



# Walking and Cycling Strategy

***“A Selwyn where more people walk and cycle  
safely for transportation and enjoyment”***

**January 2009**

## Foreword

Many people find that the Selwyn district is a great place for walking and cycling. The largely flat topography and climate of the plains areas of the district are conducive to walking and cycling, whether for utilitarian trips to work, school or the shops, or for recreation or tourism, while the more mountainous areas to the west and the Port Hills to the east attract more serious participants in both activities.

Walking and cycling is beneficial for individuals, easy on our environment and is supported by the Selwyn District Council. We have seen the success of the first stages of the Christchurch to Little River Railtrail in particular its success in attracting and fostering cycling, and to a lesser extent walking, as means of transport — in particular between Prebbleton and Lincoln. Walking and cycling also helps the wider promotion and development of the district.

This Strategy is intended to guide the people and Council of Selwyn district as they make walking and cycling an integral part of their daily lives and Selwyn a more pedestrian and cycle friendly district. While focussed on the Selwyn District Council projects/initiatives it is also intended to indicate Council's direction to non-Council organisations to aid the co-ordination and fostering of their efforts to improve conditions for walking and cycling and their use for transport and recreation.

I congratulate the Selwyn Walking and Cycling Steering Committee and the many individuals and organisations who have contributed so willingly and enthusiastically to the development of this Walking and Cycling Strategy.

**Kelvin Coe**  
**Mayor**

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## 1. Introduction

Selwyn district is a great place to live – our residents have a high quality of life living within a pristine rural setting with a thriving economy and many recreational and social opportunities. Selwyn has 20 small rural towns with the majority of the growth population within the Springs area – Prebbleton, Rolleston and Lincoln.

Travel is an essential part of all societies. It is necessary for the creation and maintenance of healthy, wealthy, and wise communities. People need to travel easily between home, work, education, retail, recreation and leisure destinations; while goods need to be transported between and within communities to sustain life and for the economic prosperity of the nation. However, there is widespread recognition that “just building more roads” is no longer sustainable, acceptable or necessarily effective. Rather, there is demand for the option of non-car modes of transport to be available.

With global warming, rising fuel prices and the “obesity and diabetes epidemics” many people want transport options that are less costly to their health, their wallets, the environment, and to other people. These desires are embodied in the concept of sustainable transport. Sustainable transport strategies offer better opportunities for:

- More energy-efficient forms of travel; e.g. walking, cycling and public transport for individuals, families and groups;
- Better cycling and walking facilities, environments and services;
- More efficient and effective use of cars and other motor vehicles; e.g. improved fuel efficiency, improved driving techniques, reductions in the numbers of short trips, higher vehicle occupancy, car pooling, ride share, and park and ride;
- Cleaner fuels and cleaner transportation technologies; and
- Telecommuting and remote (telephone/internet) shopping.

Selwyn District Council is working towards a more sustainable transportation system, to benefit its communities and the economy. This Walking and Cycling Strategy is part of the response to these drivers.

### 1.1 Purpose

This Strategy provides an over-arching framework for walking and cycling in the Selwyn district. It:

- Puts in place a considered long term outcome and direction for the development of walking and cycling, as means of transport, and supports the recreational opportunities they provide in the district;
- Broadly sets out the Selwyn District Council’s intentions on walking and cycling;

- Provides a foundation for the implementation and development of walking and cycling networks that will enhance the experiences of all users;
- Establishes the basis for walking and cycling to play more significant roles in providing the people of the district with alternative sustainable transport solutions, particularly for short journeys;
- Plays an important part in the establishment of a package of Travel Demand Management (TDM) initiatives that will improve the sustainability of travel in the district and the solutions used to respond to travel-demand driven by growth.

A Walking and Cycling Action Plan has been developed. It includes projects that give effect to the broader outcome established by the Strategy. The Plan will be subject to the Council's planning and budgetary processes and cycles and, in the future, the projects will be included in the Council's Transport Activity Management Plan and Long Term Council Community Plans (LTCCPs) and their associated Annual Plans.

## **1.2 Background**

The Selwyn community has indicated that it is keen to see the Council develop and promote walking and cycling as a means of transport and recreation. This is reflected in the Community Outcomes published in the Council's LTCCP. The Council has also produced a Physical Activity Implementation Plan that emphasises the importance of walking and cycling to health, and supports the development of this strategy.

The Council in conjunction with the Christchurch to Little River Railtrail Trust, a voluntary organisation made up of cycling enthusiasts, has been involved in establishing a walking and cycling link from Prebbleton to Motukarara, that in time will form part of a route from Hornby to Little River.

The Railtrail has proved to be particularly successful in raising the awareness of the benefits of walking and cycling in the District. This has arisen from the completion of a 7km section of pathway alongside Birchs Road, between Prebbleton and Lincoln, which is now used as a commuter and transport route rather than purely for recreational purposes. This Strategy builds on this success to gain further benefits for the Community.

