

Onwards

Timaru District Active
Transport Strategy
2024





Mayor's Foreword

As Mayor of our vibrant community, I know that walking, biking and other forms of active transport are important ways that people get to where they need to go. Beyond that, walking and biking are much-loved leisure activities in our District, help to service mobility needs and ensure access to employment and entertainment for many people in the community. My vision for our District includes better walking and biking infrastructure and more people using it - a pathway towards a healthier, greener community.

Active transport, encompassing walking, cycling, and other human-powered modes of travel, presents us with significant opportunities. Beyond promoting healthier lifestyles through daily physical activity, it serves as a cornerstone in reducing our carbon footprint and safeguarding our environment. Onwards is our plan to expand our active transport offering onwards, upwards and outwards, to benefit more people in our community and open new opportunities for commuting and recreation. But it's not just about building more cycle lanes and walking trails - this strategy lays out our plans to encourage more people to take up these opportunities, and our ideas for other projects to help get more people moving - things like safe, lockable bike parking, hydration and repair stations.

I encourage everyone in our community to integrate active transport into your daily routines when you can. Whether this is opting for a bike ride over a short car trip, choosing to walk to nearby destinations, or combining public transportation with walking or cycling, each small effort contributes to a broader, positive impact.

Let us seize this opportunity to lead by example and demonstrate our dedication to a lifestyle that prioritises activity, our health and protecting our beautiful natural environment.

Onwards!

Nigel Bowen
Mayor of Timaru District



Summary

Our vision

Active transport options are safe, accessible, fun and popular with our communities and visitors

Action plan

Goals



Make active forms of travel safer, more accessible and more attractive for more people



Encourage people who make short trips by car to start walking, biking and using micro-mobility options more often



Increase the number of people who walk, bike and use mobility modes for recreation

Focus areas

1

Build and maintain connected, District-wide infrastructure

2

Provide wayfinding & complementary amenities

3

Promotion & Education

4

Enabling policy and planning



Photo: Central South Trail

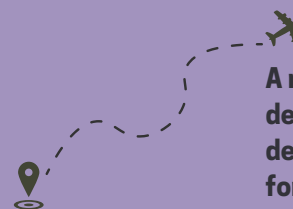
Outcomes we seek



Improved health, wellbeing and community vibrancy



Environmental - reduced emissions, noise and air pollution



A more desirable destination for visitors



Safer streets



Lower transport costs



Improved access to employment, services and entertainment

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About this strategy

Welcome to Onwards, the active transport strategy for the Timaru District. This document lays out the pathway to expanding our District's active transport offering onwards, upwards and outwards – benefitting more people in our community and opening up new opportunities for commuting and recreation.

This plan is a step change from the Active Transport Strategies our Council has adopted in the past. It brings our District's on-road and off-road infrastructure plans together for the first time, and updates them with new trends and feedback from our community. The result is a comprehensive infrastructure development plan for a connected, District-wide walking, biking and micro-mobility transport system. It also presents a suite of complementary projects, and identifies how new paths and cycleways will work together with promotion and education programmes to help get more people on bikes, on foot and using other forms of active transport. In collaboration with Venture Timaru, this plan also explores how we can leverage cycle tourism opportunities, building on our recreational transport offering to lift the value of our District as a destination for visitors.

Our goal is to build an active transport system that provides a genuine alternative to vehicle transport. This will require more investment into projects that improve safety, break down barriers to active travel and make these options more attractive for more people. Through collaborative efforts, partnerships with community and industry and continuous improvement, we are committed to achieving this goal. We want our District to lead the way – to a future where active transport is accessible, safe, a celebrated aspect of our residents' lifestyles, contributing to a cleaner, healthier environment.



What is active transport?

The most common forms of active transport are walking and cycling. Active transport also refers to a range of generally non-motorised ways for moving around, including jogging, using wheelchairs or mobility aids, horse riding and an expanding number of micro-mobility devices. This includes e-scooters, powered skateboards, and various non-standard bicycles such as e-bikes, cargo bikes and tricycles.

Active transport is 'active' as it involves people being more physically active than using other modes of transport such as cars and public transport. In this document the term 'active transport' is used to encompass use of active modes for both transport and recreational purposes.

People are using active transport when they bike to work, walk to school, take a scooter to the shops or skateboard to a friend's house. They're also using active transport when they are doing recreational activities like cycling for exercise, walking to enjoy the outdoors or going jogging.

Active transport modes can be categorised as motorised and non-motorised forms of transport, as shown in Figure 1.

Non-Motorised Active Transport

This includes people walking, jogging, using wheelchairs, mobility aids, scooters, horse-riding and many other transport aids.



Motorised Active Transport

This includes people using e-bikes, and micro-mobility devices that travel much faster than people walking.

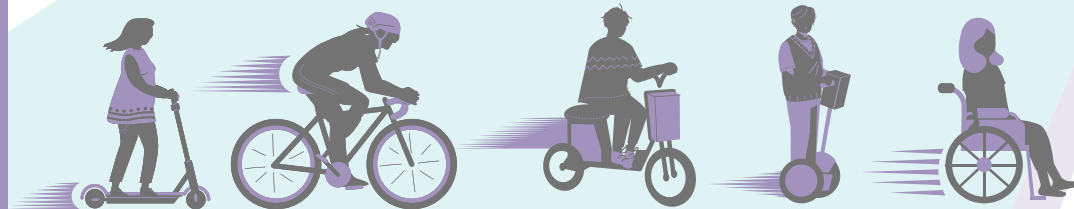


Figure 1 - Types of active transport

Value proposition - how does our District benefit from active transport?



Better health and wellbeing

Communities with higher rates of walking and cycling tend to have better overall health profiles. Regular walking, such as commuting to work or school, can reduce all-cause mortality by 30% and lower the risk of serious and chronic illnesses. Walking also positively impacts mental health by improving self-esteem, reducing stress, and enhancing mood. For children, active travel to school not only provides physical health benefits but also improves concentration and academic performance. Timaru's Age-Friendly Strategy has identified active lifestyles as a contributor to better health and wellbeing for our ageing population. Healthier communities also lowers the cost of public healthcare provision.



Improved access to employment, services and entertainment

Active travel options provide independent mobility for people who may not be able to use a car, improving their access to workplaces, healthcare facilities, shops, and recreational areas. In the Timaru District, there is particular opportunity for this benefit to be realised with our younger and older populations. Encouraging active travel in young people can establish lifelong willingness to choose these options, broadening their access to a range of opportunities and creating a generational shift in transport preferences for broader social, health and economic benefits.



Lower cost of transport

Many forms of active travel are free to use, and active transport infrastructure costs less to build compared to significant road infrastructure. A substantial portion of the district's population have low incomes (33% have personal annual income of less than \$20,000). Increasing cost of living pressures make low-cost transport options more important and transport is the third largest household expenditure category. Lower demand for parking could also reduce parking infrastructure costs for Council.



Lower environmental impacts

Lower carbon emissions, noise and air pollution. Transport is responsible for 37% of household carbon emissions; approximately 3.3 tonnes per person annually. The Timaru District has committed to lowering environmental impacts within its Climate Change Response Policy and this Strategy seeks aligned benefits. Reducing noise and air pollution from transport can have local benefits on the quality of life for residents.



Safer streets

9 fatalities and 33 serious injuries involving cyclists/pedestrians occurred in the Timaru District between 2013 and 2023. Improved infrastructure makes walking and biking safer. More people walking and biking reduces traffic congestion, also reducing road safety risk.



More vibrant communities

Increases in active travel help to increase vitality of urban streets and people walking is key to urban public life. Active modes have lower spatial demands for road space and parking areas, meaning more space for other activity. Activating the District's towns and reversing the 'urban decline circle' in Timaru city centre has been signalled as a priority in recent Long Term Plans. The Timaru CityTown work programme has identified improved active mobility as a key contributor to improving the vibrancy of Timaru city centre.



A more desirable destination for visitors

There is a significant opportunity for the Timaru District to benefit from momentum in cycle tourism. Key insights published by the Ministry of Business, Innovation and Employment in 2021 indicated that cycle tourism has contributed over \$950 million to regional economies.

Figure 2 - Active transport benefits

Current active transport use

As in most places across New Zealand, household travel in the Timaru District is predominantly by car and active transport plays a minor role. Travel by car is generally easy, fast and provides convenient door-to-door access. Car ownership is widespread (almost 40,000 passenger vehicles registered in the District, meaning close to one vehicle per person), and the relatively small size of Timaru city and the district's townships means that traffic congestion and car parking costs are not issues that prompt more people to walk and cycle in some bigger centres.

Figure 3 shows that journey to work mode share for cycling and walking in the Timaru District is low with approximately 5-6% of workers walking and 1-3% cycling. These levels are similar to New Zealand averages. While there was some growth in cycling between 2001 and 2013, there was a decline between 2013 and 2018. Walking mode share appears relatively static over the past approximately 20 years.

All these factors suggest a different approach is needed to encourage active travel growth and achieve a step change. There is huge potential for the Timaru District to respond to key challenges and opportunities ahead and leverage the benefits that greater uptake of active travel would present for the District.

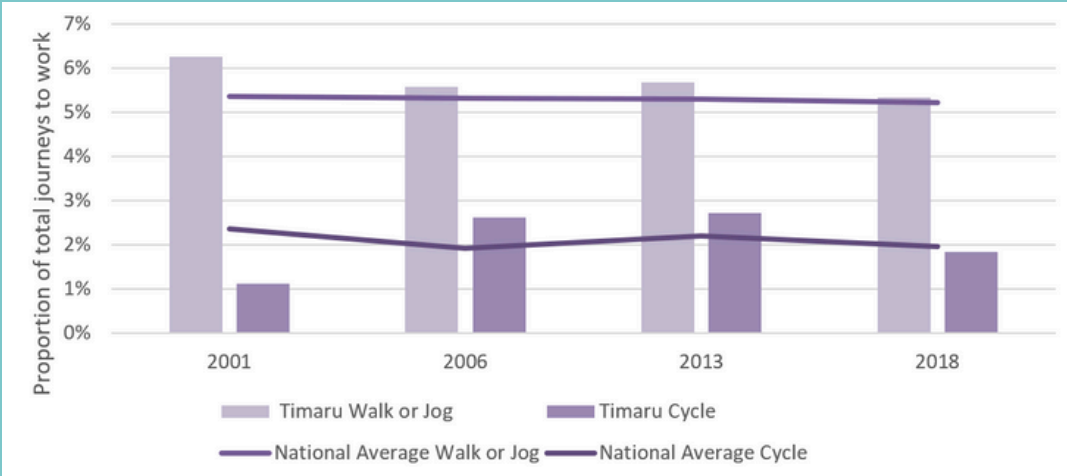


Figure 3 - Active mode share for journeys to work, 2001 - 2018



Our community profile - influences on active transport demand

Timaru District's community profile is distinct from that of New Zealand including a greater proportion of people in older age groups, lower population growth and lower average household income:

- Timaru's population is projected to increase to 49,700 by 2033, reaching 51,600 in 2053 (0.2% average annual increase).
- 28% of people are age 20 years' old or less
- 22% of people are age 65 years' old or more, this is expected to increase to 30% of people over the next 30 years
- 18% of people age 65 or older have limitations in performing activities such as walking, seeing, hearing or self-care (2018)
- 33% of people have annual personal income of less than \$20,000 (2018)
- 34% of people age 15 years' and older are not in the labour force (2018).

Our ageing population has several key implications for active transport. A survey conducted by Timaru District Council during the development of the draft Timaru District Age-Friendly Strategy found that transport is by far the most pressing issue for seniors (caused by loss of licence, loss of a spouse or partner who drove, declining mobility and lack of suitable public transport).

There is expected to be a growing need for transport infrastructure to support mobility alternatives and support ease of access to public transport options. The survey also found there was enthusiastic support for walking and cycling paths across the District. E-bikes have opened opportunities for older age groups, meaning the demand for more cycle trails and tracks will continue to increase as people live longer, are fitter and more capable for longer.

Children and families enjoy active transport options for recreation, particularly to access urban centres, parks and reserves. Walking, biking and other non-motorised forms of active transport are also used by much of our younger population for travel to and from school. A recent survey of Waimataitai Primary School found that over 60% of students living within 800 metres of the school walked to school.

Ethnic diversity in our communities also continues to increase, with increases in refugee and immigrant populations in recent years.

Many refugees to the Timaru District are children and have a need for safe and efficient travel through and around our District. Refugee families often face barriers in terms of private vehicle transport so walking and biking infrastructure can help to increase mobility, access, and participation within our community.

Our demography has further implications on the affordability of travel and infrastructure provision. As most forms of active travel are either free or inexpensive (compared to private vehicle travel), improving active travel options can open up new opportunities/improve transport equity for lower income households. Active transport infrastructure can also be cheaper to build and maintain than traditional road infrastructure, lowering transport costs for ratepayers.

Venture Timaru, the District's Economic Development Agency, recently commissioned a report modelling several future growth scenarios for the District, the most ambitious of which has a goal of a population of 75,000 by 2050. If this scenario played out, we could expect to see increased population numbers travelling on all parts of our transport network. Significant population growth could thus drive further demand for active transport options.

TDC's aim is that all current and future members of the community who wish to do so can safely and comfortably use active transport.



What you told us - insights from community feedback

Council surveyed residents to inform preparation of this plan. Key findings from these surveys are illustrated in Figure 4 and include:

- The majority of people currently use active transport for leisure/recreation purposes
- Safety concerns and lack of good infrastructure are key barriers to cycling and 'more protected cycle routes on main roads' is identified by most people as the most important initiative for encouraging more cycling
- A high number of people would be encouraged to walk more if the streets were more attractive
- Lack of cycle parking at destinations is a secondary barrier to more cycling
- Barriers and encouragement factors for more walking are distinct from cycling. The top barriers identified for walking are concerns about inadequate street lighting and uneven footpath surfaces.

Children and their caregivers at several Timaru primary schools have also been recently surveyed to understand perceptions of active transport. For example, the survey at Oceanview Heights School found that:

- 47% of students travel to school using active modes including walking, travelling by bike, scooter and skateboard
- 78% of students indicated they would like to travel to school using active modes
- the main reasons parents gave for driving rather than using active modes were distance, concerns about dangerous roads and concerns about personal safety.

These responses reinforce findings from international and NZ-wide studies. For example, a recent NZ-wide survey found that key barriers to walking more are not feeling safe in the dark. The same survey found that 57% of New Zealanders support investment in cycleways because it gives people more travel options and 53% of cyclists reported that the opening of new cycleways encouraged them to cycle more.

A full summary of community feedback obtained in the survey is provided in Appendix A.

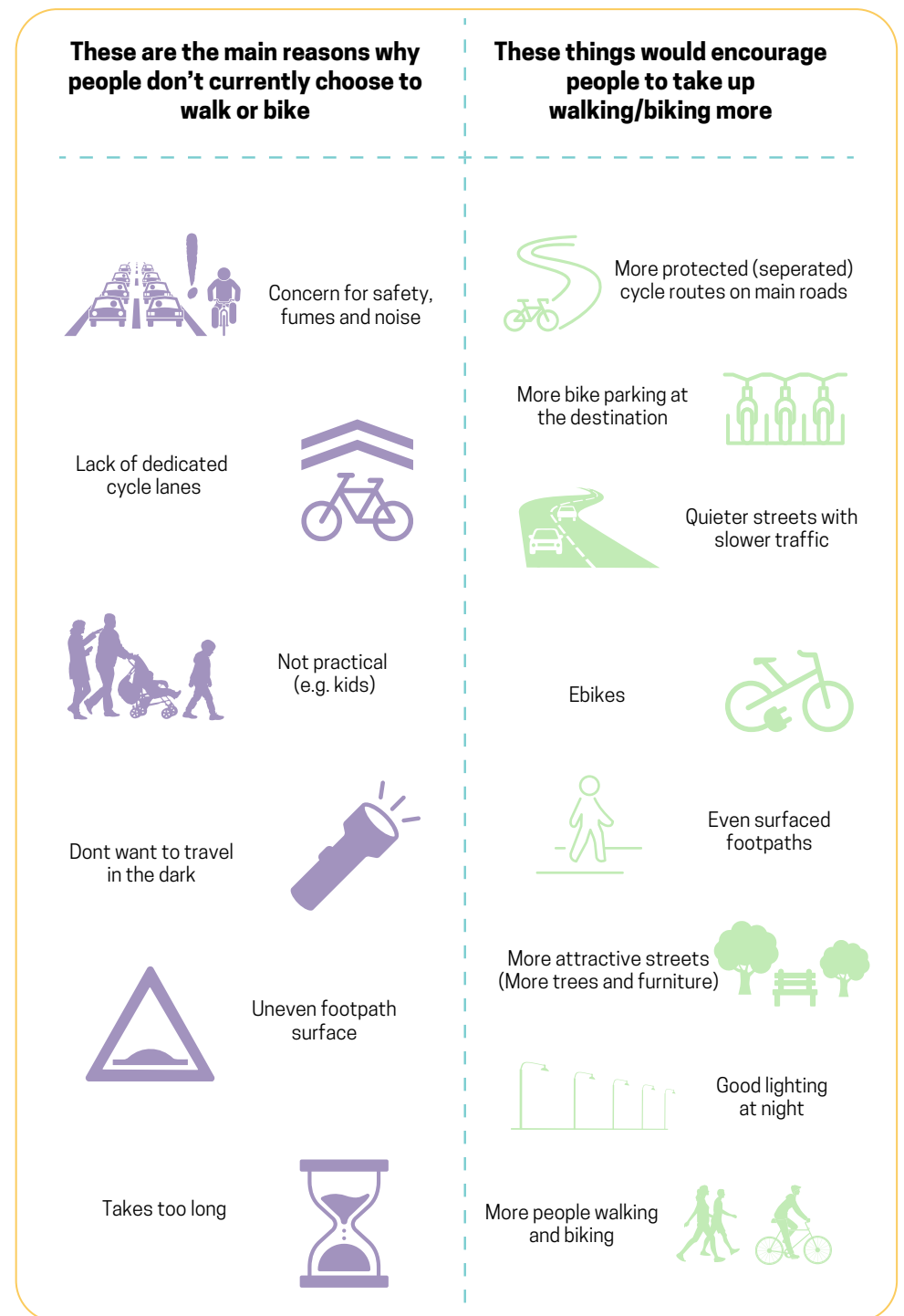


Figure 4 - Summary of community feedback

Key challenges and opportunities

Opportunity - the size of the District's urban areas supports active modes

Although active transport use is currently low, most household trips are short and the relatively small size of Timaru and the district's townships means that active travel is a viable option for the average trip length.

Analysis of urban Timaru finds that 81% of the city's residents live within an 8-minute cycle ride of a package of six key destinations (supermarkets, pharmacies, parks, schools, early childhood centre and GP). This highlights the potential for short walking and cycling trips to meet everyday access needs.

