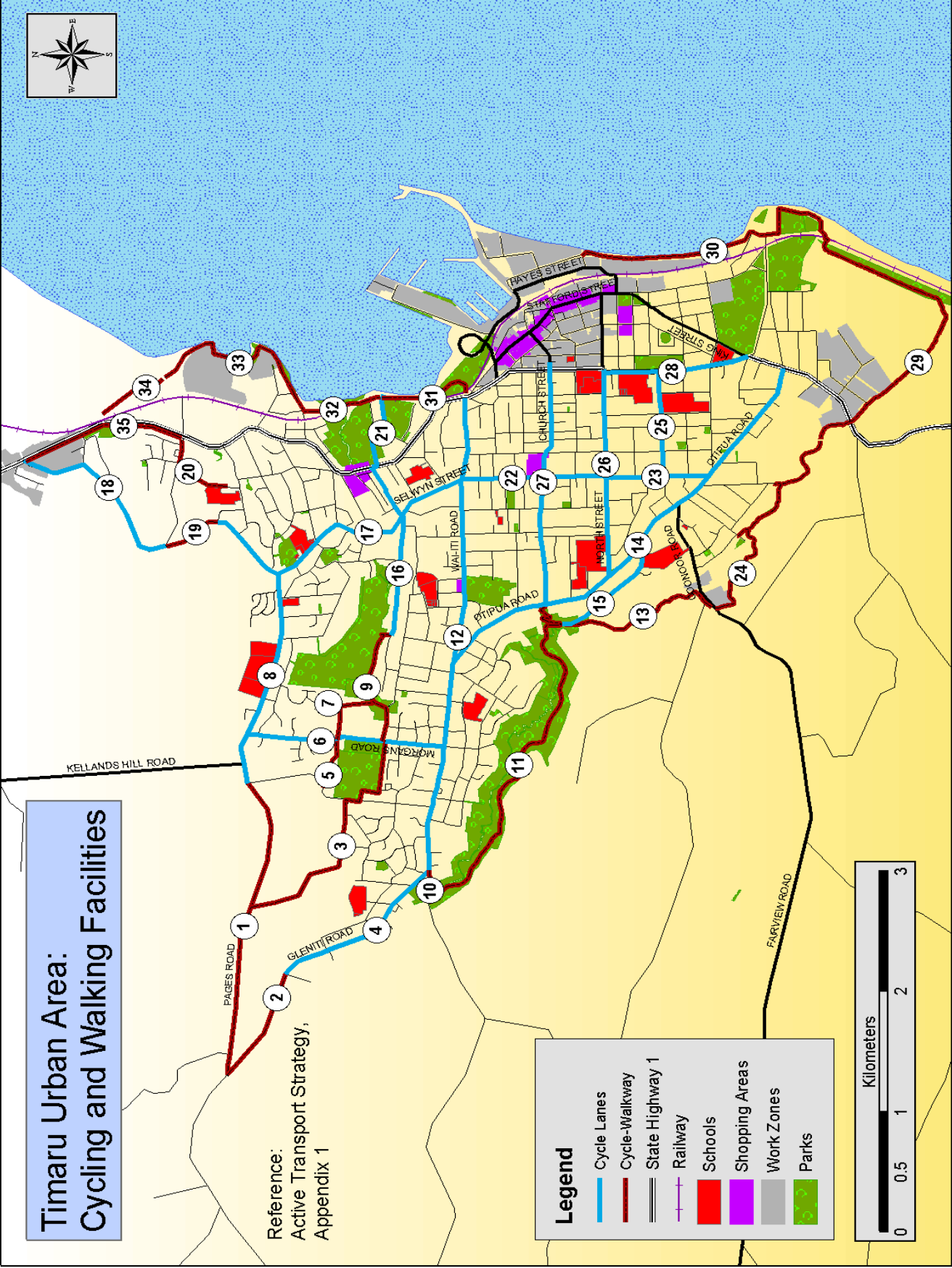
Plan Ref.	Road / Name	Description	Description	Recommendation
	Claremont Road	Cycle lanes	To Barton Road	
	Geraldine	Cycle lanes	Cycle laning from Raukapuka to primary school	
	Timaru to Pareora	Cycleway	On sewer pipeline?	
	Temuka	Walkway	Extend and maintain Taumatakahu Stream walkway	
	Opihi Bridge SH 1	Walkway	Western side	
	Grasmere Street	Cycle lanes	Cycle lanes roadmarking only to new standard	

Timaru Urban Area: Cycling and Walking Facilities

Reference:
Active Transport Strategy,
Appendix 1

Legend

-  Cycle Lanes
-  Cycle-Walkway
-  State Highway 1
-  Railway
-  Schools
-  Shopping Areas
-  Work Zones
-  Parks



11.2 Initial Consultation Responses

Summary of initial consultation responses

Advertisements were placed in the Timaru Herald (December 2003) and the Courier (January 2004). The newspaper advertisements had the two following questions attached:

Do you think the Council should be involved in promoting a more active living community? 49 (96%) said yes, 2(4%) said no

Do you think the Council should provide more facilities to encourage walking and cycling? 50 (98%) said yes, 1(2%) said no

Also some 80 groups, clubs, schools and other organisations were written to directly. 25 responses have been received to date. The above two questions were not included in this mail-out.