**Figure 1: Cyclists on the Lincoln to Prebbleton Section of the Railtrail**



The NZ Transport Strategy states, “*one-third of vehicle trips are less than two kilometres and two-thirds are less than six kilometres*”. Walking and cycling have the potential to replace a number of these private motor vehicle trips, especially in urban areas, and to reduce the adverse impacts of private motor vehicle use.

The NZ Transport Strategy also advises that a comprehensive Walking and Cycling Strategy can:

- Promote walking and cycling as a realistic and beneficial form of transportation;
- Provide networks of walking and cycling facilities serving or passing through interesting and enjoyable surroundings in a manner safe for users;
- Improve walking and cycling conditions on the general road network;
- Improve the relationships between pedestrians, cyclists and other road users;
- Provide opportunities for development of tourism, businesses and employment;
- Promote outdoor recreation for health and wellbeing;
- Provide opportunities for environmental enhancement and education;
- Complement public transport by improving the convenience and sustainability of access to it;
- Encourage more people to walk and cycle as means of transport, improving sustainability and decreasing dependence on motor-driven trips; and
- Help reduce air pollution, greenhouse gas emissions, road congestion and energy use through use of more sustainable transport solutions.



This Strategy sets out to achieve these things, motivated by:

- The success of the Christchurch to Little River Railtrail, and particularly the use of the section of the trail between Prebbleton and Lincoln<sup>1</sup>;
- The continuous fast growth of the district since it was established in 1989 by amalgamation of three smaller local authorities;
- The expected growth in local and commuter traffic in the area south of Christchurch City, encompassing the Rolleston, Lincoln and Prebbleton townships and their connectivity to Christchurch. This, along with the desire to modify some of this demand through the utilisation of walking and cycling as alternative means of transport, has been identified as issues by the Christchurch, Rolleston and Environs Transportation Study (CRETS);
- The proximity of the district, its towns and recreational opportunities to the employment opportunities and the large and growing population and centred on Christchurch;
- Increasing numbers of commuter cyclists;
- The need to provide safe and appropriate facilities as part of the delivery of an integrated transport system in the district and connection to wider regional initiatives;
- A strong desire to develop more sustainable travel practices – including the potential to obtain NZTA funding for implementation of aspects of the Action Plan from 2009/10;
- Concerns about wider health issues, which are explored in more depth in the Council's Physical Activity Strategy, the need to implement its Implementation Plan, and to assist in the delivery of those aspirations; and
- Last, but certainly not least, the strong commitment in the Council's 2006-16 LTCCP to the development of this Strategy.

The 2007 Greater Christchurch Urban Development Strategy<sup>2</sup> (UDS) indicates that an additional 12,000 households can be expected south of Christchurch, in the Selwyn district, and an additional 75,000 in the greater Christchurch area by 2041. This Strategy will help deliver the planning and infrastructure that will provide an integrated and sustainable transport network to serve current residents and these additional people.

### **1.3 Strategy Development and Consultation**

This document was prepared by a Selwyn Walking and Cycling Steering Committee. The composition of the steering committee is detailed in Appendix B. The Selwyn District

<sup>1</sup> An average of 120 cyclists/day were recorded on this section in late 2007, most of these people are believed to be commuters.

<sup>2</sup> A long-term planning strategy to provide a consistent direction and plan for the growth and development of the greater Christchurch area, which encompasses an area beyond the existing city boundaries including such townships as Rangiora, Woodend, Kaiapoi, Rolleston, Prebbleton and Lincoln.

residents played a vital role in the development of the Strategy; through high levels of consultation and feedback gathered. It included early consultation with the public and specific key stakeholders over issues facing walkers and cyclists in the district as well as project ideas, and the responses generated informed development of the Strategy.

## **1.4 Using the Strategy**

The Strategy is built around the Council's outcome for cycling and walking in the district. It establishes the over-arching framework for walking and cycling in the Selwyn District. In summary:

- The LTCCP describes the communities' aspirations, desires and expectations and details how the Council will respond to them. It is produced every three years and includes details of funding that will be provided for works, services and operations over the coming three years, and outlines the funding that is forecast to be provided over a ten year period; all based on agreed levels of service. Annual Budgets confirm funding for the Council's activities in non-LTCCP years.
- The Walking and Cycling Strategy sets the goals, objectives, targets and overall policy context for walking and cycling in response to the broad direction given in the LTCCP.
- The Walking and Cycling Action Plan describes how the Strategy will be implemented and funded over the years. The funding requirements from the Action Plan are fed into the next LTCCP and Annual Budget rounds.
- Any modifications to the Community Outcomes or funding detailed in the approved LTCCP that affect the Walking and Cycling Strategy will then be reflected in a revised Strategy and revised action plan.