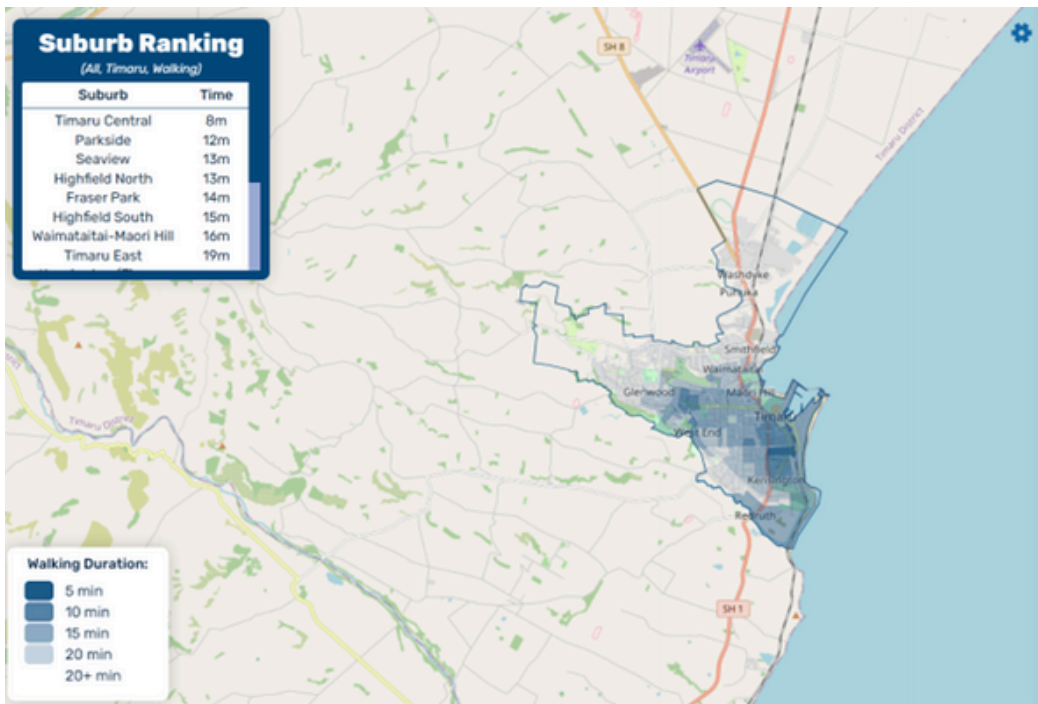


Figure 5 - Average walking durations in Timaru city

Timaru data on walking to education (schools and tertiary education) shows there is a good base of people walking to schools that the district can build on. Across the district 23% of journeys to education are on foot and an additional 5% by bike.

Both walking and cycling mode share for education purposes are higher than the national average. Walking mode share is highest in Timaru compared with a selection of comparator districts (Figure 6).

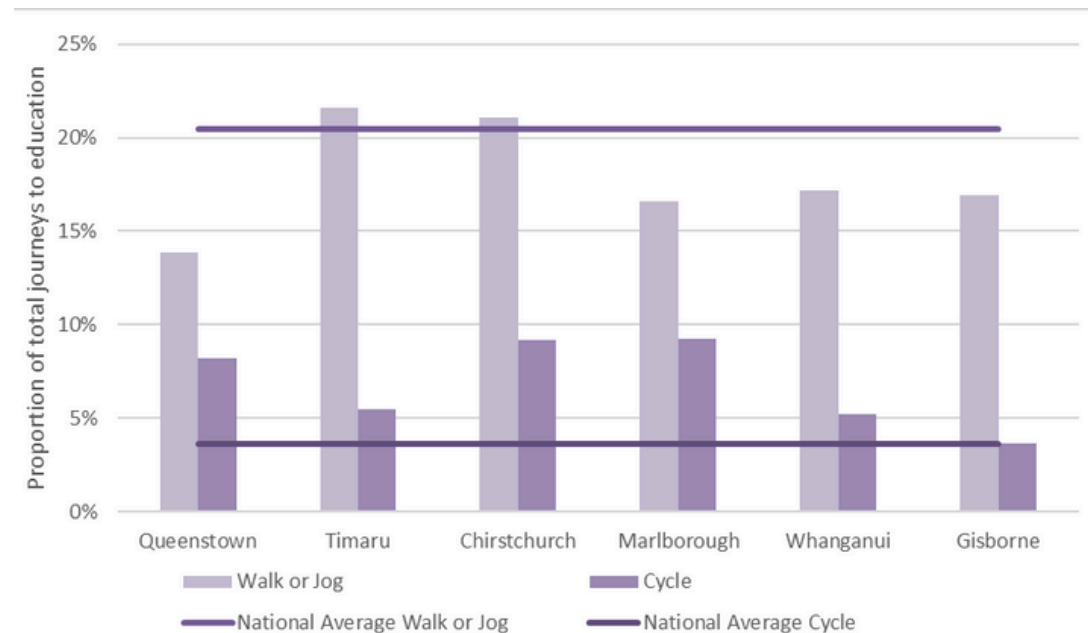


Figure 6 - Active mode share for journeys to education, 2018

Opportunity - Cycle tourism through community connections

There are opportunities for active transport recreational experiences to contribute to district-wide tourism objectives and to enhance quality of life for residents. The Timaru District Destination Management Plan 2021 highlights this opportunity, and there is existing community-led momentum for establishing the proposed Central South Trail as a centre piece of a broader network of long-distance trails that establish new visitor experiences that attract tourists to the region.

The Central South Trail is planned to run from Timaru to Tekapo and connect with the Alps 2 Ocean Trail. The success of the Alps 2 Ocean Trail and other regional cycle trails provide examples of the positive impacts of investment in long-distance rural trails. In addition to tourism opportunities, improved provision for active transport through both urban and rural trails provides recreational assets for residents with benefits to health, wellbeing and quality of life, connecting our communities.

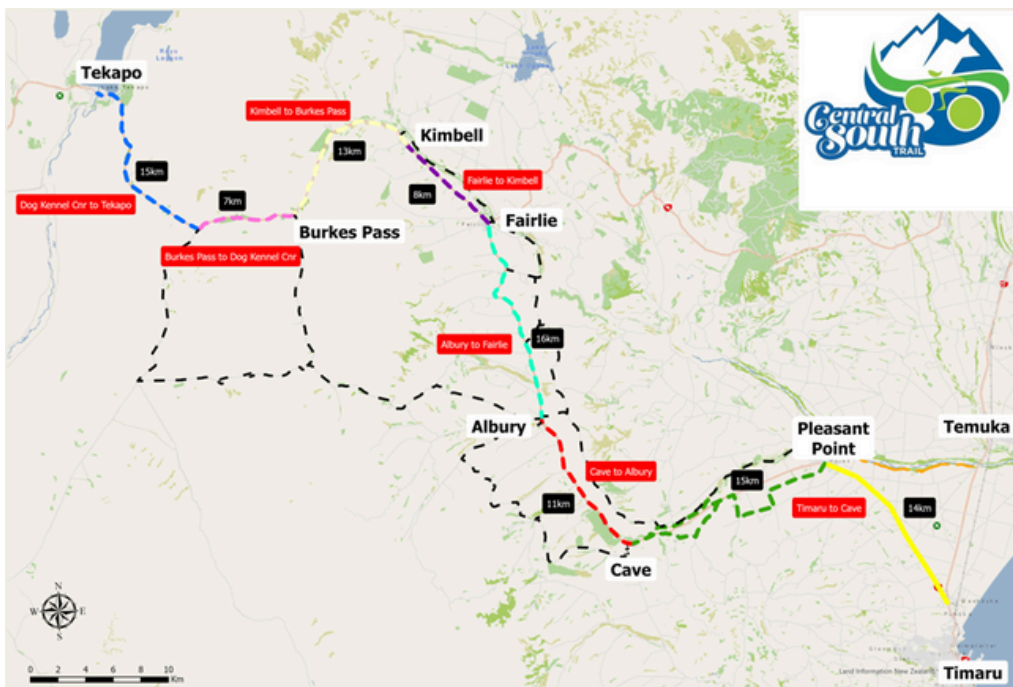


Figure 7 - Central South Cycle Trail



Photo: Central South Trail

Opportunity - E-bikes make cycling viable for longer trips and for a broader range of users

E-bikes present a unique opportunity for increasing cycling uptake. Compared with standard bikes, e-bikes:

- Increase trip range (higher speed output, less fitness/ability required)
- Decrease topographic barriers.
- Increase the demographic range of users who see cycling as a viable transport option (particularly among more elderly groups)
- Decrease barriers to cycling associated with physical exertion (e.g., less sweating, better suited for those who need to appear professional after a trip).

Timaru, like many districts in New Zealand, has east-west valleys and hills (see Figure 8), creating topography challenges for walking and cycling. E-bikes mitigate this issue by providing increased speed without a required increase in effort. In the same manner, this increases the range of trips, with one study finding e-bike users travel approximately 11 km per day, longer than the distance individuals report to be willing to travel by standard cycles .

In addition to the ability to increase cycling use cases, e-bikes increase the user base by allowing for people of varying fitness levels and different levels of ability to more easily travel by cycle.



Figure 8 - Example of Timaru topography

Challenge - funding limitations

Best practice safe cycling infrastructure involves cycleways that are physically separated from general traffic on streets with higher traffic volumes and speeds of 50km/h (e.g. urban Timaru's arterial street network). These types of facilities can be expensive (e.g. \$2 - \$5 million dollars per kilometre of facility).

Comprehensive retro-fitting of the entire street network in the district would be too costly for Council. There is a challenge therefore in prioritising where to invest in best-practice infrastructure and identifying ways to improve safety and attractiveness of streets in lower cost ways.



Figure 9 - Existing on-street painted cycle lanes do not attract a broad range of cyclists

Challenge - safety perceptions

Both the reality of relatively high crash rates for active modes and people's perceptions of safety are limiting active transport uptake. Road crashes have major negative individual and collective impacts and when active modes are disproportionately impacted, they also change how people feel about their travel choices.

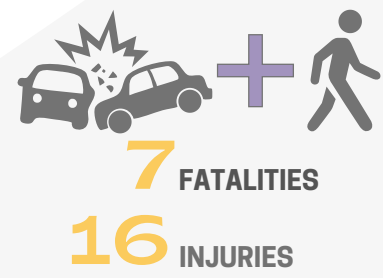
Data on road crashes involving active modes in Timaru District suggests that crashes involving active modes occur most regularly in and around urban centres. Fatal crashes for active modes are often located on high-speed rural roads outside townships and are often associated with alcohol impairment. Elderly pedestrians are represented in multiple fatality crashes within Timaru city. Urban intersections are also higher risk locations. In Timaru the corridors of SH1, Wai-iti Road, Wilson Street and North Street are overrepresented in crash occurrences for active modes. A similar pattern presents in smaller townships like Geraldine with active mode crashes occurring either at intersections or in car parks.

Attractive and safe streets and paths will be important for shifting perceptions of safety and attracting more active transport use by a more diverse range of people. While a small proportion of the community are comfortable cycling in current conditions, lack of safe cycle facilities is a key barrier to wider uptake by children and young people and less confident cyclists of all ages. As mentioned above, a survey of Timaru residents found this one of the top barriers to cycling. Equestrian groups have also actively lobbied Council for safer provision for horse riders on our network.

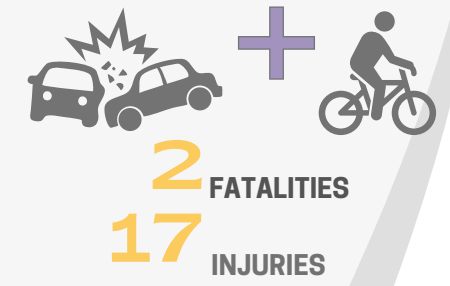


SH1 through Timaru, Wai-iti Road, Wilson Street and North Street are overrepresented in cyclist/pedestrian crash statistics.

Elderly pedestrians are overrepresented in crash statistics in Timaru city.



Crashes with pedestrians have resulted in 7 fatalities and 16 severe injuries between 2013-2023



Crashes with cyclists have resulted in 2 fatalities and 17 severe injuries between 2013-2023

Figure 10 - Key safety statistics

Alignment with relevant policy, strategy and plans

This plan aligns with relevant policy, strategy and plans as follows:

- Ministry of Transport Strategic Outcomes Framework
- Ministry for the Environment Emissions Reduction Plan
- Waka Kotahi Cycling Action Plan
- Timaru District Council Long Term Plan 2024-34
- Timaru District Council Transportation Vision 2006
- Timaru District Destination Management Plan 2021
- Timaru District Economic Development Strategy 2021
- Timaru District Off-Road Walking and Biking Strategy 2012 to 2032
- Geraldine Transport Strategy 2021
- Timaru District Council Infrastructure Strategy
- Timaru District Climate Change Response Policy
- Canterbury Regional Land Transport Plan 2021-31
- Road to Zero
- Timaru District Plan (2005) and Proposed District Plan
- Waka Kotahi's Cycle Network Guidance and Pedestrian Network Guidance.
- Timaru Draft Parking Strategy (2021)
- Timaru District Growth Strategy (2018)
- Temuka, Geraldine and Pleasant Point Strategic Plans

Relevant aspects of this plan are aligned to the Government Policy Statement on Land Transport 2024-34 (GPS), however it is noted at the time of writing that the GPS deprioritises funding for active transport initiatives.



Changes since the last strategy

TDC's last Active Transport Strategy was published in 2018. There have been several changes since then that have informed this update.

Since 2018 TDC and other community organisations have continued to expand the active transport network. For example:

- The district's first trial of an on-street separated cycling facility was delivered on Port Loop Road in 2022
- The Washdyke to Pleasant Point shared path was completed in late 2021, led by community volunteers at the Central South Trails Incorporated Society and supported by TDC and the Mid and South Canterbury Community Trust. This is the first stage of the Central South Cycle Trail.
- The Fairlie to Kimble section of the Central South Cycle Trail was opened in September 2023 and the Pleasant Point to Cave section of the trail is also due for completion in June 2024.
- TDC progressed planning and design of a package of active transport infrastructure improvements with three focus areas – strategic cycle networks, sustainable school travel, walkable neighbourhoods, with initial work funded by central government's Transport Choices Programme (this funding/activity has since paused due to changes in Government priorities).
- DC and Te Mana Ora Community and Public Health South Canterbury continued to deliver school travel plans for several Timaru primary schools.

There have been several developments in the national-level policy context relevant to planning for active transport:

- Increased focus on the role of improved travel options including walking and cycling as a way of reducing carbon emissions and contributing to climate change mitigation objectives. For example, New Zealand's first Emissions Reduction Plan prepared by the Climate Change Commission identifies 'improved urban form and providing better travel options' as the means reducing total kilometres travelled by the light vehicle fleet by 20 per cent by 2035.
- Strengthened guidance on planning and designing for active modes, with development of Waka Kotahi's Cycle Network Guidance and Pedestrian Network Guidance. Waka Kotahi have also published a national-level Cycle Action Plan (2023) emphasising the importance of connected cycling networks.

- Adoption of a 'vision zero' approach to Road Safety for New Zealand with the Road to Zero 2020-2030 road safety strategy placing emphasis on the importance of safe systems for vulnerable road users including people walking and cycling and the interactions between safe roads and healthy and liveable communities.

At the regional and local level, key policy shifts informing active transport include:

- The Canterbury Regional Land Transport Plans 2021-31 and 2024-34 place stronger focus on mode shift, road safety and integrated land-use and transport objectives. It includes targets to reduce the region's greenhouse gas emissions from transport by 30% by 2031 and reduce deaths and serious injuries on the region's roads by 40%.
- New strategic plans for each of the district's townships including Temuka, Geraldine and Pleasant Point identify several specific projects for improving active transport infrastructure and road safety outcomes.
- The Timaru CityTown Strategic Framework (2022) establishes a plan for the Timaru city centre and includes 'inclusive mobility' as one of several outcomes with goals to improve active transport connections to the waters edge and improve walkability of the city centre.
- The Timaru District Growth Strategy (2018) emphasises the importance of planning development in a way that supports active transport as realistic choices for residents by "provision of green linkages to improve walking and cycling accessibility and passive recreational linkages between residential, recreational and commercial areas", "requiring walking and cycling routes to be identified on Structure and Outline Development Plans associated within new greenfield growth areas and integrating urban development with transport infrastructure.
- Future Parking Strategies may raise awareness of trade-offs between on-street parking space and provision for walking and cycling, and/or propose a high priority on cycle parking.

Vision

Timaru District Council's vision for active transport is:

Active transport options are safe, accessible, fun and popular with our communities and visitors.

This overarching vision guides the Council's activities related to active transport. The action plan in the following section sets out how we will achieve the vision.

Goals

TDC has three goals for active transport. These specify the changes we want to see in our infrastructure, our transport behaviour and outcomes such as safety for active modes. Achieving these goals will contribute to several broader positive outcomes for our communities, economy and environment. For example, more people walking and cycling and driving less will contribute to better health and wellbeing, lower household transport bills and less carbon emissions.

Table 1 - Goals for active transport

<p>Make active forms of travel safer, more accessible and more attractive for more people</p>	<p>Concerns about road safety are a major barrier for increased use of active modes, particularly cycling. Concerns about the safety of footpaths and paths from a social safety perspective (e.g. lack of lighting) are also barriers to walking. Improving safety outcomes for active transport not only provides a benefit from reduced road crash harm but is also a pre-condition more active transport use. Streets and public spaces such as parks and shared paths are the infrastructure network for walking and cycling. Attractive and comfortable streets will invite more people to use active transport. Improving the design and functionality of these spaces to provide direct and safe routes linking schools, childcare, shops and workplaces is an essential pre-condition for more people using active transport.</p>
<p>Encourage people who make short trips by car to start walking, biking and using micro-mobility options more often.</p>	<p>There are important health, environmental and economic benefits from more people walking and cycling more often - and driving less. The biggest opportunity for shifting trips from cars to active modes is for short trips and 65% of household trips are less than 5 kilometres. These short trips to work, school, shopping and for social purposes are the focus for increasing walking and cycling.</p>
<p>Increase the number of people who walk, bike and use mobility modes for recreation.</p>	<p>Walking, cycling and other forms of active transport are among the most common recreational/ sports activities undertaken by the community. Encouraging physical activity has important health and wellbeing benefits. Providing recreational active transport assets can also attract new visitors to the district.</p>

Targets

TDC has set targets to enable measurement of progress towards our goals. These targets are for 2034 and use available data and measures that can help monitor whether we are on track to achieving our vision. More information on our approach to monitoring progress is included in Section 4.3. Alongside these targets are several other performance measures for monitoring council activity and implementation of initiatives.

Table 2 - Active transport targets

Goal	Indicator	2024 baseline	2034 targets
Encourage people who make short trips by car to start walking, biking and using micro-mobility options more often.	Journey to work mode share: % of total trips by walking or biking, Timaru district (Source: Road user survey, Census)	2018 Census: Walk: 5% Cycle: 2%	Walk: 7% Cycle: 10%
	Journey to education mode share: % of total trips by walking or biking, Timaru district (Source: Road user survey, Census)	2018 Census: Walk: 22% Cycle: 5%	Walk: 35% Cycle: 15%
Make active forms of travel safer, more accessible and more attractive for more people	Annual number of deaths or serious injuries involving cyclists or pedestrians, Timaru district (Source: Waka Kotahi Crash Analysis System)	Annual average (2018-2022) - 1 fatality, 5 severe injuries	50% reduction in deaths and serious injuries compared to 2024 baseline
	Regular use of active modes: % of journeys by walking or biking, Timaru district (Source: Road user survey, Census)	50% of residents regularly walk, 30% of residents regularly cycle and 5% of residents use public transport	75% of residents regularly walk, 50% of residents regularly cycle, and 10% of residents use public transport
	Resident satisfaction with provision of walking and biking infrastructure	Across the network - 60% residents feel that the active transport network meets their needs	Across the network - 80% residents feel that the active transport network meets their needs
Increase the number of people who walk, bike and use mobility modes for recreation.	Number of people using active modes (annual total across selected locations)	Selection of count locations to be confirmed and baseline count data to be collected	100% increase in annual users compared to 2024 baseline

Action Plan

This section details the long-term action plan for active transport that TDC and its partners plan to deliver. The projects within have been selected as the most important things that Council can do to help achieve our active transport goals and targets.