Of all 76 responses received to date 42 wish to be involved in further planning, made up of 23 individuals or households and 19 groups or organisations.

The comments received are attached:

Comments
Residential (Urban) Streets should be provided with at least one footpath. Many streets in Geraldine have none and pedestrians have to walk on the road.
Most important that strict controls are in place in public places, and no riding on footpath or area set aside for walkways.
More marking of cycleways within the city to encourage use of cycles. Cycleways sealed with smooth surface. More publicity for awareness of motorists to cyclists and for cyclists to be aware of their obligations as road users (there is more!).
Should have footpath and cycle lane. Also speed hump required for Dampier Street, Tasman Street corner, cars travel too fast and park on corner, if lost control could hit kids.
The cycleway on Richard Pearse Drive supposedly for High School students needs to be sorted out. Students are using the Northern side for two way cycling as the southern side is not marked properly, not continuous. By widening the northern ie High School side and marking it clearly from SH1 to the school with signs eg Cycleway from 8.15am to 8.45am and 3.15 to 3.45pm and excluding all other traffic at this time including parked cars (and apart from intersections) it could be safer and more user friendly also by widening it the students would be further from the trucks etc. Parking under the trees opposite the high school entrance should be banned as the people reversing or coming forward from there onto Richard Pearse Drive pose a significant danger to students either walking or cycling. These people who are picking up students should be sent to park in the school grounds via Guild Road entrance.

Comments
Widening Northern side could be achieved by eliminating southern cycleway altogether a hatched no entry painting between cycleway and carriageway could assist in keeping cyclists away from trucks etc.
<p>There is also in Temuka the opportunity to make an around the town cycleway by continuing along Richard Pearse Drive to Murray Street across to Domain Avenue forming a new cycleway along between trees and golf course thus via road past Domain house and through Domain coming out past Police Station continuing west along Domain Avenue to Hally Terrace by the Railway Reserve and back to Ewen Road then Richard Pearse Drive.</p> <p>They have these sorts of things in Christchurch and other places and seem to be able to design them to keep cars off.</p> <p>The improvement to student safety would be worth every cent.</p>
A dual-purpose walkway/cycle lane needs to be installed on the Old North Road between Goulds Road and Jellicoe Street. Expecting pedestrians (often pushing bicycles or push chairs) to use the shoulder of the road is an accident that is just waiting to happen in an 80kph zone.
There seem to be barriers put up to stop cyclists (eg rocks in the scenic). This area should be looked at to ensure access for cyclists. Hold or support recreational or walking events – more Council support.
Great that some progress being made at Council level in this area. The HALT Group will be keen to be part of this.
<p>I hope the Police Education Officers are involved at a very early stage.</p> <p>Have sought support from the Cycle shops in town and other cycling and mountain biking groups.</p>
Our philosophy is encouraging people to be more active and so the promotion of and reducing the barriers to active transport are very important to us. As part of the Healthy Active Living Team we are keen to be part of a walk/cycle strategy.
Please find enclosed the Programme proceedings for the NZ Cycling Conference – Transport for Living that I attended. I have photocopied a couple of papers you might find useful.
I believe that there will be plenty of input available from the cycling fraternity, and from walking groups.
I cycle and walk a lot round Temuka. I find a lot of glass on the side of the road where the gravel is thrown by cars. Could this cycle area be cleaned more carefully? Lots of children are forced onto the gravelly part. Also can a walkway be signposted and styles provided along the bank of the sewerage pond? Lots of people use it but visitors don't know where the tracks behind the golf course lead.
After paying rates for many years for the development of Aorangi Park it was indeed a disappointment to have one section of the park closed off for the exclusive use of one section of the community.