## **1.5 Terminology**

This Strategy uses many terms that may not be familiar to some readers. A Glossary is provided in Appendix G to assist with interpretation of terminology.



## **2. Opportunities, Key Challenges, Outcome and Goals**

### **2.1 Opportunities**

Walking and cycling have the following benefits:

- For individuals:
  - Improved health and physical activity;
  - Maintenance of independence;
  - An inexpensive means of travel;
  - Increased satisfaction from recreation;
  - Creation of opportunities for social interaction.
- For the environment:
  - Reduced traffic volumes and carbon emissions;
  - Reduced air and noise pollution;
  - Improved sustainability.
- For the transport system:
  - Improved long-term sustainability;
  - Can enhance access to and utilisation of public passenger transport systems;
  - Improve the efficiency of the network by reducing traffic volumes, and on some routes reduced congestion;
  - Management of the demand for roading infrastructure, by providing appropriate and acceptable alternatives to vehicular transport for short trips. However, this may be partially offset by increased demand for walking and cycling infrastructure.

### **2.2 Key Challenges**

Many people within Selwyn walk or cycle for mainly health and recreational enjoyment. The key challenges are not so much related to the weather or longer distances, but the adverse traffic and other conditions routinely experienced within the District's townships and on its roads. The issues listed below were obtained from the first round of community consultation at the commencement of the Strategy development. The Walking and Cycling Action Plan outlines the processes that will address many of these issues.

#### **2.2.1 Key Challenges around Walking**

- Lack of footpaths, in urban and some rural areas
- Poor quality of footpaths
- Lack of "safe walking room" along most rural roads
- Long grass on rural road verges

- No safe off-road walking tracks
- Unsafe routes to schools
- Increased traffic on roads
- Inconsiderate motorists and truck drivers
- Speed on rural roads
- Lack of facilities connecting subdivisions and towns
- Roaming dogs and aggressive dogs free to roam on properties
- Low levels of street lighting
- Need for footpaths to take people, by reasonably direct routes, to the places they want to go
- Traffic-safety improvements hindering walking e.g. urban/rural threshold treatments
- New developments not designed for or friendly towards walking to or from them, not linked to wider community by walking facilities
- Dog and other animal faeces on paths
- Need for improvements on specific “walking circuits” around towns and villages
- Overhanging vegetation
- Power poles restricting footpath width.

### **2.2.2 Key Challenges around Cycling**

- Lack of cycle lanes on desired cycle routes, other than the Railtrail
- Lack of “cycling room” on most rural roads
- Narrow roads in newer residential and rural-residential subdivisions
- Inconsiderate motorists and truck drivers
- Speed on rural roads
- Poor connectivity between subdivisions and towns for cyclists
- Not enough bike stands
- Traffic-safety improvements hindering cycling e.g. urban/rural threshold treatments
- Potholes and rough surfaces on road shoulders
- Lack of visibility (following car to cycle) on some rural roads
- Stone/chip migration from unsealed roads onto sealed surfaces at intersections
- Accumulation of loose chip in places
- Glass and debris on roads
- Roaming dogs and aggressive dogs free to roam on properties
- “Cycle unfriendly” nature of roundabouts
- Overhanging and/or encroaching vegetation

- Lack of space for both parking and cyclists on urban streets
- Lack of mutual respect and courtesy between cyclists and motorists
- Use of large chip when sealing or resealing roads
- Need for cycleways, cycle lanes and cycle paths to take people, by reasonably direct routes, to the places they want to go
- Need for secure “parking” for employees’ cycles at work places
- Narrow bridges, and the apparent lack of “safe space” for cyclists on them
- Longer-distance cycle commuting requires access to showering facilities at the work-end of the trip.

### 2.2.3 Other Challenges

- Lack of public transport in areas
- Lack of promotion of benefits of walking and cycling
- Lack of events to encourage walking and cycling
- Lack of information/maps on walking, cycling and mountain bike tracks/paths etc
- Need to work with businesses, schools and other institutions to encourage staff to walk, cycle and use public transport
- Cyclists and walkers should make themselves seen — fluorescent vests, lights.

## 2.3 Outcome

**A Selwyn where more people walk and cycle safely for transportation and enjoyment**

## 2.4 Goals and Objectives

The Council has established four main goals that are crucial to the achievement of this outcome. These goals are supported by clear, measurable and achievable objectives, that are also steps towards attaining the goals and support the Community Outcomes outlined in paragraph 2.6.

### 2.4.1 Goal 1: Improved Safety for Pedestrians and Cyclists

#### *Objectives:*

- a. Use relevant nationally accepted standards and best practice to plan, design and construct walking and cycling infrastructure from July 2009.

- b. Review existing walking and cycling facilities in the district for compliance with the relevant adopted standards and best practice methods.
- c. Consider providing off-carriageway walking and cycling facilities when improving specific rural roads that link townships.
- d. Consider providing dedicated cycle lanes when improving or upgrading urban collector or arterial streets and roads in townships.
- e. Promote the concept of roads as spaces shared by vehicles, pedestrians and cyclists.