Projects are grouped into four key focus areas:

- 1. Build and maintain connected, District-wide infrastructure**
- 2. Provide wayfinding and complementary amenities**
- 3. Promotion and education**
- 4. Enabling policy and planning**



Focus area 1: Build and maintain connected, District-wide infrastructure

This focus area is about achieving a step change in the extent and quality of active transport infrastructure we provide in the Timaru District. Infrastructure plays a critical role in the safety, accessibility and attractiveness of active travel, and uptake of active travel hinges on the development of routes that get people where they want and need to go.

We've designed a comprehensive and connected network of on-road and off-road trails, connecting our main urban areas and the amenities within them. We've considered where we can leverage existing infrastructure, the surrounding natural and urban environments, and known improvement needs/opportunities to provide a network that can be a genuine alternative to vehicle transport. We've also considered how we can connect our townships, building on the work of the Central South Trail to bring an exciting rural trail offering to the District.

Routes are categorised as follows:

- Rural trails – recreational routes connecting our townships with each other and neighbouring Districts
- Key urban routes – priority routes within urban areas that will connect people to key destinations
- Neighbourhood links – segments of the active transport network that serve a neighbourhood, i.e. for recreation or connection to key urban routes

Ideally, all routes will cater for a range of active modes, and there are lots of options for making this possible. For example, in some places a shared path may be able to cater for pedestrians and cyclists, and in rural areas horse access also. In other areas, the existing footpath may be complemented by a dedicated cycle lane. When funding is available to progress the projects in this plan, we will explore possible solutions for each project, including consulting with adjacent landowners.

It is assumed that all existing footpath infrastructure in the District will be retained and maintained as per available Council budgets.



Photo: Central South Trail

Examples

Rural trail options



The Peel Forest Shared Path (1 and 3), Jack's Point Lighthouse Path (2) and Central South Trail (4) are all examples of rural trails that cater for people walking, biking and using other mobility modes.

It is typical for rural trails to be off-road, and surfaced with light gravel/chip. Because rural trails can intersect with higher speed rural roads, it is important they have good signage and other facilities to help people cross safely.

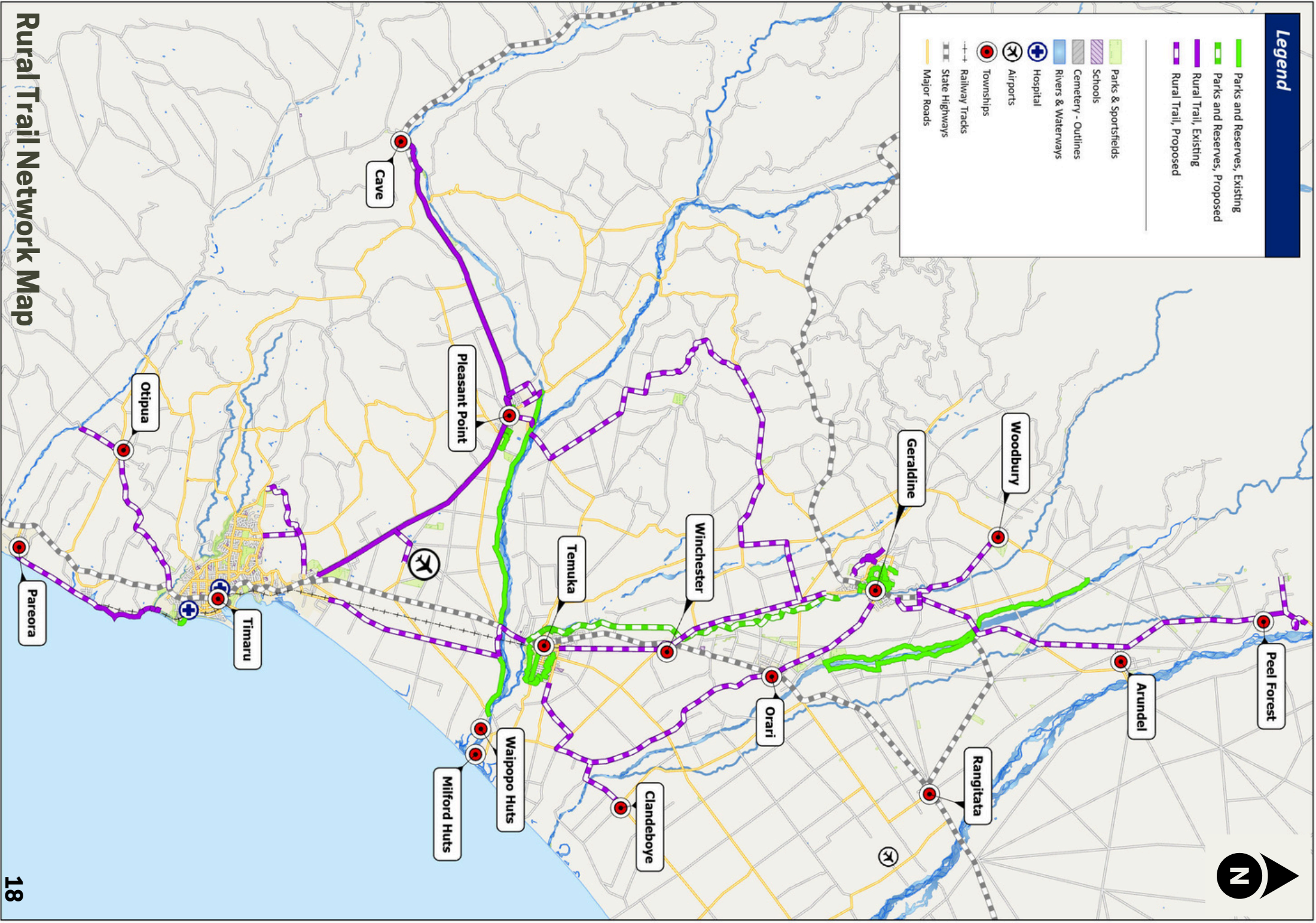
Urban trail options



There are lots of options for creating active transport links in urban areas. Painted biking lanes (3) and separated biking lanes (5 - not yet available in the Timaru District) help make biking safer and create separation between people walking, biking and vehicles. Shared paths (1) can cater for a range of active modes, and may have an asphalt surface for ease of walking and to support people using mobility scooters or other aids. Greenways (2) help to slow down the speed of vehicles making biking on roads safer. In some areas off-road tracks and trails (4) will be an important part of the active transport network. Safe places to cross are also an important part of active transport networks in urban areas.

Legend

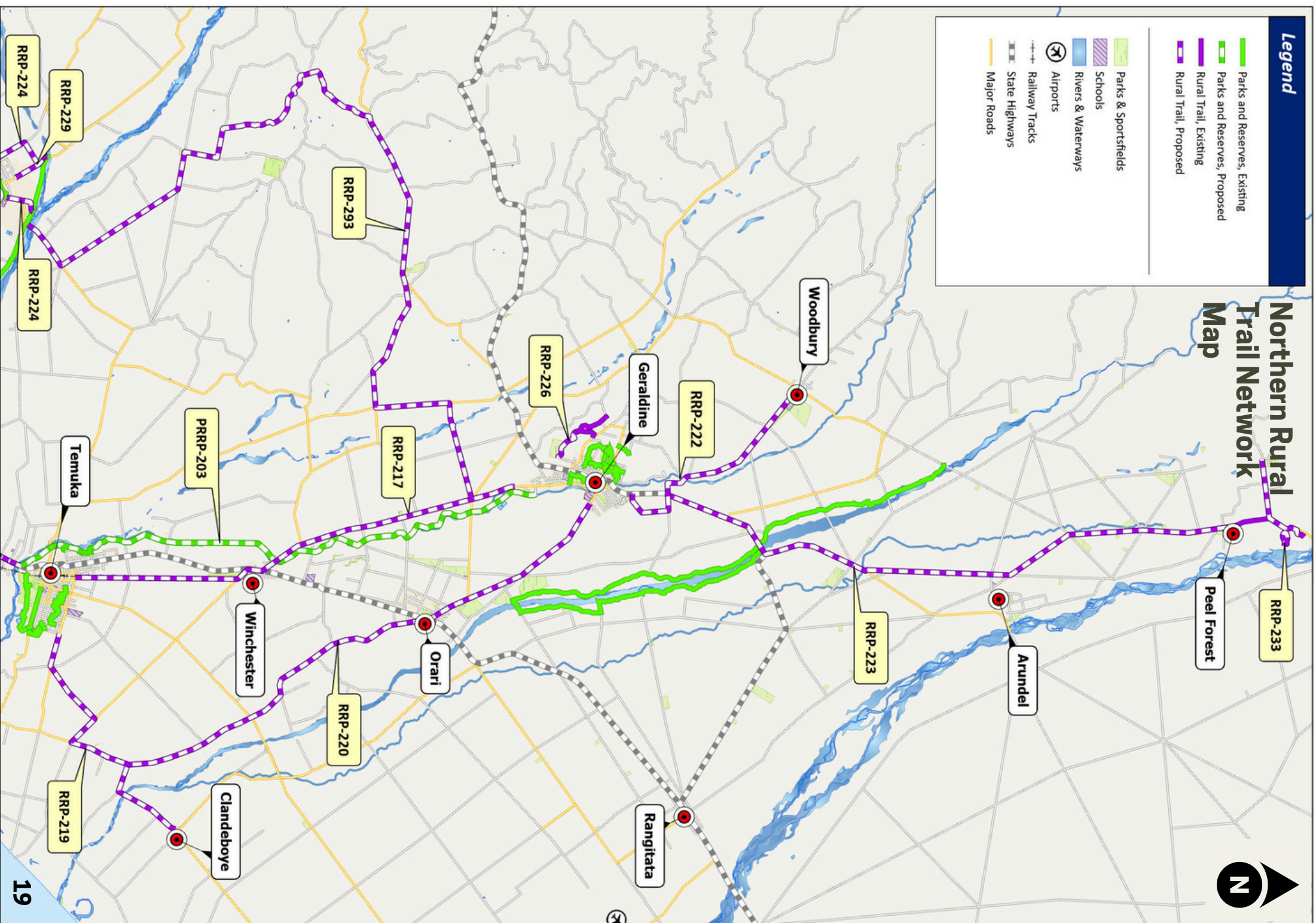
- Parks and Reserves, Existing
 - Parks and Reserves, Proposed
 - Rural Trail, Existing
 - Rural Trail, Proposed
-
- Parks & Sportfields
 - Schools
 - Cemetery - Outlines
 - Rivers & Waterways
 - Hospital
 - Airports
 - Townships
 - Railway Tracks
 - State Highways
 - Major Roads

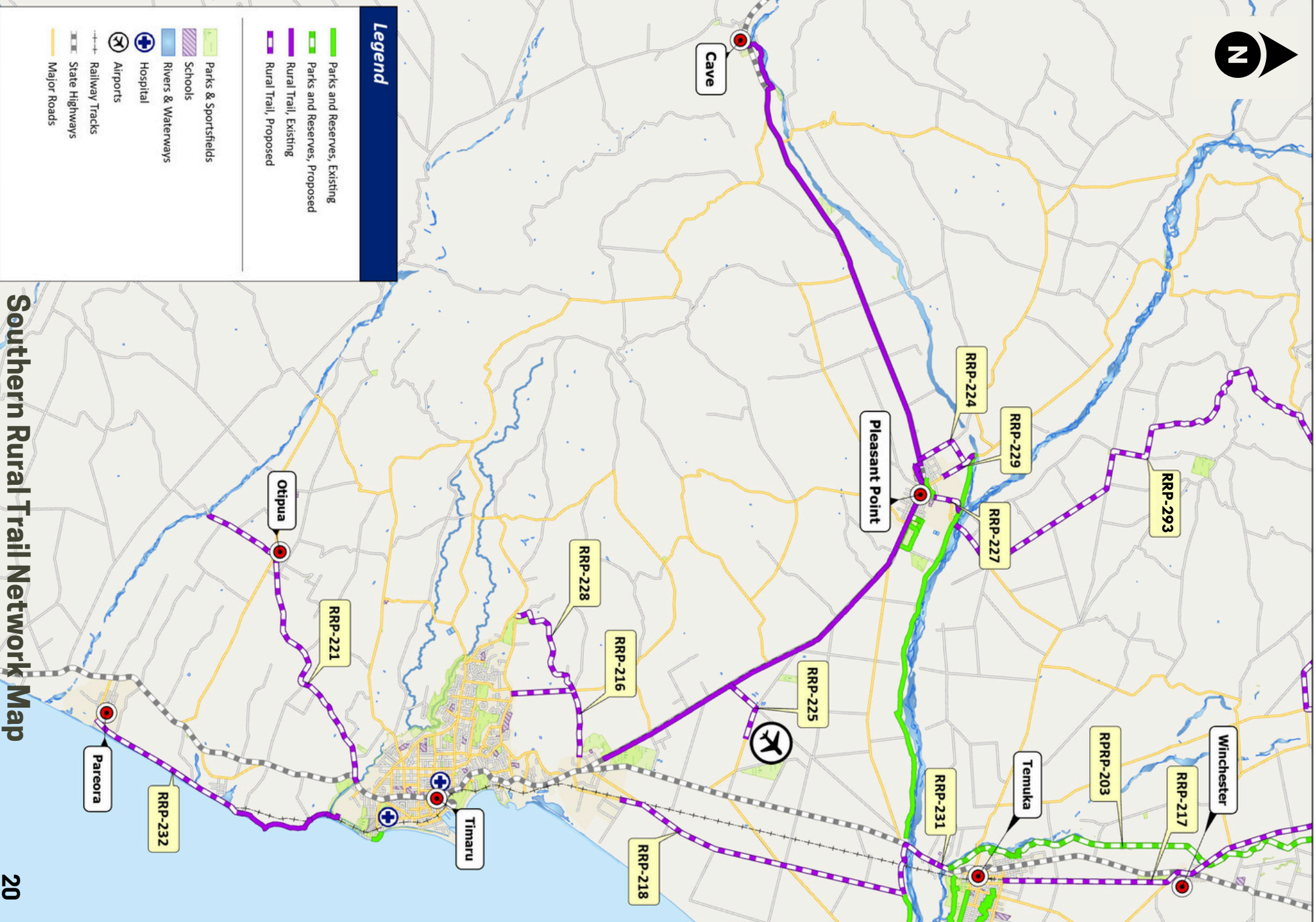


- Parks and Reserves, Existing
- Parks and Reserves, Proposed
- Rural Trail, Existing
- Rural Trail, Proposed

- Parks & Sportsfields
- Schools
- Rivers & Waterways
- Airports
- Railway Tracks
- State Highways
- Major Roads

Northern Rural Trail Network Map





Legend

- Parks and Reserves, Existing
- Parks and Reserves, Proposed
- Rural Trail, Existing
- Rural Trail, Proposed
- Parks & Sportfields
- Schools
- Rivers & Waterways
- Hospital
- Airports
- Railway Tracks
- State Highways
- Major Roads

Rural Trail Network

Existing segments

The following segments of the Timaru District rural trail network have already been completed (refer to maps on pages 18 and 19):

- Washdyke to Pleasant Point (Central South Trail)
- Pleasant Point to Cave (Central South Island Trail)
- Otipua Beach/Wetlands to Scarborough Road
- Jack's Point/Tuhawaiki Lighthouse Trail
- Peel Forest Path
- Arowhenua to Pleasant Point Track
- Orari River Tracks

The projects listed on the next pages will be prioritised as budgets allow, to enable completion of the Timaru District rural trail network.



Timaru District Rural Trail Network

Future projects

Refer to Table 3 below and maps on pages 18 and 19.

Table 3 - Rural trail projects

ID	Project	Priority	Indicative cost \$ < \$50,000 \$\$ \$50 - \$150,000 \$\$\$ \$150 - \$259,000 \$\$\$\$ > \$250,000	Delivery Lead
RRP - 216	Washdyke Flat Road and Kellands Hill Road	Medium	\$\$\$\$	TDC - Land Transport
RRP - 217	Temuka to Geraldine via Winchester	High	\$\$\$\$	TDC - Land Transport
RRP - 218	Washdyke to Temuka via Stopbank	High	\$\$\$\$	TDC - Land Transport
RRP - 219	Temuka to Clandeboye	Low	\$\$\$	TDC - Land Transport
RRP - 220	Geraldine to Clandeboye via Orari	Low	\$\$\$\$	TDC - Land Transport
RRP - 221	Timaru to Waimate District via Otipua	Low	\$\$\$\$	TDC - Land Transport
RRP - 222	Geraldine to Woodbury	High	\$\$\$\$	TDC - Land Transport
RRP - 223	Clark Flat to Woodbury Road	Medium	\$\$\$\$	TDC - Land Transport
RRP - 224	Maze Road to Sherris Road	Low	\$\$	TDC - Land Transport
RRP - 225	Pleasant Point Highway to Airport	High	\$\$	TDC - Land Transport
RRP - 226	Grand Vue Golf Club	Low	\$	TDC - Parks

Timaru District Rural Trail Network

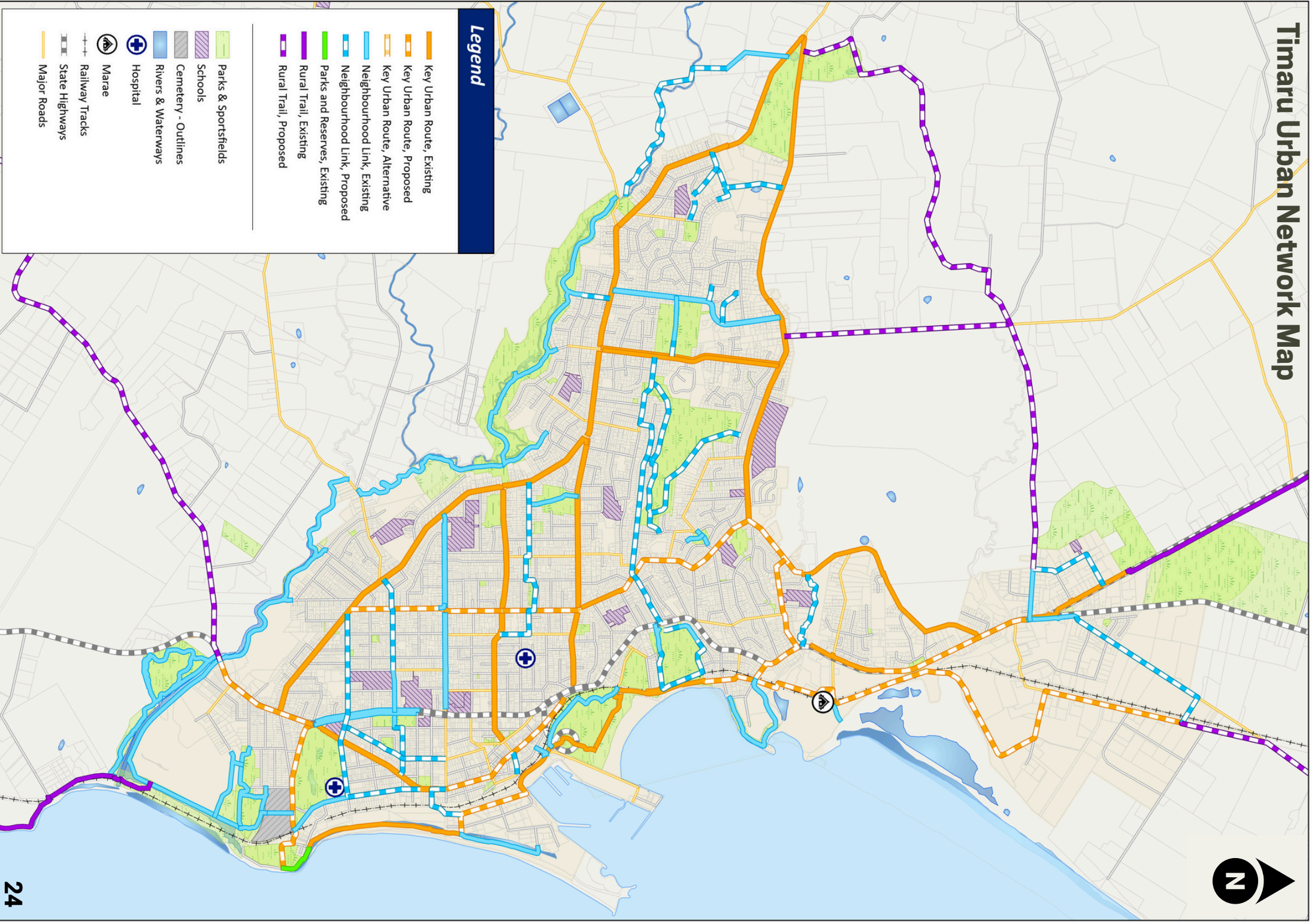
Future projects

Refer to Table 3 below and maps on pages 18 and 19.