Comments
<p>I refer to the bank or walkway area bounding the perimeter of the “athletics sports area”.</p> <p>In the past, people of all ages were able to walk around the top area unobstructed as part of their daily walk. The siting of the perimeter fence has now prevented this with entry and exit points blocked. If one does manage to walk around the outside of the fence it is necessary to walk on gardens on steep sloping areas of grass. Had the fence been kept in towards the track by one metre, the walkway would still be available.</p> <p>I am sure many others will say to the Council “thank you very much for considering the walkers”.</p>
<p>The LTSA fully support your project to develop a cyclist and pedestrian strategy. We can offer to help by providing up to date national guidelines for this and examples of such strategies plus, if you want, some analysis of the reported crash problems and time permits, on any working groups formed for this project.</p>
<p>The Council should be congratulated on this strategy. I would like some consideration given to wheel chair access as well.</p>
<p>More walkways/cycleways to the north of town – in Washdyke Lagoon and surrounding area. Redesign cycle track in Scenic Limit planting along walkways to 1 metre high.</p>
<p>Ashburton will be developing its own strategy and looks forward to viewing our strategy when developed.</p> <p>Issues which need to be covered include:</p> <p>Design standards, surface types, visibility etc.</p> <p>Letter enclosed.</p>
<p>Would like to participate in her role as Orientation and Mobility Instructor with the Foundation of the Blind.</p>
<p>Commented on road markings on Otipua Road. Would like to see promotions to educate motorists and educate cyclists. Improvements required at beginning of Claremont Road. Cycle way from Timaru to Pleasant Point, Fairlie, Geraldine.</p>
<p>Would like to see cycle lane in Washdyke, heading south especially between Old North Road and Blair Street. Many children bike this way to and from school each day.</p>
<p>Concerns re footpath on Old North Road intersecting with Goulds and Old North Road. 80kph zone – Old North Road to Jellicoe Street is a concern. Would like to see footpath/cycle lane on Old North Road.</p>
<p>Council do promote a pro-active approach to development of these facilities. Huge improve required in some areas including Timaru Port and the new Yacht Club. South Beach – the haul road along the beach has not been reinstated. A disappointing lack of cycle design on Kelland’s Hill. Saltwater Creek needs trees and debris removed from upstream of SH 1.</p>

Comments
I'd like to see cycle and walkways planned for by Council and Transit NZ. Also cycle (MTB) tracks established locally, such as the proposed "Rail Trail".
Lived in Swindon – England and was very impressed by the network of walkways and cycle paths that wound around the town. This provided a quiet access from one part of town to another. Enabled a more direct and safer route.
Cycle lanes on main and heavy traffic use streets would be helpful to encourage more town biking. Off road courses/tracks would be appreciated and used.
As a pedestrian, has been a casualty of tree roots and uneven surfaces on city streets, especially Grasmere Street. Jonas Street is a hazard for pedestrians etc as motorists gather speeds after the roundabout en route to the Mall.
Walk for about 60-90 minutes per day as a means to keep fit.
Put a cycle track up Pages Road to water tower and down Gleniti Road so it's also safe for children to bike, therefore promoting exercise for children.
While I don't support the Council actively promoting a more active community living, the Council should provide passive walking and cycling facilities the achieving the more active community goal.
Present ideas to the public simply in plain English. Break through the "apathy barrier" by making participation attractive.
I was impressed with the network of walkways and cycle paths in the new town area of Swindon (UK), which allowed quick, safe and quiet access and a more direct route from point A to B.
Promote Saltwater Creek Walkway and join up to Centennial Park – for both walkers and cyclers. 2 Promote idea of using old railway track land for bikers – Central Otago Rail Trail is a wonderful asset.
As a near 80-year-old female walking is limited to my locality, as I don't have transport to designated walkways. Would appreciate not having to cross busy roads. Also footpath in good order. Some are spoiled by underground roots and others in need of repair.
Fully support and encourage.
To have cycle lanes on every street. To educate drivers on being aware of safety and cyclists rights to the road.
We need a lot more walkways, eg coastal etc. Also bikers and walkers needs to be kept separate.
Get unlimited supply of water and finish the sewage then concentrate on the rest. They have the wetlands, water front, Caroline Bay. Doesn't matter how many you have they want more.

Comments
I have a girlfriend who is autistic. She was given a bike and I think it would be fun to have new tracks around the area.
My complaint is for people with mobility scooters – set to increase with aging population – footpaths and gutters are a problem. Action is needed.
Child cyclists often difficult to see. LTSA advise use of bright clothing – often ignored, especially by school age children often in dark coloured uniforms. Plan: All children and all cyclists should conform to OSH Standards for day/night clothing when cycling on roads.
Centennial Park could be further developed as a technical mountain bike course and some easier courses along beaches, Saltwater Creek, river stop banks and old railway lines would encourage more people into biking and walking / tramping leading to better health and fitness.
Bike stands? Encourage bikes rather than cars in town especially!
The tentatively proposed Fairlie to Timaru rail trail restoration is a fantastic idea, and deserves all possible support.
More cycle lanes – like the new ones on Otipua Road – they are further out from the side walk.
Mountain biking in particular has grown. More tracks in the South Canterbury area would be great. The Fairlie railway would be excellent as a walking / mountain biking track.
With increasing vehicle traffic on roads there is a growing need to provide secure walking and cycling facilities – Council is the only body that can properly do this.
Cycle lanes on roads.
As a cyclist the most dangerous intersection is the corner of Otipua and Wai-iti Roads
Great to see the Council taking an active part. Would be good to see some good walkways established and maintained.
I would like to see roading made safer for cyclists and pedestrians, and encouragement for people to do these activities.
We wish to be kept informed and may have ideas to offer in due course.

11.3 References

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