## 2.4.2 Goal 2: More People Choosing to Walk and Cycle More Often

### *Objectives:*

- f. Reduce car journeys of less than 2km.
- g. Encourage and promote more people to walk or cycle for short trips (less than 2km walking and 5km cycling).
- h. Enhance positive experiences of walking and cycling as forms of transport.
- i. Enhance positive experiences of walking and cycling as forms of recreation.
- j. Promote walking and cycling in schools and workplaces.
- k. Raise awareness of the benefits of walking and cycling among all sectors of the community including the young, old, families, employers and educational institutions so that walking and cycling are supported throughout the community.

**Figure 2: The New Selwyn Wheels and Heels Car**



### 2.4.3 Goal 3: Convenient and Safe Community Environments and Transport Systems that Encourage and Support Walking and Cycling

#### *Objectives:*

- l. Promote and provide connectivity within, through and between townships.
- m. Improve walking and cycling infrastructure to suit the volume and type of use.
- n. Provide road environments to and around schools, especially primary schools, that encourage children, parents, caregivers to walk or cycle, rather than drive, to schools.

### 2.4.4 Goal 4: A Transport System that is More Sustainable in the Long Term

#### *Objectives:*

- o. Use and development of public transport is supported by the walking and cycling networks.
- p. Bring about a continual positive change in peoples' attitudes towards, and use of, walking and cycling as modes of transport
- q. Engender widespread support for sustainable transport solutions among developers and the District's communities and
- r. Ensure sustainable transport solutions are supported by the District Plan.

**Figure 3: Selwyn District Council Bikewise Promotion 2007**



## 2.5 Measures, Indicators and Targets

Table 1 describes what the Council will monitor so that it can be assured progress is being made towards achievement of the Strategy's outcome, goals and objectives.

**Table 1: Indicators and Targets**

Indicator	Target	Relates to Goal	How Measured
<b>Increasing Values are sought from the following indicators:</b>			
• The percentage of people aware of the health and other benefits of walking and cycling	+10% by 2011	2 - More people choosing to walk and cycle more	Council survey
• The percentage of people walking or cycling to work within the District's towns	15% by 2011	2 - More people choosing to walk and cycle more	Census data
• The percentage of children walking or cycling to school in urban areas	+10% by 2011	2 - More people choosing to walk and cycle more	Council survey
• The percentage of people using walking or cycling for short trips in selected towns	+10% by 2016	2 - More people choosing to walk and cycle more	Council survey
• The percentage of people who think that walking and cycling facilities are adequate	20% by 2016	1 - Improved safety for pedestrians and cyclists 4 - A transport system that is more sustainable	Council survey
• The percentage of people who think that walking and cycling facilities are safe	20% by 2011	1 - Improved safety for pedestrians and cyclists 4 - A transport system that is more sustainable	Council survey
• The percentage of people choosing walking and cycling for recreation	15% by 2016	2 - More people choosing to walk and cycle more	Council survey (Measured by surveys of selected recreational routes, where this information is readily available)
• The total lengths of on-carriageway <sup>3</sup> and off-carriageway cycleways	Continual increase in length	3 - Convenient community environments and transport systems, 4 - A transport system that is more sustainable	Council data (as reported to Land Transport NZ/RLTC in the Council's reports of roading statistics)

<sup>3</sup> The carriageway is the formed part of the roadway travelled primarily by motor vehicles. A key to this and other terminology is in Appendix G.



Indicator	Target	Relates to Goal	How Measured
<b>Decreasing Values are sought from the following indicators:</b>			
<ul style="list-style-type: none"> <li>Road-crashes involving pedestrians or cyclists</li> </ul>	Continual decrease	1 - Improved safety for pedestrians and cyclists	NZTA crash data
<ul style="list-style-type: none"> <li>The length of urban roads where footpaths do not comply with the Council's policy on the provision of footpaths</li> </ul>	Continual decrease	3 - Convenient community environments and transport systems	Annual statistics - staff report
<b>"Report Only" Indicators</b>			
<ul style="list-style-type: none"> <li>The total length of footpaths</li> </ul>		3 - Convenient community environments and transport systems	Annual statistics - staff report
<ul style="list-style-type: none"> <li>Percentage of projects implemented as planned in each financial year</li> </ul>		3 - Convenient community environments and transport systems	Annual statistics - staff report
<ul style="list-style-type: none"> <li>Percentage of projects implemented as planned in each Long Term Council Community Plan period</li> </ul>		3 - Convenient community environments and transport systems	Annual statistics - staff report

## 2.6 Community Outcomes

The following outcomes are among those detailed in the Council's 2006-16 LTCCP. The outcome, goals and objectives of this Strategy support them and help ensure they are realised.