Table 3 continued - Rural trail projects

ID	Project	Priority	Indicative cost \$ < \$50,000 \$\$ \$50 - \$150,000 \$\$\$ \$150 - \$259,000 \$\$\$\$ >\$250,000	Delivery Lead
RRP - 227	Halstead Road - Stratheona Road	Medium	\$\$	TDC - Land Transport
RRP - 228	Seaton Road Track	Low	\$	TDC - Parks
RRP - 229	Tengawai Road - north	Medium	\$\$	TDC - Land Transport
RRP - 231	SH1 crossing at Temuka River Bridge to Opihi River Bridge	High	\$\$\$	TDC - Land Transport
RRP - 232	Timaru to Pareora*	Low	\$\$\$\$	TDC - Land Transport*
RRP - 233	Mills Stream Track	Low	\$\$	Department of Conservation
RPRP - 203	Temuka to Geraldine via river stopbank	Low	\$\$	TDC - Parks
RRP - 293	Geraldine to Pleasant Point	Low	\$\$\$\$	TDC - Land Transport

*It is noted that the coastline within the vicinity of this trail is particularly significant to mana whenua and vulnerable to coastal erosion. Any future trail development would be in consultation with Te Rūnanga o Arowhenua.



Legend

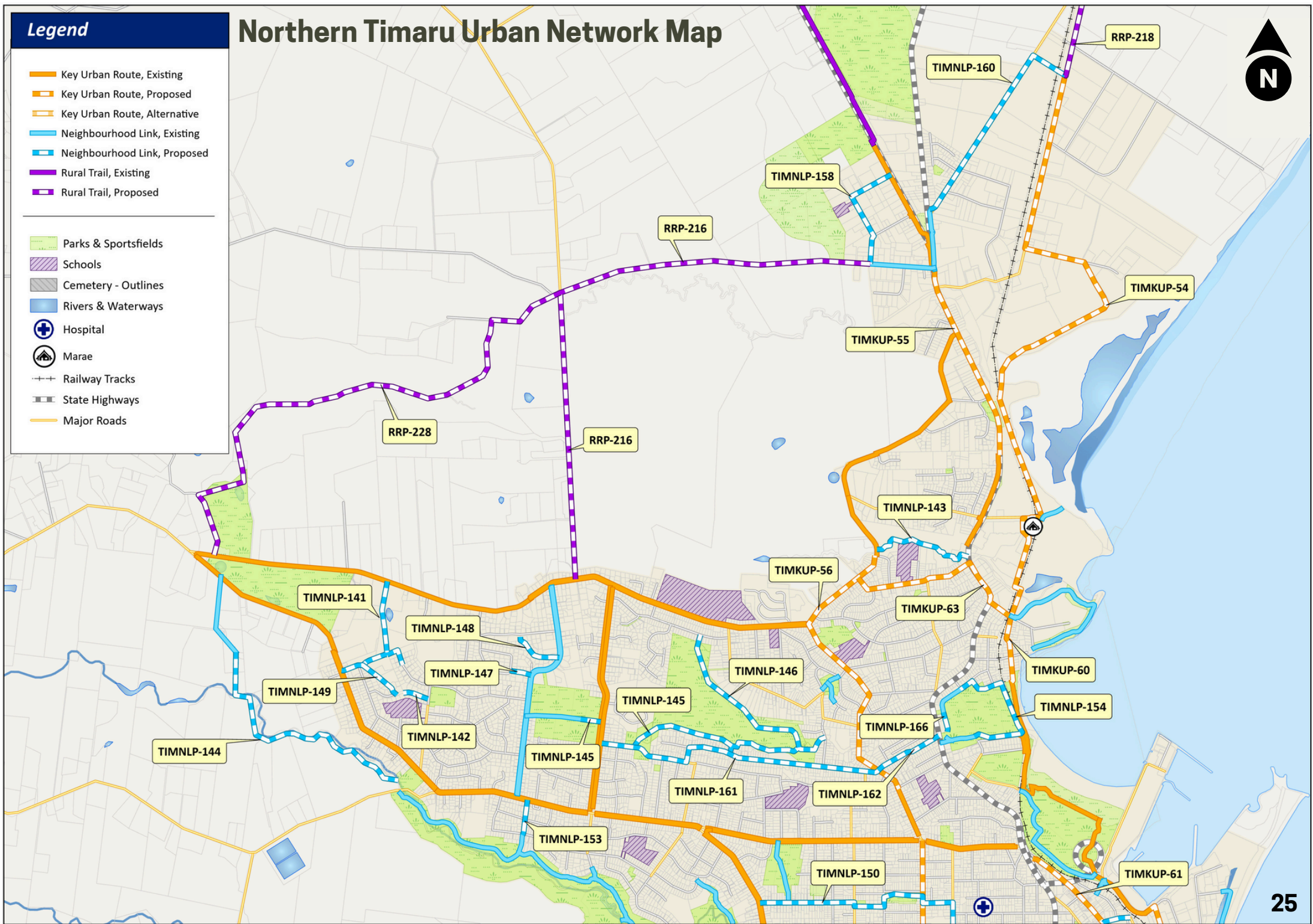
- Key Urban Route, Existing
- Key Urban Route, Proposed
- Key Urban Route, Alternative
- Neighbourhood Link, Existing
- Neighbourhood Link, Proposed
- Parks and Reserves, Existing
- Rural Trail, Existing
- Rural Trail, Proposed
- Parks & Sportsfields
- Schools
- Cemetery - Outlines
- Rivers & Waterways
- Hospital
- Marae
- Railway Tracks
- State Highways
- Major Roads

Legend

- Key Urban Route, Existing
- Key Urban Route, Proposed
- Key Urban Route, Alternative
- Neighbourhood Link, Existing
- Neighbourhood Link, Proposed
- Rural Trail, Existing
- Rural Trail, Proposed

- Parks & Sportsfields
- Schools
- Cemetery - Outlines
- Rivers & Waterways
- Hospital
- Marae
- Railway Tracks
- State Highways
- Major Roads

Northern Timaru Urban Network Map

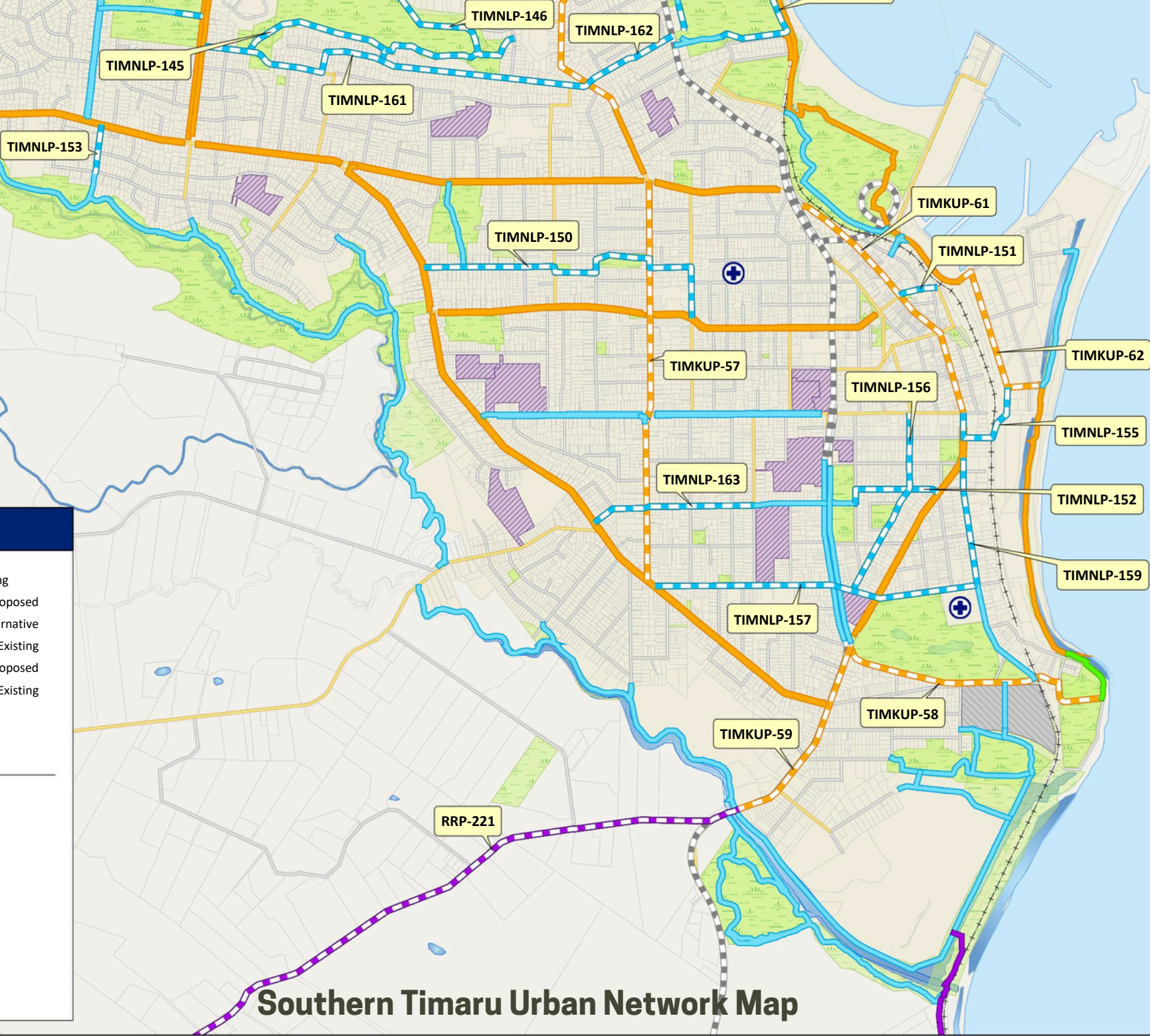




Legend

- Key Urban Route, Existing (thick orange line)
- Key Urban Route, Proposed (dashed orange line)
- Key Urban Route, Alternative (thin orange line)
- Neighbourhood Link, Existing (thick blue line)
- Neighbourhood Link, Proposed (dashed blue line)
- Parks and Reserves, Existing (green area)
- Rural Trail, Existing (purple line)
- Rural Trail, Proposed (dashed purple line)

- Parks & Sportsfields (light green area)
- Schools (hatched purple area)
- Cemetery - Outlines (hatched grey area)
- Rivers & Waterways (blue area)
- Hospital (blue cross icon)
- Railway Tracks State (dashed grey line)
- Highways (dashed black line)
- Major Roads (yellow line)



Southern Timaru Urban Network Map

Timaru Urban Network

Existing segments

The following segments of the Timaru urban active transport network have already been completed (refer to maps on pages 24 and 25):

- Gleniti Shared Path
- Hector's Walkway
- Hector's Walkway South
- Old North Road Shared Path
- Port Loop Rd Shared Pathway
- Church St on-road Cycle Lanes
- North St on-road Cycle Lanes
- Gleniti Rd on-road Cycle Lanes
- Wai-iti Rd –on-road Cycle Lanes
- Selwyn St on-road Cycle Lanes
- Pages Rd on-road Cycle Lanes
- Morgans Road on-road Cycle Lanes
- Otipua Rd on-road Cycle Lanes
- King St on-road Cycle Lanes
- Racecourse Road Shared Pathway
- ANZAC Square Footpath and Cycle Lanes
- Centennial Park Tracks – Ashbury Park Pathway – Northwest
- Ashbury Park Pathway – Southwest
- Ayr St Walkway
- Mountain View Rd on-road Cycle Lanes
- Craigie Ave on-road Cycle Lanes
- West End Park
- SH1 through Seadown Rd and Racecourse Rd
- Aorangi Park Path
- Washdyke Flat Road Shared Pathway
- Caroline Bay Paths
- Gleniti Rd West
- Port Coastal Pathway
- Dashing Rocks Track

- Saltwater Creek Track
- Otipua Wetlands
- Redruth Tracks
- South Beach Track
- Otipua Wetlands
- SH1 Evans St - Jellicoe St

The projects on the following pages will be prioritised as budgets allow, to enable completion of the Timaru urban active transport network.



Timaru Urban Network

Future projects

Refer to Table 4 below and maps on pages 24 and 25.

Table 4 - Timaru urban projects

ID	Project	Route Type	Priority	Indicative cost \$ < \$50,000 \$\$ \$50 - \$150,000 \$\$\$ \$150 - \$259,000 \$\$\$\$ >\$250,000	Delivery Lead
TIMKUP - 54	Meadows Road to Smithfield	Key urban route	High	\$\$	TDC - Land Transport
TIMKUP - 55	SH1 Washdyke	Key urban route	High	\$\$\$\$	TDC - Land Transport
TIMKUP - 56	Selwyn Street and Old North Road - Wai-iti Road to Jellicoe Street	Key urban route	High / Medium	\$\$\$	TDC - Land Transport
TIMKUP - 57	Wilson Street and Woodlands Road - Wai-iti Road to Otupua Road	Key urban route	High / Medium	\$\$\$	TDC - Land Transport
TIMKUP - 58	Domain Avenue and South Street	Key urban route	Medium	\$	TDC - Land Transport
TIMKUP - 59	King Street (SH1) - Saltwater Creek to Domain Avenue	Key urban route	Low	\$	TDC - Land Transport
TIMKUP - 60	Smithfield to Hector's Walkway	Key urban route	High	\$\$	TDC - Parks
TIMKUP - 61	Stafford Street and the Bay Hill - from North Street to SH1	Key urban route	Low	\$	TDC - Land Transport
TIMKUP - 62	Hayes Street to Stuart Street	Key urban route	High	\$\$	TDC - Land Transport
TIMKUP - 63	SH1 - Grants Road to Eversley Street	Key urban route	High	\$\$\$\$	TDC - Land Transport
TIMNLP - 141	New neighbourhood link - Poplar Street to Pages Road via Dobson Street	Neighbourhood link	Low	\$	TDC - Land Transport

Timaru Urban Network

Future projects

Refer to Table 4 below and maps on pages 24 and 25.

Table 4 continued- Timaru urban projects

ID	Project	Route Type	Priority	Indicative cost \$ < \$50,000 \$\$ \$50 - \$150,000 \$\$\$ \$150 - \$259,000 \$\$\$\$ >\$250,000	Delivery Lead
TIMNLP - 142	Grosvenor Grange - Spring Road Pathway	Neighbourhood link	Low	\$	TDC - Parks
TIMNLP - 143	Taitarakihi Stream - from SH1 to Old North Road	Neighbourhood link	Low	\$\$	TDC - Parks
TIMNLP - 144	Gleniti Road to Claremont Road	Neighbourhood link	High	\$\$	TDC - Land Transport
TIMNLP - 145	Highfield Golf Course south and Aorangi Park link to Morgans Road	Neighbourhood link	Low	\$	TDC - Parks
TIMNLP - 146	Highfield Golf Course - north	Neighbourhood link	Low	\$	TDC - Parks
TIMNLP - 147	Mountain View Road to Lazarette Loop	Neighbourhood link	Low	\$	TDC - Land Transport
TIMNLP - 148	Mountain View Road to Meadowstone Street	Neighbourhood link	Low	\$	TDC - Land Transport
TIMNLP - 149	Poplar Street - Birch Street to Gleniti Road via paper road	Neighbourhood link	Low	\$	TDC - Land Transport
TIMNLP - 150	Maltby Avenue - Thomas Street - Lough Street - Meremere Street Greenway	Neighbourhood link	Medium	\$	TDC - Land Transport
TIMNLP - 151	Strathallan Street	Neighbourhood link	Low	\$\$\$	TDC - Land Transport
TIMNLP - 152	William Street	Neighbourhood link	Medium	\$	TDC - Land Transport

Timaru Urban Network

Future projects

Refer to Table 4 below and maps on pages 24 and 25.

Table 4 continued- Timaru urban projects

ID	Project	Route Type	Priority	Indicative cost \$ < \$50,000 \$\$ \$50 - \$150,000 \$\$\$ \$150 - \$259,000 \$\$\$\$ >\$250,000	Delivery Lead
TIMNLP - 153	Miro Street	Neighbourhood link	Low	\$	TDC - Parks
TIMNLP - 154	Ashbury Park	Neighbourhood link	Medium	\$\$	TDC - Parks
TIMNLP - 155	North Street - Stafford Street to Hayes Street	Neighbourhood link	Low	\$\$\$\$	TDC - Land Transport
TIMNLP - 156	Victoria Street	Neighbourhood link	Medium	\$	TDC - Land Transport
TIMNLP - 157	College Road - Otipua to High Street	Neighbourhood link	Medium / High	\$\$\$	TDC - Land Transport
TIMNLP - 158	Martin Street - Doncaster Street - Laughton Street	Neighbourhood link	High	\$\$	TDC - Land Transport
TIMNLP - 159	High Street - Queen Street to King Street	Neighbourhood link	Medium	\$	TDC - Land Transport
TIMNLP - 160	Seadown Road - new link road	Neighbourhood link	High	\$\$\$\$	TDC - Land Transport
TIMNLP - 161	Orbell Street, Lindus Street and Douglas Street - Morgans Road to Selwyn Street	Neighbourhood link	Medium	\$\$	TDC - Land Transport
TIMNLP - 162	Grasmere Street	Neighbourhood link	Medium	\$\$	TDC - Land Transport
TIMNLP - 163	Hassall Street	Neighbourhood link	Low	\$	TDC - Land Transport

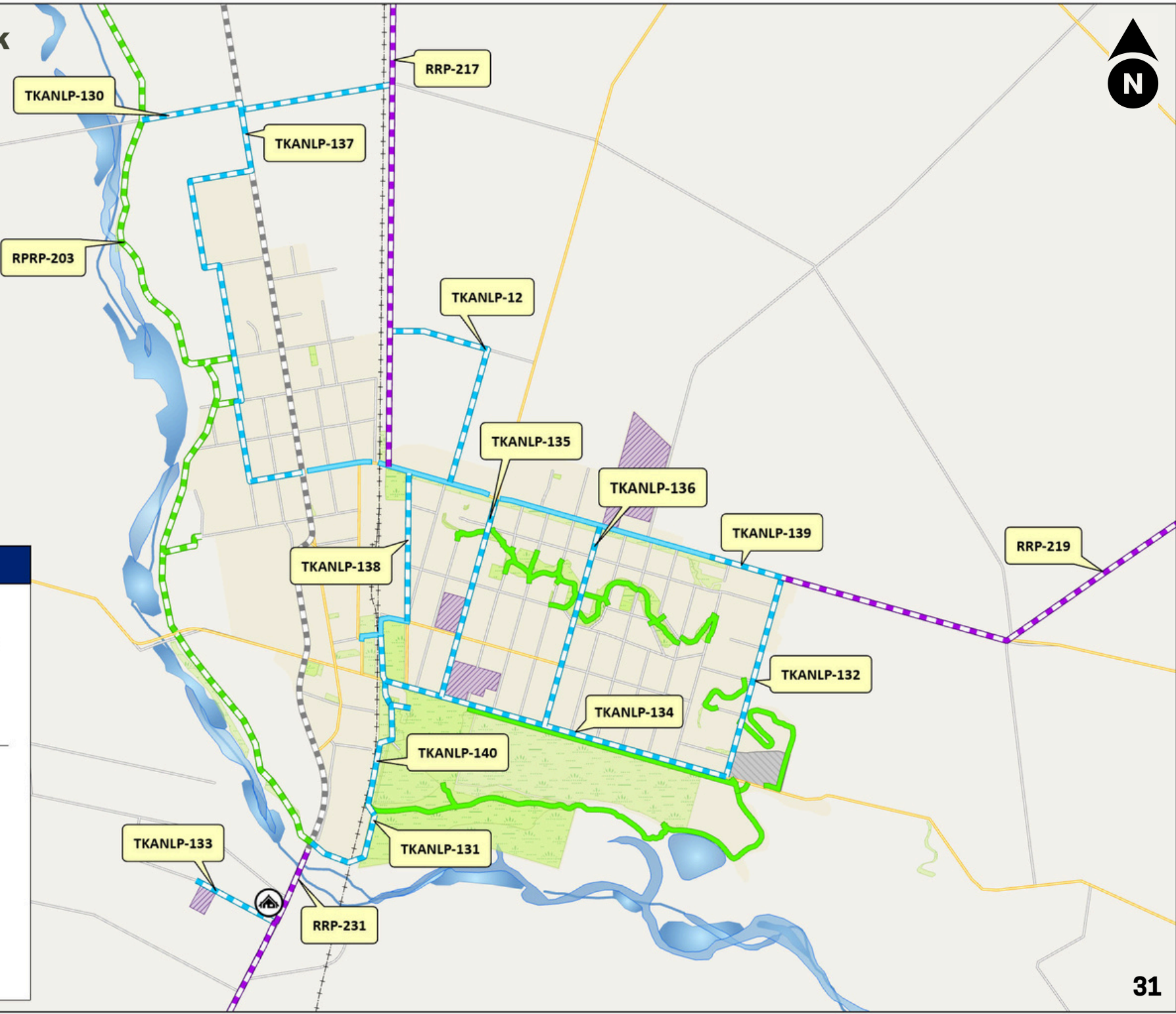
Temuka Network



Legend

- Neighbourhood Link, Existing (solid blue line)
- Neighbourhood Link, Proposed (dashed blue line)
- Parks and Reserves, Existing (solid green line)
- Parks and Reserves, Proposed (dashed green line)
- Rural Trail, Proposed (dashed purple line)

- Parks & Sportsfields (light green shaded area)
- Schools (purple hatched area)
- Cemetery - Outlines (grey hatched area)
- Rivers & Waterways (blue shaded area)
- Marae (Marae icon)
- Railway Tracks (dashed grey line with cross-ticks)
- State Highways (dashed grey line)
- Major Roads (solid orange line)



Temuka Network

Existing segments

The following segments of the Temuka active transport network have already been completed (refer to map on page 30):

- Taumatakahu Stream Trails
- Ewen Rd on-road Cycle Lanes
- Richard Pearse Drive
- Allan Jones Walkway
- Domain Avenue Trail
- Temuka Railway Crossing
- Temuka Domain Trail - north to south route

The projects on the next page will be prioritised as budgets allow, to enable completion of the Temuka active transport network.



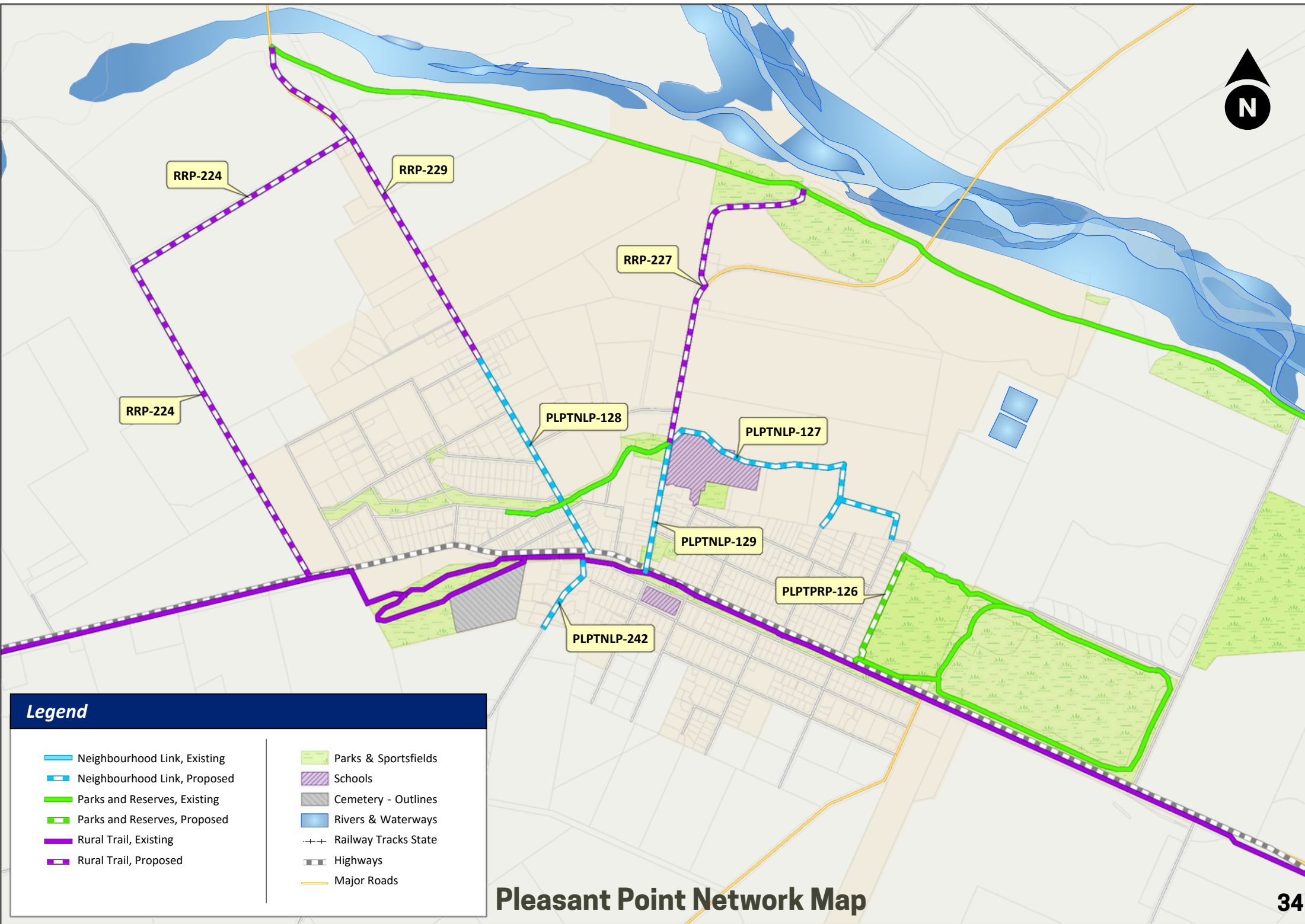
Temuka Network

Future projects

Refer to Table 5 below and map on page 30.

Table 5 - Temuka projects

ID	Project	Route Type	Priority	Indicative cost	Delivery Lead
				\$ < \$50,000 \$\$ \$50 - \$150,000 \$\$\$ \$150 - \$259,000 \$\$\$\$ >\$250,000	
TKANLP - 12	Grange Settlement Road and Thompson Road - from Richard Pearse Drive to McNair Road	Neighbourhood link	Low	\$\$	TDC - Land Transport
TKANLP - 130	Springfield Road and Oxford Crossing Road - from McNair Road to Temuka River	Neighbourhood link	Low	\$\$\$	TDC - Land Transport
TKANLP - 131	Temuka Domain to Temuka River Bridge SH1	Neighbourhood link	High / Medium	\$\$	TDC - Land Transport
TKANLP - 132	Murray Street	Neighbourhood link	Low	\$\$	TDC - Land Transport
TKANLP - 133	Huirapa Street - Arowhenua	Neighbourhood link	Medium	\$\$	TDC - Land Transport
TKANLP - 134	Domain Avenue	Neighbourhood link	High	\$	TDC - Land Transport
TKANLP - 135	Wilkin Street	Neighbourhood link	High	\$	TDC - Land Transport
TKANLP - 136	Gammack Street	Neighbourhood link	Medium	\$	TDC - Land Transport
TKANLP - 137	SH1, Donald Street, Grant Street, Wallingford Road, Thomas Street - from Springfield Road to Ewen Road	Neighbourhood link	Low	\$	TDC - Land Transport
TKANLP - 138	Whitcombe Street - from Richard Pearse Drive to Denmark Street	Neighbourhood link	Medium	\$	TDC - Land Transport
TKANLP - 139	Richard Pearse Drive east - John Street north to Murray Street	Neighbourhood link	Medium	\$	TDC - Land Transport
TKANLP - 140	Temuka Domain Trail - north to south route	Neighbourhood link	Low	\$\$	TDC - Parks



Legend

Neighbourhood Link, Existing	Parks & Sportsfields
Neighbourhood Link, Proposed	Schools
Parks and Reserves, Existing	Cemetery - Outlines
Parks and Reserves, Proposed	Rivers & Waterways
Rural Trail, Existing	Railway Tracks State
Rural Trail, Proposed	Highways
	Major Roads

Pleasant Point Network Map

Pleasant Point Network

Existing segments

The following segments of the Pleasant Point active transport network have already been completed (refer to map on page 33):

- Pleasant Point Stream
- Pleasant Point Domain / Golf Course
- Opihi River Track
- Cemetery/Trees Pathway

The projects on the next page will be prioritised as budgets allow, to enable completion of the Pleasant Point active transport network.



Pleasant Point Network

Future projects

Refer to Table 6 below and map on page 33.

Table 6 - Pleasant point projects

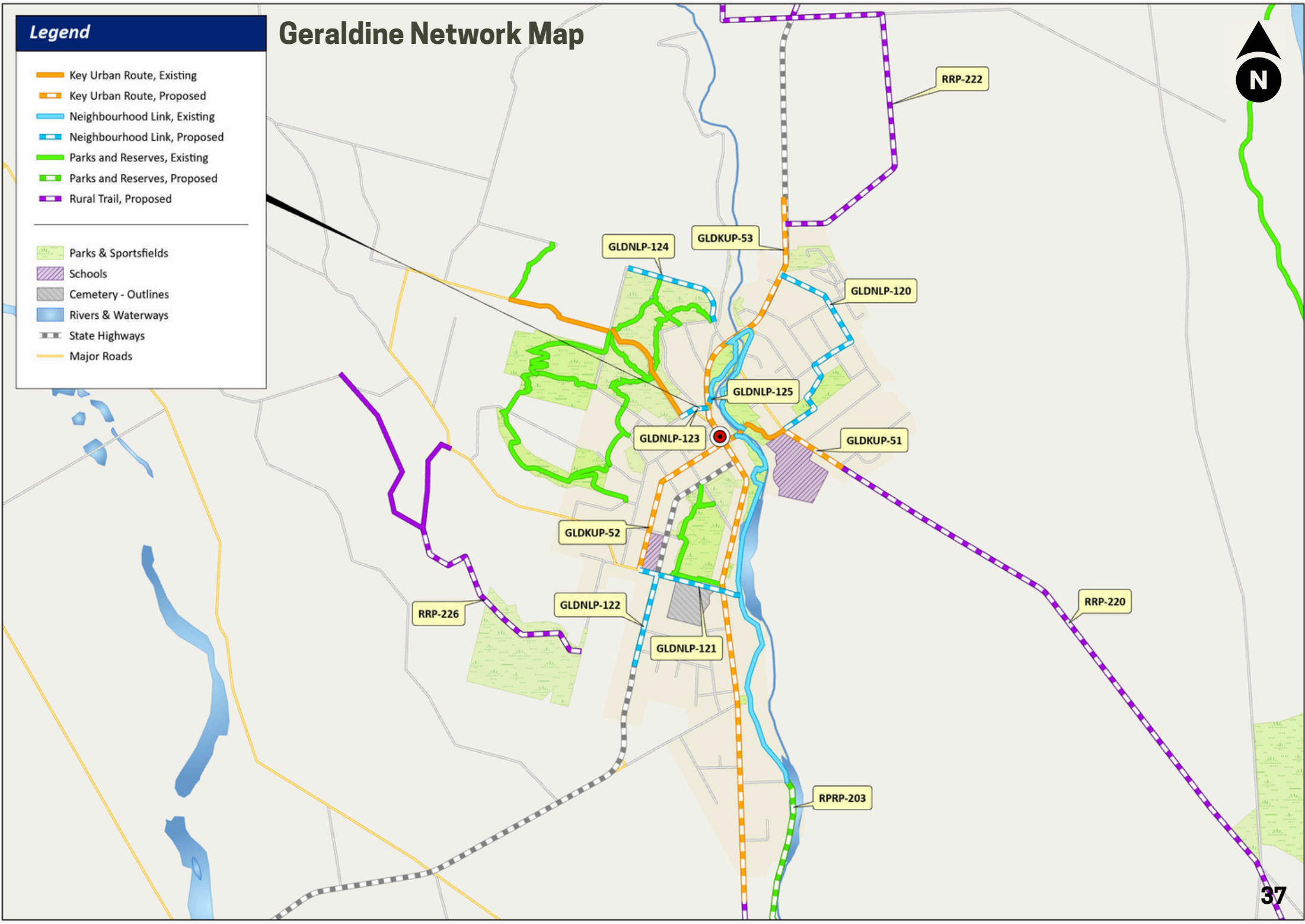
ID	Project	Route Type	Priority	Indicative cost \$ < \$50,000 \$\$ \$50 - \$150,000 \$\$\$ \$150 - \$259,000 \$\$\$\$ >\$250,000	Delivery Lead
PLPTRP - 126	Pleasant Point Domain - west boundary	Park / Reserve	High (to be completed 2024)	\$	TDC - Parks
PLPTNLP - 127	Pleasant Point Stream - extension east	Neighbourhood link	Low	\$	TDC - Parks
PLPTNLP - 128	Tengawai Road - SH8 to Nikau Street	Neighbourhood link	Medium	\$\$	TDC - Land Transport
PLPTNLP - 129	Halstead Road - SH8 to Pleasant Point Stream	Neighbourhood link	Low	\$\$	TDC - Land Transport
PLPTNLP - 242	Manse Road - urban fringe	Neighbourhood link	Medium	\$\$	TDC - Land Transport

Geraldine Network Map

Legend

- Key Urban Route, Existing
- Key Urban Route, Proposed
- Neighbourhood Link, Existing
- Neighbourhood Link, Proposed
- Parks and Reserves, Existing
- Parks and Reserves, Proposed
- Rural Trail, Proposed

- Parks & Sportsfields
- Schools
- Cemetery - Outlines
- Rivers & Waterways
- State Highways
- Major Roads



Geraldine Network

Existing segments

The following segments of the Geraldine active transport network have already been completed (refer to map on page 36):

- Kennedy Park Path
- Totara St Footpath
- Pye Road Footpath
- Waihi River Tracks
- Pekapeka Gully Tracks
- Talbot Forest Tracks
- Riddell's Reserve
- Ribbonwood Rise
- Geraldine Domain Pathway

The projects on the next page will be prioritised as budgets allow, to enable completion of the Geraldine active transport network.



Geraldine Network

Future Projects

Refer to Table 7 below and map on page 36.

Table 7 - Geraldine projects

ID	Project	Route Type	Priority		Indicative cost \$ < \$50,000 \$\$ \$50 - \$150,000 \$\$\$ \$150 - \$259,000 \$\$\$\$ >\$250,000	Delivery Lead
GLDKUP - 51	McKenzie Street - Kennedy Park to Tancred Street	Key urban route	Medium		\$	TDC - Land Transport
GLDKUP - 52	Wilson Street	Key urban route	High		\$\$	TDC - Land Transport
GLDKUP - 53	Talbot Street - Inland Scenic Route 72 to Strawberry Place	Key urban route	Medium		\$	TDC - Land Transport
GLDNLP - 120	Connolly Street, George Street and Raukapuka Reserve - Talbot Street (Inland Scenic Route 72) to McKenzie Street	Neighbourhood link	Low		\$\$	TDC - Land Transport
GLDNLP - 121	Huffey Street - Talbot Street to Peel Street	Neighbourhood link	Medium		\$\$	TDC - Land Transport
GLDNLP - 122	Cox Street (SH79) - Huffey Street to South Terrace Road	Neighbourhood link	Low		\$\$	TDC - Land Transport
GLDNLP - 123	Jollie Street - SH79 to Totara Street	Neighbourhood link	Medium		\$\$\$	TDC - Land Transport
GLDNLP - 124	Tripp Street - Bridge Road to Davies Street	Neighbourhood link	Low		\$	TDC - Land Transport
GLDNLP - 125	Waihi River Trail (North)	Neighbourhood link	High		\$\$	TDC - Parks

Pareora Network

Map



Future Projects

These projects will be prioritised as budgets allow, to support development of the Pareora active transport network:

Table 8 - Pareora projects

ID	Project	Priority	Indicative cost	Delivery Lead
			\$ < \$50,000 \$\$ \$50 - \$150,000 \$\$\$ \$150 - \$259,000 \$\$\$\$ >\$250,000	
PORANLP- 234	The Avenue	Medium	\$\$	TDC - Land Transport
PORANLP - 235	Bristol and King Street - from The Avenue to King Street Alleyway	High	\$\$	TDC - Land Transport

Targeted Infrastructure Packages

In addition to the key projects outlined above, it has been identified that there are locations in the District that would benefit from targeted improvements in existing infrastructure to support safety and access for active transport. These have been outlined below.