**Table 2: Community Outcomes**

Key Community Outcome	The Council will: (the Council's role is in bold)
A living environment where the rural theme of Selwyn is maintained	<b>Provide</b> a district plan which recognises and protects the core values that maintain a working rural environment
Co-ordination of community/social services	<b>Facilitate</b> initiatives that keep Selwyn people healthy and active.
A safe living environment	<b>Identify and where appropriate provide or advocate</b> for solutions to community safety problems (e.g. roading improvements, public space and reserve design, walking and cycleway designs)
Effective and accessible transport system	<b>Provide</b> a well maintained, integrated, sustainable and safe District transportation network <b>Advocate</b> for improvements to Transit State Highways and Passenger Transport services where community concerns are noted

### 3. Policy Context

While Figure 5 below illustrates the strong linkages between the Strategy, Action Plan, the LTCCP, Annual Budget processes and the regional and national policy directives, these are only one set of many linkages. This Strategy is part of an interlinked group of strategies, plans and other policy documents produced by the Selwyn District Council, regional and central government that are linked, as outlined in Figure 6. (Note: Legislative links are not shown).

The Local Government Act 2002 and the Land Transport Management Act 2003 provide very clear legislative direction to the formulation of the documents shown above. One requirement of the Land Transport Management Act is for the land transport programme prepared by the Council to take into account how it:<sup>4</sup>

- Assists economic development; and
- Assists safety and personal security; and
- Improves access and mobility; and
- Protects and promotes public health; and
- Ensures environmental sustainability.

Other directions from the Land Transport Management Act and the NZTA Government Policy Statement place emphasis on multi-modal solutions to transportation problems and on packaging complementary works together to achieve specific outcomes. This Strategy follows these directions by encouraging and promoting the inclusion of walking and cycling with consideration of all other identified transport issues in the district, and their integration with the outcome and solutions developed.

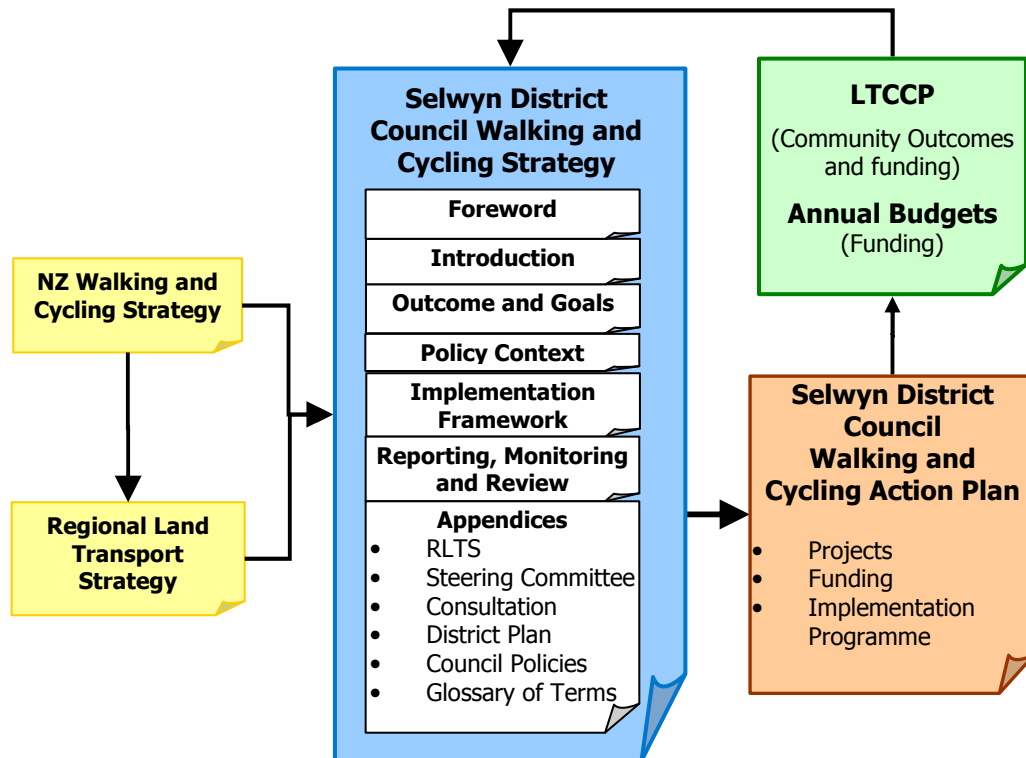
**Figure 4: SDC "WOWOW" Logo (Walking or Wheeling on Wednesdays)**



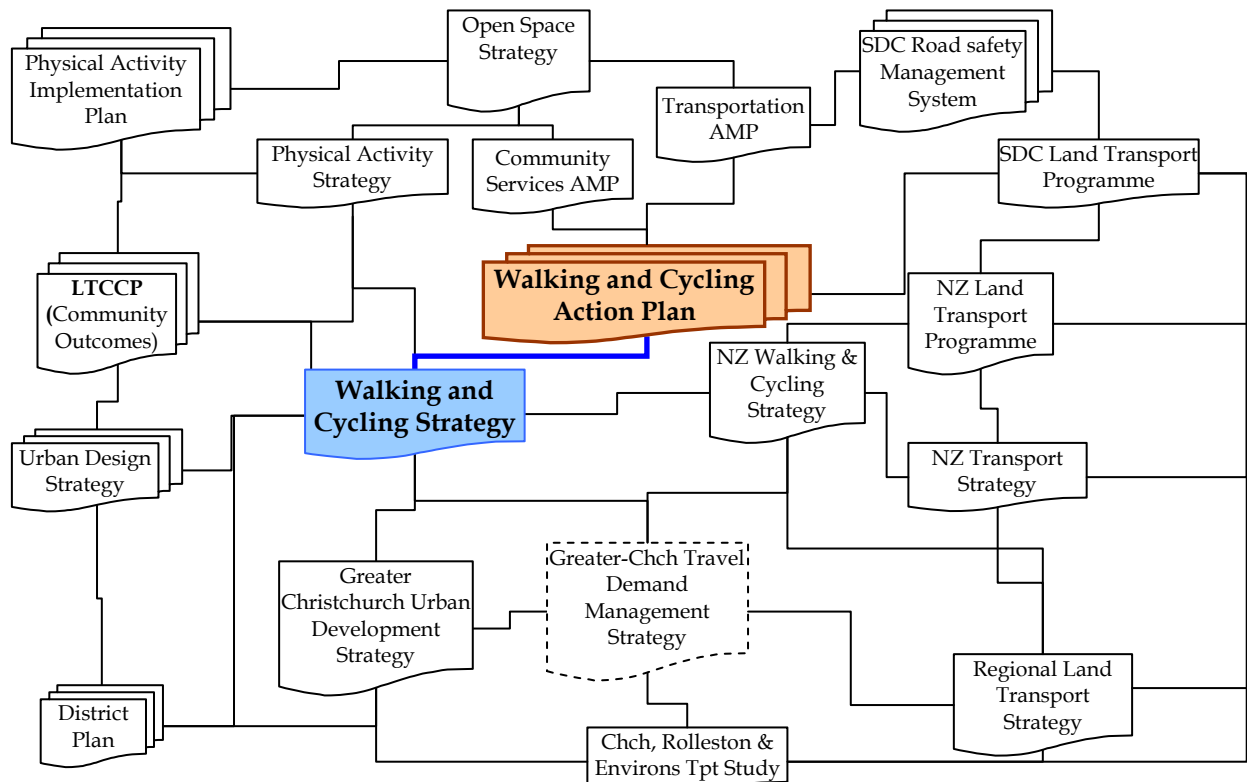
<sup>4</sup>

Land Transport Management Act 2003 Section 12 (2)

**Figure 5: Strategy Structure and Prime Linkages**



**Figure 6: Policy Context (Excluding Legislation)**



### 3.1 Legislation and Policy Documents

Figure 6 illustrates the complex local, regional and national contexts within which this Strategy sits. The following statutes and policies provide — or in the case of proposed documents, will provide — the direct context for the development of walking and cycling in the Selwyn district.

<b>National</b>
Land Transport Act (1998) Land Transport Management Act (2003) Local Government Act (1974) Local Government Act (2002) National Walking/Cycling Strategy: 'Getting There – on Foot, by Cycle' Feb 2005 New Zealand Health Strategy (2000) New Zealand Transport Strategy (2002) <sup>5</sup> New Zealand Walkways Act (1990) Resource Management Act (1991) NZTA Government Policy Statement (2008)
<b>Regional</b>
Canterbury Regional Land Transport Strategy (2008 — 2018) Canterbury Regional Travel Demand Management Strategy Canterbury Regional Policy Statement Christchurch, Rolleston and Environs Transport Study (CRETS) Greater Christchurch Urban Development Strategy Greater Christchurch Travel Demand Management Strategy Cycling in Canterbury Towards a Healthier Canterbury 2006 Transport Regional Implementation Plan 2007
<b>Local</b>
Selwyn District Plan Selwyn District Long Term Council Community Plan (2006-2016) and Subsequent Annual Plans Selwyn District Physical Activity Plan Selwyn District Open Spaces Strategy Selwyn District Transportation Activity Management Plan (Draft 2008) and subsequent versions Selwyn District Community Services Asset Management Plan

<sup>5</sup> In December 2007 the Government issued a discussion paper on revision of this document, with a view towards updating it and including long-term targets (through to 2040).