Table 9 - Targeted infrastructure packages

ID	Project	Priority	Indicative cost	Delivery Lead
			\$ < \$50,000 \$\$ \$50 - \$150,000 \$\$\$ \$150 - \$259,000 \$\$\$\$ >\$250,000	
TIP - 1	Selected upgrades on existing rural trails to accommodate equestrian use, including engagement with NZ Equestrian Advocacy Network	High	\$\$	TDC
TIP- 2	Pedestrian crossing package: review the number and quality of pedestrian crossings on urban arterial roads and identify improvement programme.	Medium	TBC	TDC
TIP- 3	Low traffic neighbourhoods package: identifying locations for modal filters and changes to traffic circulation to reduce traffic and speeds on quiet residential streets.	Low	TBC	TDC



Photo: Central South Trail

Focus area 2: Provide Wayfinding and Complementary Amenities

Wayfinding marks active transport routes and provides other forms of information such as digital maps and apps to help people navigate the network. Effective wayfinding can increase use of active transport and is particularly important for visitors. For example, wayfinding signage can highlight an off-street path that is not well known about and how it connects to destinations such as schools, sports centres, CBDs and parks. Wayfinding can give people the confidence to explore more on foot or bike, can result in shorter journey times and support people feeling safer while using active transport.

Wayfinding signage is currently very limited in Timaru, and improvements will help people use infrastructure like cycleways and shared paths to their full potential. The Timaru Trails App, launched by Venture Timaru, offers digital wayfinding and there is significant opportunity to further develop this to support locals and visitors alike.

Alongside wayfinding and improved cycleways and paths, other facilities such as bike parking at key destinations and public rest areas along walking paths are important for encouraging increased use of active transport. Feedback from the Timaru district community identified that lack of bike parking is a common barrier to people cycling more often. International research finds that the most effective way to support shifting trips to active modes involves a comprehensive mix of initiatives, with good provision of bike parking particularly important. For people using bikes, the facilities at the end of a trip are an important part of the journey with every trip requiring a secure and convenient parking space at the end.



Examples



Signage (1, 2, 5, 6) helps active transport users plan their route and find their way, and can also be used to share other important or interesting information such as hazard warnings or local history. Complementary infrastructure (3, 4, 5, 7) such as seating, toilets, shelters, bike repair stations, bike racks, and water refill stations add amenity for active transport users, helping remove barriers to uptake and encouraging more people to choose active transport, more often.

Projects

The community survey undertaken for this plan found key barriers to walking more included concerns about lack of adequate lighting and safety. Key attractors to walking more included more even footpaths and more attractive streets.

Actions under this theme include provision of:

- Installing wayfinding signage
- Publishing digital- and paper-based maps of the active transport network.
- Public bike parking
- Public rest areas including seating, picnic tables and hydration stations, bike repair stations and toilet facilities on long-distance rural trails
- Improved street amenity (trees, furniture).
- Better lighting (and other initiatives to support social safety)
- Active mode counters on selected routes.

Implementation of these interventions will encourage active transport uptake by providing improved connectivity, improved road safety and an enhanced 'look and feel' to streets from slower and quieter traffic and more street trees. Many of these initiatives will also require an increase to improvement and ongoing maintenance budgets.

Table 10 - Wayfinding and complementary amenity projects

ID	Project	Priority	Indicative cost \$ < \$50,000 \$\$ \$50 - \$150,000 \$\$\$ \$150 - \$259,000 \$\$\$\$ >\$250,000	Delivery Lead
WAY - 1	Deliver signage: rural trails	Medium	\$\$	TDC, Central South Trails
WAY - 2	Deliver signage: key urban	Medium	\$\$	TDC
WAY - 3	Deliver signage: neighbourhood links	Low	\$\$	TDC

Table 10 continued - Wayfinding and complementary amenity projects

ID	Project	Priority	Indicative cost \$ < \$50,000 \$\$ \$50 - \$150,000 \$\$\$ \$150 - \$259,000 \$\$\$\$ >\$250,000	Delivery Lead
WAY - 4	Publish a web-map of cycling and walking routes	High	\$	Venture Timaru
WAY - 5	Publish and distribute printed maps of cycling and walking routes	High	\$	Venture Timaru
WAY - 6	Further develop Timaru Trails App	High	\$	Venture Timaru
AMT - 1	Install public on-street bike parking: key destinations, urban centres	Medium	\$\$	TDC
AMT - 2	Install public bike parking: rural trails	Medium	\$\$	TDC
AMT - 3	Install rest area facilities: rural trails	Low	\$\$	TDC
AMT - 4	Install bike counters at selected locations	Medium	\$\$	TDC
AMT - 5	Review lighting levels across the urban street network and identify improvement programme	Medium	\$	TDC
AMT - 6	Review existing street trees on key urban active transport routes and identify improvement programme	Medium	\$	TDC

Focus area 3: Promotion and Education

Evidence shows that active transport infrastructure improvements get more use when delivered as part of a comprehensive package of initiatives. Education and promotion activities can help overcome barriers some people face in using active transport more often.

Specific actions under this theme include:

- Cycle skills and road safety education for kids and adults
- Promotion of active transport (e.g. group bike rides, events, maintenance workshops)
- Travel planning – schools and workplaces
- Investigate establishing community bike hubs

Skills training and travel planning are critical for improving confidence and safe behaviour on streets, particularly for cycling. It can help to overcome barriers to cycling – students are significantly more likely to ride their bicycles to school after cycle skills training, and parents become more comfortable allowing their children to cycle.

Events both at school and in the workplace help to normalise and celebrate active modes and can include, for example, street closures and ride-to-work days.

TDC will partner with cycle skills providers to deliver programmes in schools, and in the community for adult cyclists, when funding is available. As budgets allow, TDC will also lead the organisation of active transport events for schools and businesses and continue to work with Te Mana Ora Community and Public Health South Canterbury to produce travel plans for Timaru schools. Prioritising cycle training responds directly to feedback from the Timaru community, where parents are wanting their kids to learn bike skills, and all road users want bicycles and cars to coexist safely on roads.



Projects

Table 11 - Promotion and education projects

ID	Project	Priority	Indicative cost	Delivery Lead
			\$ < \$50,000 \$\$ \$50 - \$150,000 \$\$\$ \$150 - \$259,000 \$\$\$\$ > \$250,000	
PE - 1	Cycle skills training: schools and community programmes	High	\$	TDC
PE - 2	Sector engagement: leverage opportunities to market, educate and monitor active transport	High	\$	TDC
PE - 3	Promote new infrastructure and behaviour change	High	\$	TDC, Te Mana Ora
PE - 4	School travel planning	High	\$	
PE - 5	Workplace travel planning	Medium	\$	
PE - 6	Education campaigns to encourage uptake of active transport use by households	Low	\$	

Focus area 4: Enabling, policy and planning

Timaru District Council has a range of roles and responsibilities that can influence active transport outcomes. While council's role in looking after and building new paths and cycleways is an obvious role, there are other council roles that are also important for influencing levels of walking and cycling.

Council's role in planning and regulating land use is important. Council decisions on land-use zoning and how new residential and commercial developments are designed influence how attractive the environment is for getting around on foot and other active transport modes. There is strong evidence that the design of the urban environment influences levels of walking. For example, people are more likely to walk in places where distances between homes and shops and other services are shorter, where density of housing and population is higher and in neighbourhoods with connected street networks with short block lengths. New Zealand's Emissions Reduction Plan identifies the role of well-planned urban areas for increasing active transport uptake.

Council also regulates land-use by defining requirements of new developments. Council can ensure that new developments include facilities that support active transport such as ensuring new workplaces provide secure bike parking and shower and changing facilities for workers.

Council plays a direct role in the design and location of important community facilities that generate transport trips. These include sports fields, recreational facilities such as swimming pools, libraries and other community services. Locating these facilities so that walking and biking is an easy choice is important, as is designing good walk-up connections and basic infrastructure like secure bike parking.

Finally, council is an organisation of significant scale with many employees. Council can play a leading role in supporting personal travel planning among its staff and encouraging staff to commute using active modes.

Projects in this focus area will contribute to all of the goals in this action plan, by enabling planning and policy decisions that support infrastructure development and use.

Projects

Table 12 - Enabling, policy and planning projects

ID	Project	Priority	Indicative cost	Delivery Lead
			\$ < \$50,000 \$\$ \$50 - \$150,000 \$\$\$ \$150 - \$259,000 \$\$\$\$ >\$250,000	
POL - 1	Review TDC District Plan provisions re: cycle parking and end of trip facilities	High	\$	TDC
POL - 2	Review TDC urban planning policies and regulations re: urban environments enabling active transport	Medium	\$	TDC
POL - 3	Improve bike parking and end-of-trip facilities at Council buildings and facilities	Medium	\$\$	TDC
POL - 4	Deliver promotional activities to encourage active transport for commuting and business travel purposes by TDC staff	Medium	\$	TDC
POL - 5	Deliver a travel planning programme for TDC staff	Medium	\$	TDC
POL - 6	Identify a consistent approach to lowering speed limits on residential streets in urban areas, in alignment with the new Government's speed limit rule change (anticipated in late 2024).	Low	\$\$	TDC

Funding and delivery

Roles and responsibilities

Creating a culture of active travel will be achieved through collaboration, not through isolated efforts. Table 12 describes several key players in planning and investing in active transport in the Timaru District.

Table 13 - Roles and responsibilities

Group	Role
Timaru District Council (TDC)	Lead planning agency for multi-modal transport in the district. Road Controlling Authority and responsible for local road infrastructure including cycle lanes, footpaths, pedestrian crossings, public bike parking. Lead provision of off-road walking and cycling paths on Council property including in parks and reserves. Influence land use outcomes including built form and provision for active modes in property development through the District Plan. Involved with school and business travel planning, active transport promotional activity, cycle skills education.
Te Rūnanga o Arowhenua	Represent local Māori. Partners participating in transport planning for the district. Bring Māori values and interests to active transport decision-making.
New Zealand Transport Agency Waka Kotahi	Road Controlling Authority responsible for active transport infrastructure on state highways in the district. Co-fund infrastructure and assess investment proposals from TDC, through the National Land Transport Programme and other specific funding streams. Provide strategic direction to inform transport planning and provide standards and guidance to inform infrastructure design.
Venture Timaru	Timaru District's economic development and tourism agency. Promote active transport trails as a visitor attraction, including developing Timaru Trails App.

Group	Role
Central South Island Cycleways Trust	Advocate for and participate in delivery of rural trails. To date, involvement has focused on completing the Timaru to Tekapo Central South Island Trail.
Environment Canterbury	Develop Canterbury's Regional Land Transport Plan providing strategic direction to influence planning and overseeing regional bids for National Land Transport Fund. Manage some land along rivers relevant to the active transport network (e.g. paths along stop banks).
The Community Trust of Mid and South Canterbury	Philanthropic organisation distributing funding grants to not-for-profit organisations. Funds distributed from community investment trust. Has provided funding assistance to deliver the Central South Island Trail.
Te Mana Ora Community and Public Health South Canterbury (part of Te Whatu Ora)	Te Mana Ora staff lead school travel plan preparation in the district's schools on behalf of TDC.
Local community	The local community including schools, interest groups and individuals are often closest to the needs of end users of active transport networks and can inform needs and priorities for investment and intervention.
Local businesses and key employers	Local businesses and key employers have knowledge of their workers and customers travel needs and can inform planning processes. They can lead workplace travel plans and participation in active transport challenges and work events. They can influence active transport outcomes by providing end of trip facilities like showers and bike parking.

Funding

Delivering the actions outlined in this strategy will rely in part on the following funding sources:

- TDC (predominantly from budgets for roading and footpaths, but also from recreation and leisure activity groups)
- National Land Transport Fund (NLTF) funding assistance of TDC activities (central government funds distributed by NZ Transport Agency Waka Kotahi)
- Other central government funds (for example, recent special funds used for active transport include the Climate Emergency Response Fund – Transport Choices, the Provincial Growth Fund and tourism funds).
- Other community funds (e.g. the Community Trust of Mid and South Canterbury has contributed funding for the Central South Island Trail).

Maintenance activities are eligible for funding assistance through the NLTF (e.g. footpath renewals). Fund availability for new projects and improvements depends on government funding allocations to each activity class as communicated through the 3-yearly Government Policy Statement on Land Transport (GPS). It is noted that the 2024-34 GPS deprioritises funding for active transport initiatives.

Unlocking funding assistance for significant capital improvement works (e.g. major new cycleways) may require business case processes that follow Waka Kotahi guidance. The Single Stage Business Case Lite process is appropriate for projects with a whole-of-life cost of less than \$15 million.

Special central government funds are currently under review and levels of funding available are uncertain. Council will adopt an agile approach to funding the actions listed in this strategy in response to available funding opportunities and will communicate funding levels for activities through its Long Term Plan (LTP) process every three years.

Monitoring progress

TDC will monitor:

- Progress toward the three key goals
- Progress in implementing action plan projects

It is important to monitor both progress toward high-level goals for active transport (the end results that TDC is wishing to achieve) as well as monitoring progress in implementing actions and key outputs that TDC delivers (e.g. length of new cycle facilities built).

Monitoring progress toward goals

Monitoring progress towards goals will involve regular data collection and analysis by TDC to measure progress against the key indicators and targets. Methods for monitoring against these targets are summarised in Table 14.

Monitoring implementation of action plan

TDC will monitor progress in implementing this action plan on an annual basis. This will include reporting against each of the individual actions and collating data on several performance measures. These will measure outputs delivered by TDC and other delivery partners.

Build-out of the active transport network will be monitored by TDC using GIS tools and regularly published to webmaps illustrating the completed and planned network.

Table 14 - Monitoring progress towards goals

Goal	Indicator	Monitoring method
Encourage people who make short trips by car to start walking, biking and using micro-mobility options more often.	Journey to work mode share: % of total trips by walking or biking, Timaru district (Source: Road user survey, Census)	TDC review Census data as it becomes available. Census data is scheduled for release on a 5-yearly basis, in 2024, 2029 and 2035.
	Journey to education mode share: % of total trips by walking or biking, Timaru district (Source: Road user survey, Census)	Investigate engagement options with local community groups and schools.
Make active forms of travel safer, more accessible and more attractive for more people	Annual number of deaths or serious injuries involving cyclists or pedestrians, Timaru district (Source: Waka Kotahi Crash Analysis System)	TDC review Waka Kotahi Crash Analysis System data on an annual basis.
	Regular use of active modes: % of journeys by walking or biking, Timaru district (Source: Road user survey, Census)	TDC review results of annual road user survey.
	Resident satisfaction with provision of walking and biking infrastructure	TDC review results of annual road user survey.
Increase the number of people who walk, bike and use mobility modes for recreation.	Number of people using active modes (annual total across selected locations)	TDC determine potential count locations and confirm based on available funding for data collection. Existing pedestrian counters to be used as proxy in the interim (e.g. Washdyke – Pleasant Point pedestrian counter to be proxy for rural trails). Count methods need to be determined and may include use of automated counters or manual counts (sample of days/ hours).

Appendix A - Feedback from community survey

Public consultation and engagement was carried out for this strategy in two phases.

Phase 1 consultation

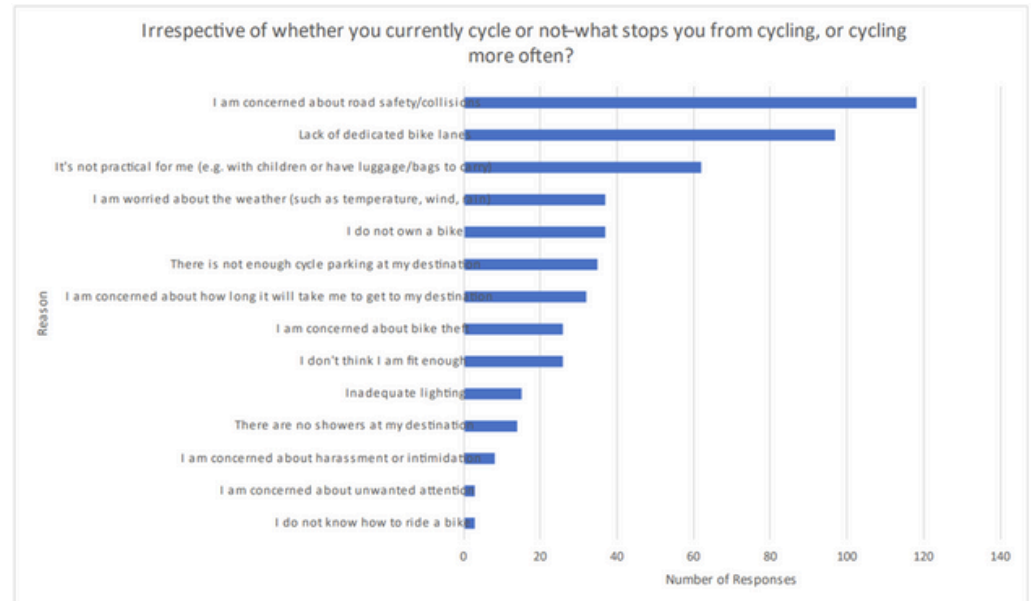
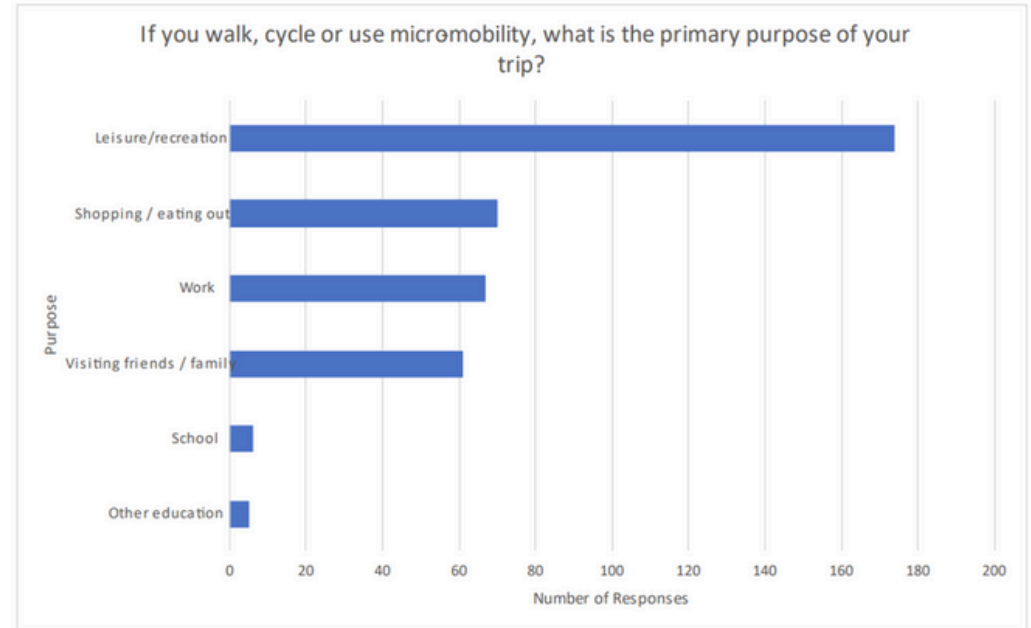
The Phase 1 public consultation phase involved an online survey that participants could complete from the Council website. The survey was open from Monday 28 August to Monday 11 September 2023.

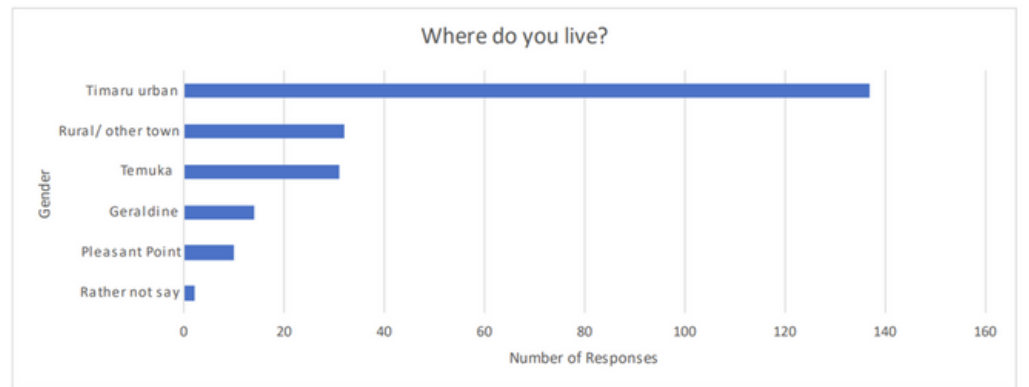
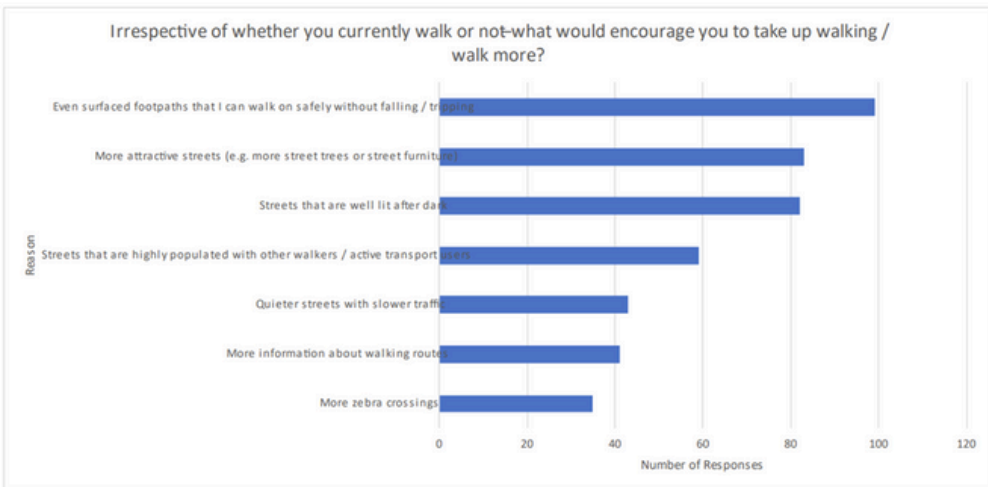
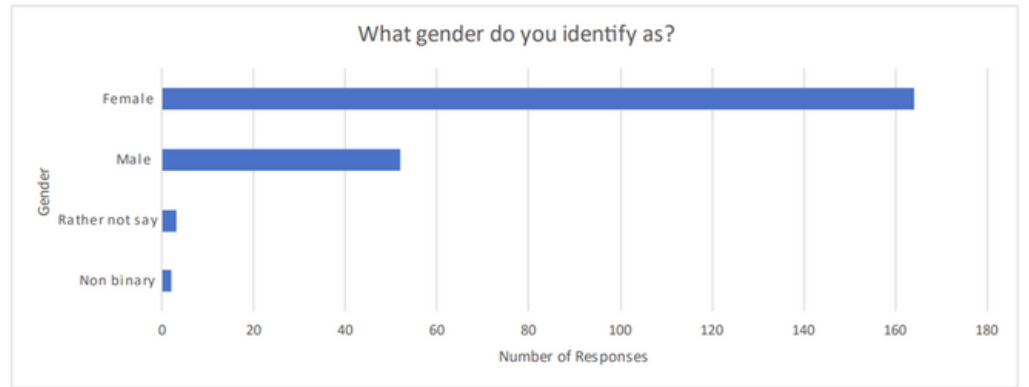
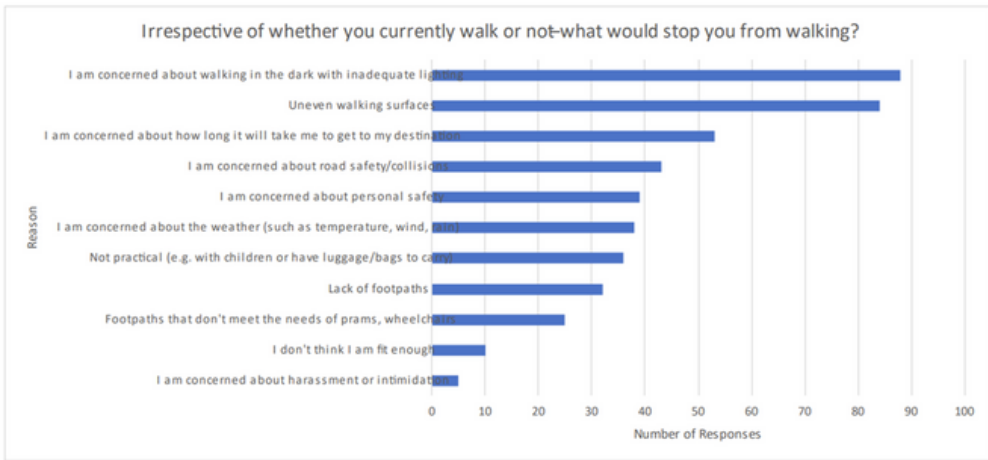
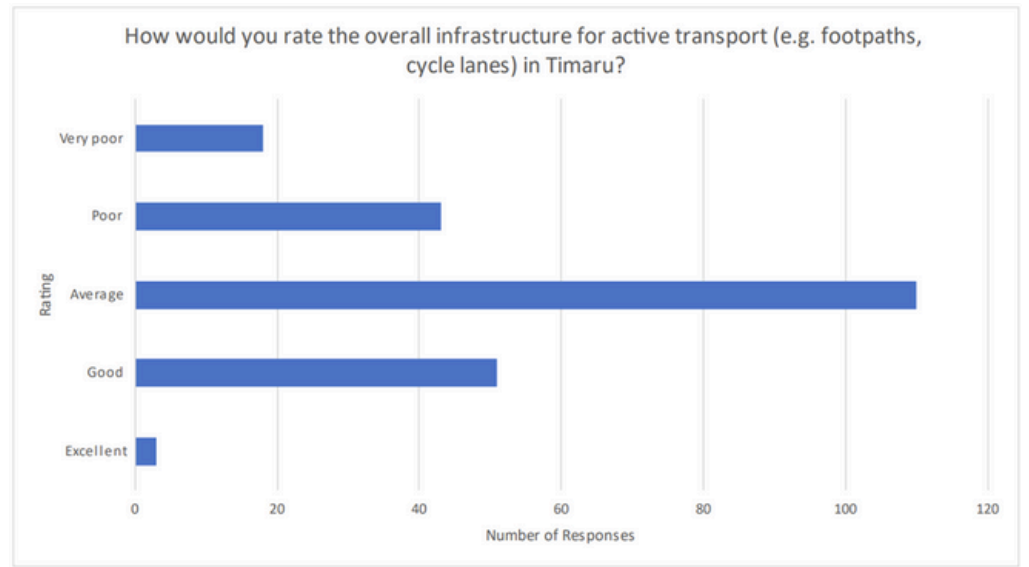
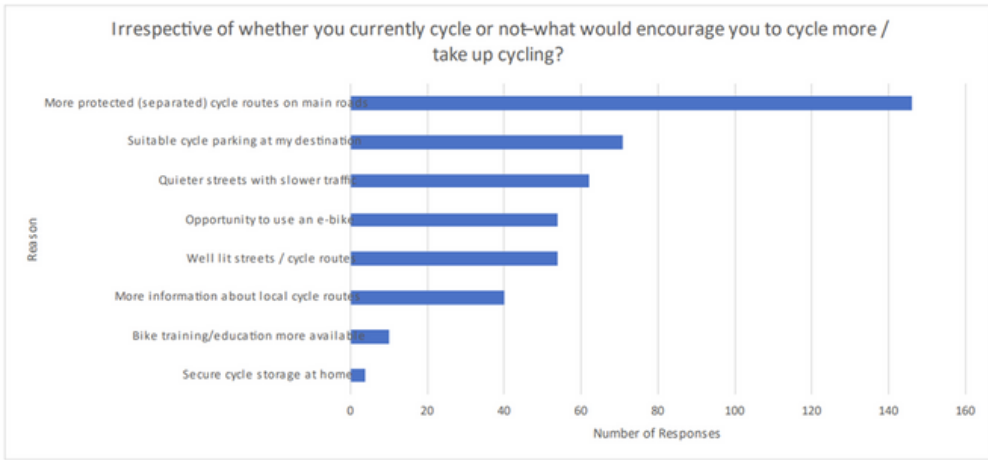
The purpose of the Phase 1 consultation survey was to:

- Inform key stakeholders and the public of the proposed network improvement plan that forms part of the refreshed Active Transport Strategy
- Seek feedback on:
 - the relative priority of various network improvement links
 - identification of missing links in the proposed network
 - Use the feedback to inform finalisation of active transport network plan.

The key findings of the survey were:

- 226 responses were received
- Safety concerns and lack of good infrastructure are key barriers to cycling. More protected cycle routes on main roads were viewed as a key factor for encouraging cycling
- Cycle parking is notable as both a barrier and encouragement factor
- Barriers and encouragement factors for more walking are distinct from cycling. More related to personal security/ safety than road safety. Even surfaced footpaths, more attractive streets and well-lit streets all important
- The majority of participants partook in active transport for leisure / recreation purposes
- The number of female respondents outweighed male respondents
- 7 participants were under 25 – by far the lowest number of all age groups. Therefore views from this age group are not captured to the same extent as other age groups. It is noted that these type of responses generally are similar to findings from other contexts (NZ-wide and international). Graphs presenting data of each survey question response are shown below.





Two survey questions asked for open responses. These questions were:

1. **Location suggestions for improved active transport infrastructure**
2. **Are there any further comments you wish to make on active transport in the Timaru District?**

The following locations were the most popular amongst respondents:

Rural

- Orari to Opihi
- Kellands Hill Road
- A network for cycling connecting towns
- Milford Clandeboye Road between the town and Orakipaoa Island Road.

Timaru

- Wai-iti Road
- Church Street
- SH1
- Otipua Road
- Claremont Road
- North Street
- Selwyn Street
- Wilson Street
- Gleniti Road
- Port

Washdyke

- City centre to Washdyke
- Washdyke to Stafford Street / Washdyke to Caroline Bay
- Washdyke to Waimataitai Street
- From Washdyke south to Redruth and west to Gleniti
- South Timaru to Washdyke

Temuka

- Temuka to Timaru
- Opihi Bridge to Temuka
- Temuka to Winchester

- Vine Street
- King Street
- Temuka to Geraldine
- Opihi Stopbank to Seadown and Waipopo

Geraldine

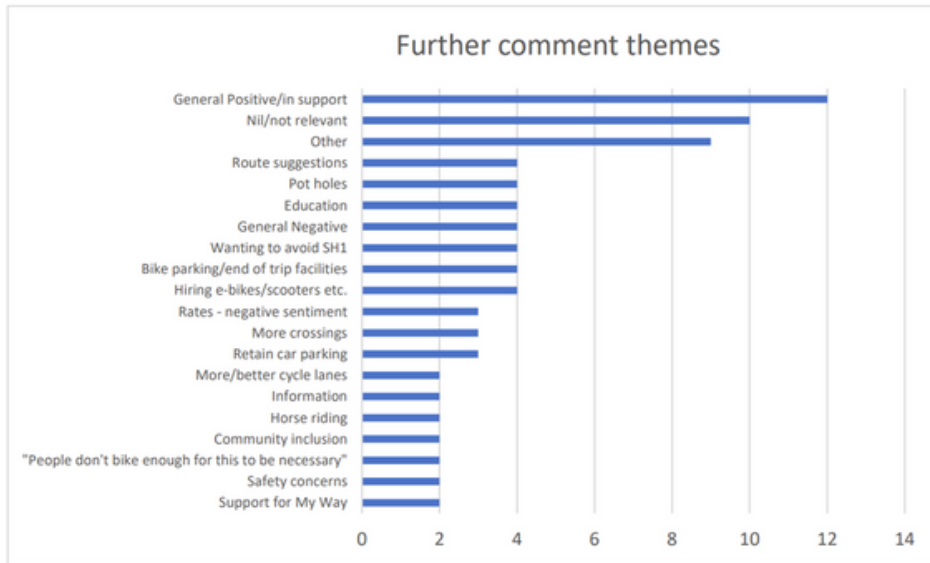
- Geraldine to Woodbury
- Geraldine to Pleasant Valley
- Downs Road – Pye Road

It is noted that there were no suggested locations for Pleasant Point.

General comments/suggestions that were associated with this question include:

- Need dedicated lanes for cycling and scootering
- Main arterial routes to be more cycle friendly with designated cycle lanes
- Better walking tracks for rural areas.
- Suggest routes are from residential areas to places like supermarkets, the pool, the library, major workplaces and the hospital.
- More bike racks in the city centre
- Prioritise school routes so that kids get in the habit of biking.
- More maintenance on tracks that already exist.
- The whole main street of Timaru should be closed to traffic – priority given to elderly and down town shoppers.
- A dedicated route parallel to the coast (not SH1), a connection route further inland parallel to that.
- Most areas require improved infrastructure.
- Cyclists are arrogant and are almost on the road outside of their lane when they don't need to be, yet it's the people, us drivers, that have to give way to them.
- Timaru is an ever increasing aged town. Taking away car parks will kill what is left of the main street of Timaru.
- There is enough provision for active transport.
- Less cycling funding please.
- Around Pages road / golf Course there is limited parking by the track. And cyclists use the blind part by the water tank instead of the track.
- Allow dogs (on leash) to walk through places like the stadium on Morgans Road.
- Any opportunity for horse riding would be good – there is nothing at all apart from dangerous busy roads.

Further comments were classed into themes and summarised as follows:



Other general comments / quotes include:

- We have some incredible walkways and trails around Timaru. It is always a shame when they have access blocked for what seems like an unreasonable length of time (e.g. Saltwater Creek and Smithfield walkways).
- I think events in Timaru that encourage walkers and families to get out and exercise this way are beneficial – e.g. Hadlow to Harbour.
- Less planting would improve tracks (in order to pass people) and less maintenance as some are overgrown.
- Could footpaths be shared with/used by cyclists as there are not that many people who walk on the footpaths.
- The in-road sensors are not triggered by cyclists, only heavier vehicles. This is frustrating.
- Do not take the cars out of the main and surrounding streets in Timaru. Get rid of all of the tiles if you need to.
- Timaru has good potential to improve access for people on foot and bikes. I support 30km/hr speeds on most streets, and reallocating on-street parking to make room for protected bike lanes.
- Having to use main roads to get to a particular destination is keeping many people from cycling and possibly walking.

- Enforcement needs to be carried out in respect of numbers vehicles parked on or over footpaths both day and night forcing footpath users onto roadways.
- Please create more bike paths for us out of town folk around Claremont and Gleniti.

Phase 2 consultation

The Phase 2 public consultation phase involved an online survey that participants could complete from the Council website as well as on paper forms. The survey was open from 13 November 2023 to 11 December 2023.

The purpose of the Phase 2 consultation survey was to ask people what they thought of the draft active transport network maps that showed potential active transport routes for urban Timaru, each of the district's main towns and a district-wide rural trail network designed for longer distance cycling by both residents and visitors. The feedback received from the Phase 1 consultation was factored into the draft plans. The survey included a feedback form where participants were asked questions about the proposed network on each map (Timaru, Temuka, Pleasant Point, Geraldine, District Wide). Participants could provide feedback on all maps or just the maps that they were interested in.