Local
Selwyn Urban Design Strategy Lincoln Structure Plan and Integrated Stormwater Management Plan Rolleston in Motion, (Rolleston Neighbourhood Accessibility Plan) Rolleston Structure Plan (proposed 2008)

### 3.1.1 The Selwyn District Plan

The Selwyn District Plan is particularly important in this context as it establishes the planning parameters for new and existing land developments and land-utilisation in the district in accordance with the Resource Management Act 1991.

As the District Plan was written well before matters such as walking and cycling became popular options for transport and enjoyment, it does not sit comfortably alongside the Council's current outcome and objectives for cycling and walking in the District; ideally it would support these aspirations through planning controls; however, as individual structure plans are developed for townships appropriate provisions can be progressively incorporated in the District Plan. These may include additional requirements included in private plan changes or Outline Development Plans.

Part 10 (s229 to 237H) of the Resource Management Act 1991 empowers the Council to acquire Esplanade Reserves or Esplanade Strips in certain circumstances, and to impose some conditions of their use. There are currently a number of sources of problems associated with these strips/reserves with some adjoining property owners objecting to use of the land by the public and sometimes objecting to proposed enhancement of the land, e.g. by installation of seats or formed pathways.

A list of suggested changes to the District Plan, that will assist the Council to give full effect to this Strategy, is detailed in Appendix D.

### 3.1.2 Selwyn District Council Policies

Policies are commitments in principle by the Council to do particular things. All the proposed policies promoted by this Strategy are considered achievable, albeit some require the expenditure of effort and/or finance and other resources by the Council. While those proposed policies requiring finance and other resources remain subject to the Council's LTCCP and annual budgeting processes they provide a very strong indication of the Council's intention to support the goals and objectives of the Strategy using the methods mentioned in the particular policies. Implementation of some policies, or the projects deriving from them, may be affected by the Council's ability to gain subsidy from NZTA, its funding partner for many of the identified projects.

## 4. Implementation Framework

This section outlines the general methods that will be used to achieve the goals and objectives of this Strategy.

The key methods include:

- Engineering (infrastructure) and Planning
- Enforcement
- Education, Encouragement and Promotion

Funding is a key component in each of the implementation areas and is discussed separately in Section 4.3.5.

The Walking and Cycling Action Plan is a separate document to this Strategy. The Action Plan describes the projects the Council will undertake to implement the Walking and Cycling Strategy, working towards achieving the overall outcome.

It is intended that the Action Plan will be reviewed three-yearly, in conjunction with the review of the Council's LTCCP, so that the relevant provisions of the Plan can be promoted for inclusion in the LTCCP and be included in the special consultative procedures required before the LTCCP is adopted by the Council. The Action Plan will be incorporated into the Council's Transportation Activity Management Plan.

### 4.1 Guiding Principles

When developing and implementing its Walking and Cycling Action Plan, the Council will give specific consideration to:

- Improving the environment for children and young people travelling to and from schools and sports facilities.
- Meeting needs of older people, people with disabilities and young families who use footpaths in the district's urban areas.
- Educating the community about the benefits of walking and cycling by emphasising:
  - the health benefits that result from increasing walking and cycling;
  - the practicalities of making short trips on foot or by cycle;
  - the recreation opportunities afforded by walking and cycling; and
  - the economic benefits (e.g. reduced car running costs).
- Working towards creating an environment for walking and cycling in the district that is:
  - pleasant, enjoyable and attractive;
  - convenient and accessible;
  - safe;
  - environmentally sustainable;



- fit for purpose; and
- networked.

## 4.2 Key Agencies

Implementation of the Strategy and Action Plan are not just matters for the Council; it requires the involvement and participation of many other organisations and agencies to be successful. The other principal agencies likely to be involved are listed in Table 3 below. The Council will play the key role in ensuring that all these bodies work together to achieve the Strategy's outcome, goals and objectives. The list at Table 3 while comprehensive, does not attempt to be definitive or to list all those likely to be involved.

**Table 3: Key Agencies**

<b>National</b>
Ministry of Transport
New Zealand Transport Agency <sup>6</sup>
Transit New Zealand <sup>6</sup> (incorporated into the New Zealand Transport Agency)
New Zealand Police
Ministry of Health
Department of Conservation (DoC)
Accident Compensation Corporation
Living Streets Aotearoa
Ministry for the Environment
SPARC (Sports and Recreation Council [of NZ])
EECA ([NZ] Energy Efficiency and Conservation Authority)
Ministry of Education
OnTrack (NZ Railways Corporation)
Cycle Advocates Network (CAN)
<b>Regional</b>
Environment Canterbury (includes responsibility for public transport services)
Canterbury Regional Land Transport Committee (Canterbury Active Transport Forum)
Canterbury District Health Board
Spokes Canterbury (Canterbury Cyclists Association)
Christchurch and Canterbury Marketing

<sup>6</sup> The Government has announced its intention to combine Land Transport NZ and Transit NZ in one new organisation, the New Zealand Transport Agency, on 1 July 2008.