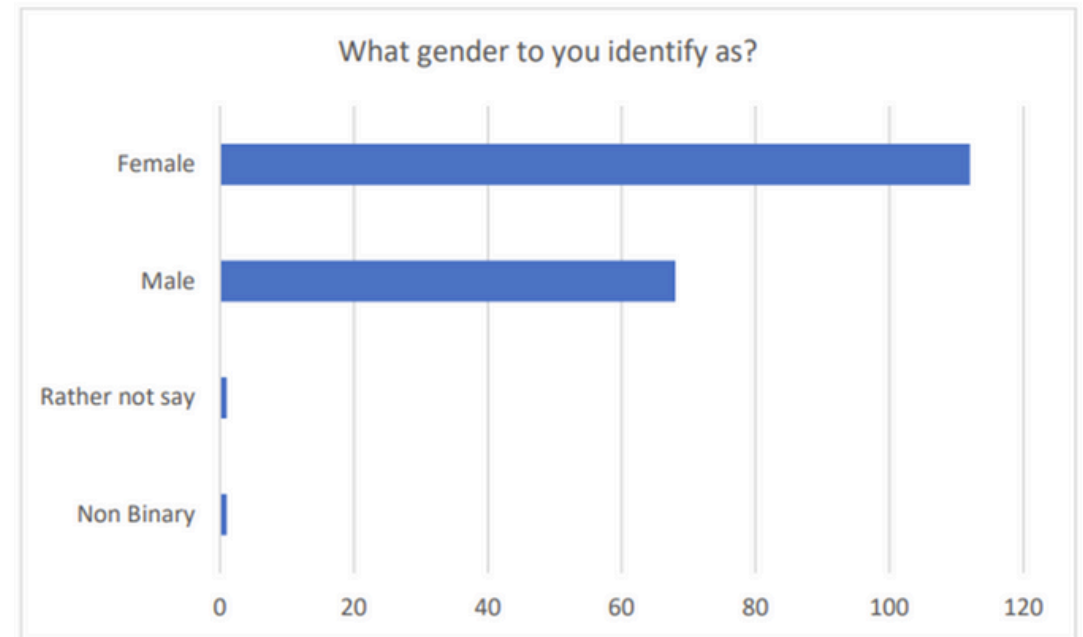
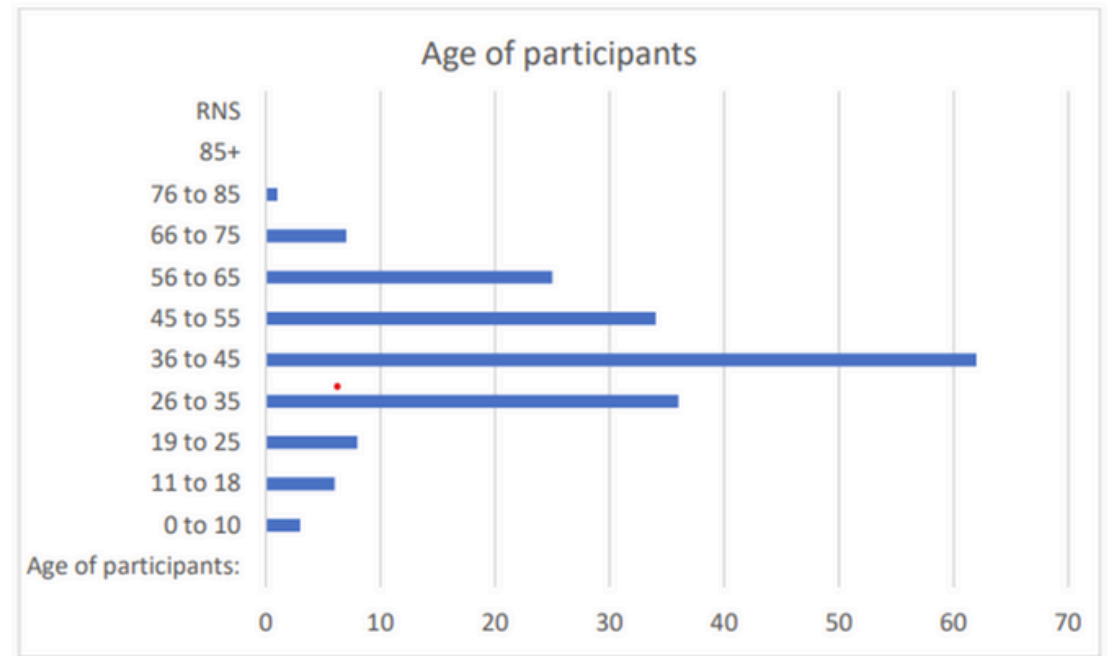
The questions for each map were the same and were as follows:

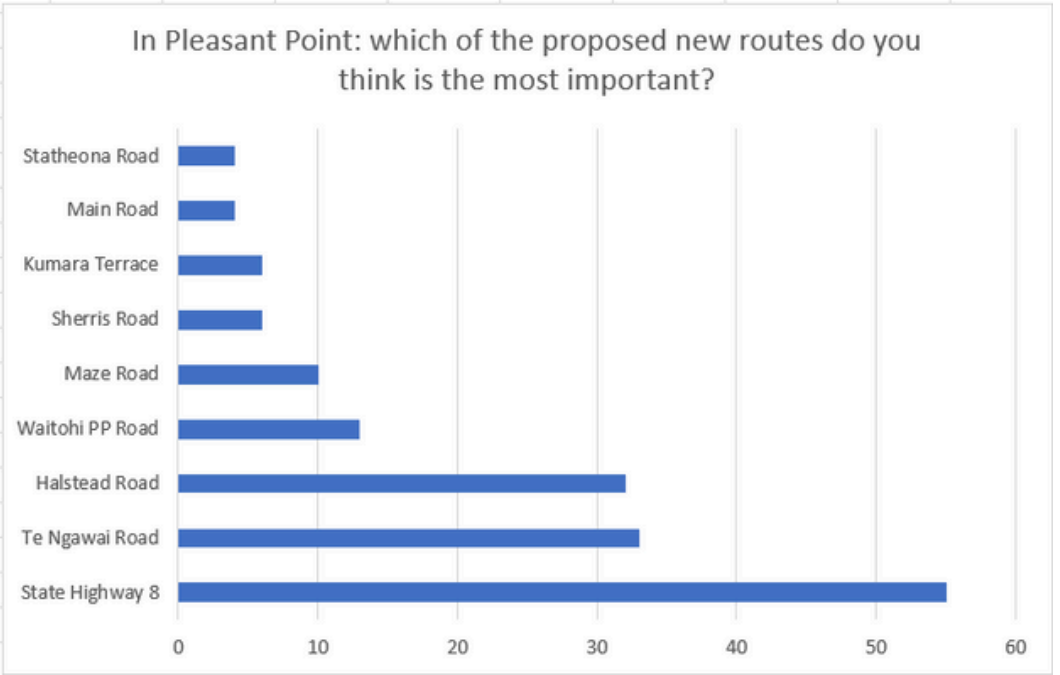
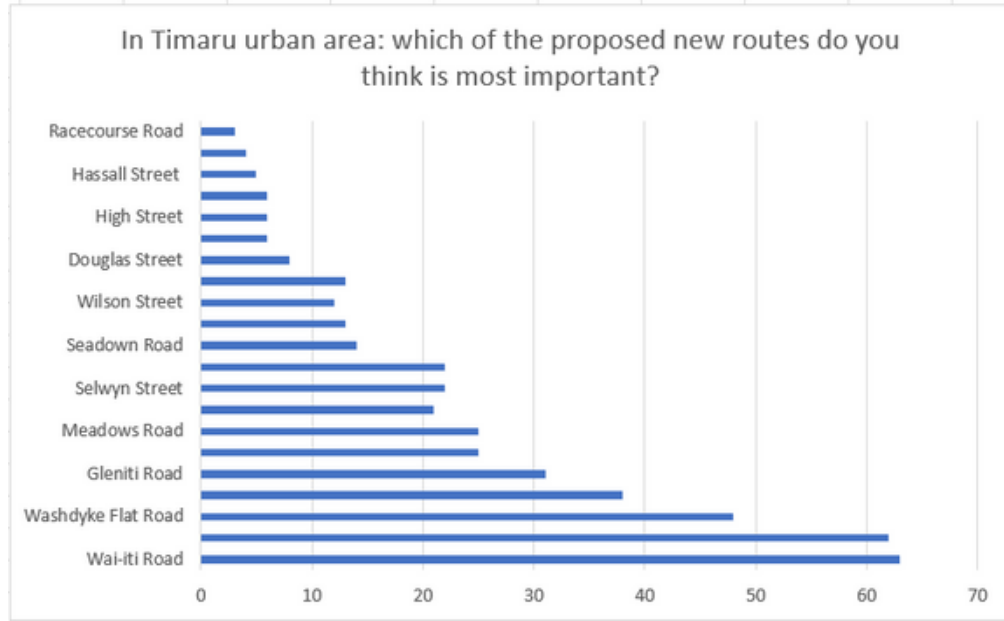
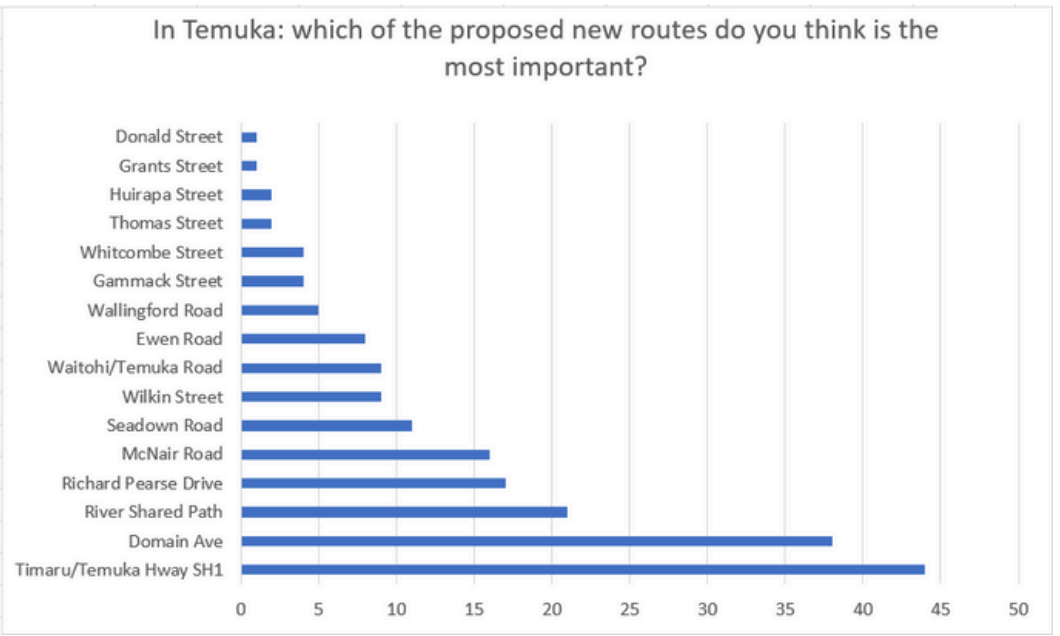
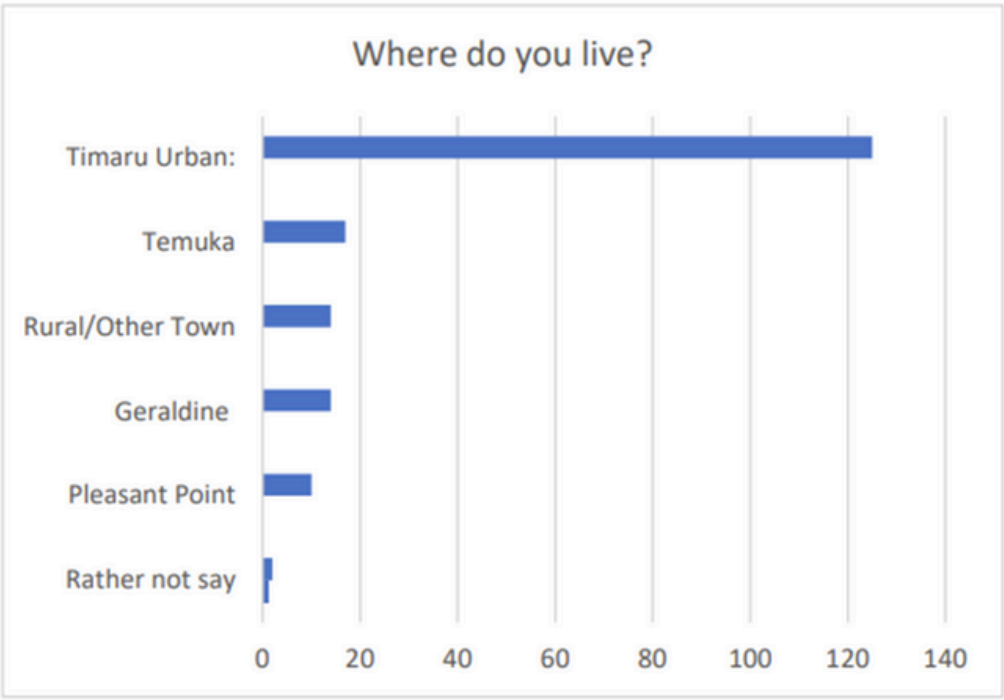
1. **Which of the proposed new routes do you think is most important for connecting communities and providing an attractive recreational route for locals and visitors? Please list up to three of the routes marked on the map with reference to the street names the routes follow.**
2. **Are there other routes in the active transport network not included in the map that you think are more important than the three routes you have listed in question 1? Please list up to three other routes with reference to street names.**

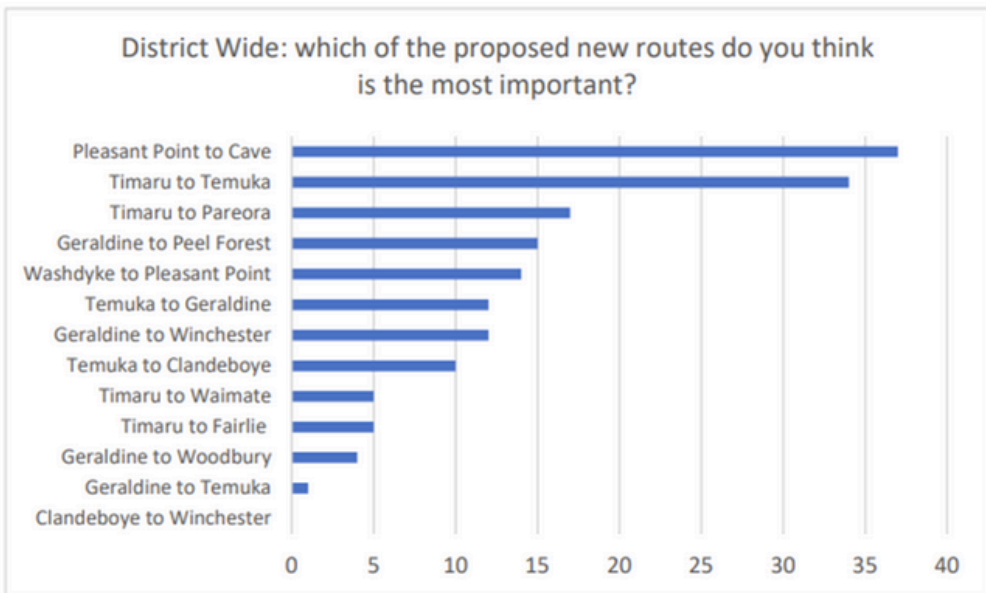
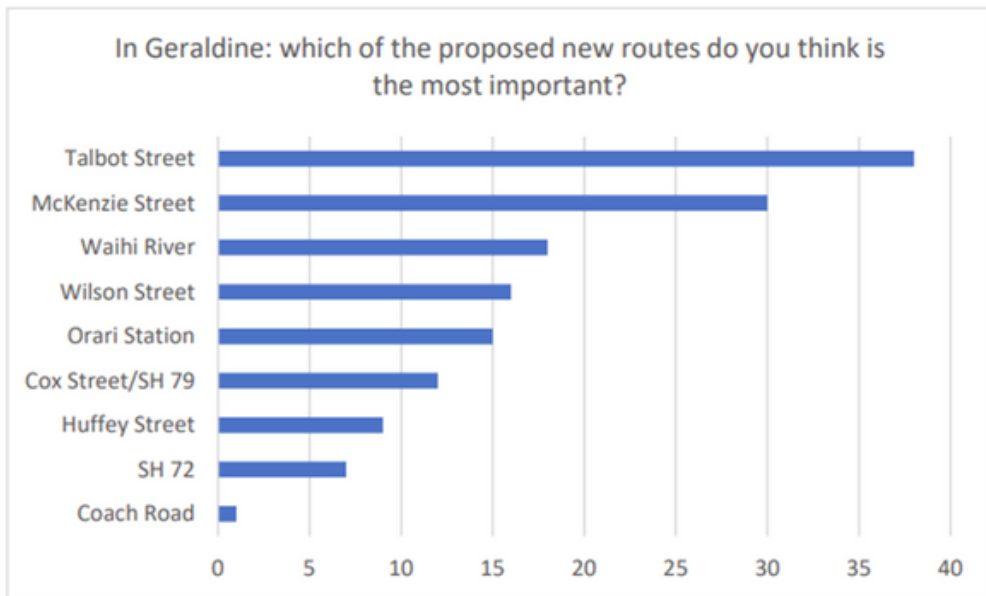
The key findings of the survey are presented below.

- 189 responses were received
- In Timaru, Wai-iti Road, Kellands Hill Road and Washdyke Flat Road were the routes in Timaru that were most important to people
- In Temuka, Timaru/Temuka Highway SH1, Domain Avenue and River shared path were the routes that were most important to people
- In Pleasant Point, SH8, Te Ngawai Road and Halstead Road were the routes that were most important to people
- In Geraldine, Talbot Street, McKenzie Street and Waihi River were the routes that were most important to people
- At a District Wide level, the most important rural routes were seen to be Pleasant Point to Cave, Timaru to Temuka and Timaru to Pareora.
- Safe pedestrian and cycle routes are important along State Highways and major arterials
- Painted bike lanes are not enough to encourage people to cycle – they need to be separated by bollards or kerb and channel
- Safe cycle routes should be included near primary schools to encourage cycling
- Connections from towns to rivers/off road tracks should be considered.
- The network should cater for equestrian / horses
- Wayfinding and infrastructure such as shelters, bike racks and lockers should be provided by Council to encourage cycling
- The majority of respondents were aged between 36 and 45
- Only 17 respondents were aged below 25, therefore views from this age group are not captured to the same extent as other groups.

Graphs presenting data of each survey question response are shown below.







The following summarises the responses from Question 2 of the survey, which asked - Are there other routes in the active transport network not included in the map that you think are more important than the three routes you have listed in question 1? [Participants were asked to list up to three other routes with reference to street names].

Timaru

- Trafalgar Street
- Cartwrights Road
- Claremont Road
- Fairview Road
- SH1 from Washdyke to Temuka
- SH1 from Washdyke to Timaru
- Saltwater Creek to the Port track

Comments / suggestions included:

- More signs and wayfinding
- The current shared path at Elizabeth Street, Claremont Road to Whalebones Corner Pages Road is speed restricted but unsafe when other users are present due to the speed of other vehicles on the road.
- Caroline Bay should be a separate cycle path
- The cycle route across Caroline Bay needs better definition as there is conflict with pedestrians.
- A direct route from Timaru to the south of Timaru is required.
- Safe links across the State Highway

Temuka

- John Street
- Temuka to Pleasant Point
- Hally Terrace
- Hayhurst Street
- Denmark Street

Comments/suggestions included:

- Ideally additional cycle routes would be encourage children to cycle to schools
- Bike lanes are a safer option on some streets where there are big transport trucks.
- More connections from the river would be useful to promote activities that include cycling.

Pleasant Point

- Afghan Street

Comments/suggestions included:

- Point Washdyke cycle pathway should be upgraded to enable horses to use

Geraldine

- Earl Road
- Kennedy Street
- Connelly Street

Comments/suggestions included:

- Connecting right up to start of Riddells Reserve/Talbot Forest area to enable access there and then to the bike tracks.
- Connections through town to the primary school to encourage safe cycling
- The main arterial vehicle route through town needs to be resolved before determining best cycling routes.
- The tracks through Talbot Forest are not shared use (walking only) and should stay that way.

Other general comments / quotes about the planning active transport network for Timaru district

- Cycle lanes should be on the main streets for the safety of all road users
- More connections to town centres
- Reduce speed limits nearby
- Great way to get people exercising
- Are any of these proposed pathways going to be equestrian friendly? We need to cater for all recreational users.
- We need more children biking to school
- Off road tracks (away from busy roads with lower speed limits) are important as it feels safer.
- A proposed network would open up wider cycle tourism to the higher spending 'mature' demographic.
- Painted cycleways on roads with cars doing 50-60km/hrs and parked cars (doors on the inside are not safe enough to attract 'interested but safety concerned people' (the majority). Bollards should be installed as a minimum, but ideally kerb and channel separation.

- Decent bike parks are required to prevent theft.
- Improve existing cycling infrastructure prior to extending the connectivity to other areas.
- Routes for tourism need to consider most attractive not the most efficient.
- Maintenance schedule needs to be included in any network planning.
- Council need to do more - enable electric bikes for hire, lockable bike stands, and baggage lockers. Strategic placement of shelters or covered picnic tables so that active transport users can take shelter / have a break.
- Improved cycle friendly intersections should be considered

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