Regional
Living Streets Canterbury
Christchurch-Little River Railtrail Trust

Local
Selwyn District Council (the Councillors as an elected body)
Neighbouring councils: Christchurch City, Waimakariri and Ashburton Districts (The Westland and Hurunui Districts also border Selwyn but there are no legal road links to them, other than SH73 through Arthurs Pass to Westland.)
Selwyn District Transport and Road Safety Sub-Committee
Selwyn based Police
Canterbury Rural Primary Health Organisation
Little River to Christchurch Railtrail Trust
BUG-R – Bicycle User Group – Rolleston
Presbyterian Support
Arthritis Foundation
Foundation of the Blind
Selwyn District schools
Sport Canterbury
Lincoln University
Lincoln CRI Cluster
Selwyn District retirement villages
Walking and walking-advocacy groups
Cycling and cycling-advocacy groups

**Figure 7: Selwyn Wheels & Heels Logo**



## **4.3 Key Methods**

### **4.3.1 Purpose**

This section of the Strategy sets out matters that the Council requires the Action Plan to reflect, because of their importance. This direction is provided this way to ensure clarity and to preserve both the relationships between the Walking and Cycling Strategy and the Action Plan and the integrity of the Strategy.

### **4.3.2 Planning and Engineering**

This heading encompasses development and maintenance of walking and cycling infrastructure. Safe walking and cycling friendly environments will be based on the following:

- Designing for walking and cycling is not to be secondary to designing for motor vehicles; rather these two aspects are to be regarded, and treated, as complementary modes, and together with public transport, considered holistically during the design processes.
- Walking and cycling will be considered at every level of planning and engineering processes and take account of relevant national guidelines and best practice methods. Provision of walking and cycling facilities or services following this consideration is to be subject to the Council's normal consideration of appropriateness, affordability, practicality and design constraints.
- Appropriate land use planning that facilitates ease of travelling by bicycle or on foot, as sustainable modes of transport.
- Recognition that education, enforcement and encouragement are as important as infrastructure Engineering Planning.
- Encouragement of appropriate planning for walking and cycling, including provision of improved connectivity within and between new developments and subdivisions, and between them and established residential areas and facilities.
- A range of traffic management measures appropriate to the environment and needs shall be considered for implementation. These may include traffic reduction, speed limit enforcement, driver education, reallocation of road-reserve space and upgrading and expansion of facilities.
- Walking and cycling networks in all areas, including reserves will follow CPTED principles and guidelines; where deficient they will be improved progressively, and provided with linkages to both rural and urban areas.
- The Council, its staff and consultants will promote and strive to provide safe and efficient road, footpath and cycle networks that will provide for the diverse needs of

people who choose to walk, cycle or drive and that are appropriately integrated with other transport networks and facilities.

- Recognition that traffic modifies pedestrian and cyclist behaviour, and vice-versa.
- The roading infrastructure around and near schools is to be designed to encourage walking and cycling as means of transport to and from school.

The Greater Christchurch Transportation Strategy is an example of Engineering Planning that influences the provision and “direction” of walking and cycling facilities in the District. Another recent example is Christchurch, Rolleston and Environs Transportation Study. The Greater Christchurch Transportation Strategy makes the following statement about cycling in the Selwyn District.

#### *7.4 Cycling*

*Provision for cycling can be incorporated into individual works by providing wide shoulders and cycle lanes as appropriate. In particular cycling facilities can be incorporated into proposed urban upgrading works for Rolleston including Rolleston Drive, Tennyson Street, and the urban sections of Lowes Road, while in Lincoln cycle lanes can be incorporated into Gerald Street and Edward Street to improve connectivity from the township to the University.*

*The study has deliberately developed by promoting Shands Road, Springs Road and Ellesmere Roads as the main link options to minimise traffic on Birchs Road between Prebbleton and Lincoln to allow it to be used for cycling and buses.*

*The Selwyn District Council has recently completed the construction of an off road cycleway between Prebbleton and Lincoln as part of a “Christchurch to Little River Railtrail” experience, an initiative connecting Hornby to Lincoln and beyond to Motukarara and Little River. While the section of the Railtrail between Prebbleton and Lincoln forms part of an overall recreational linkage to Little River, it has demonstrated its value as a walking and cycling commuter route to Lincoln that encourages the use of active modes.*

*Based on the success of this section, more thought has gone into the development of potential cycling networks and it has been identified that the route between Lincoln and Rolleston utilising Lincoln Rolleston Road and Boundary Road would be an ideal opportunity to provide an off road cycleway in the same manner that has occurred on Birchs Road. Similarly a link between Rolleston and Hornby has been identified that could utilise Jones Road or Selwyn/Shands Road route to Christchurch. This would provide a triangle of connectivity between significant growth centres at Lincoln and Rolleston connecting to Hornby where there is a public transport hub as shown in Figure 13. There are also opportunities closer to Christchurch to link to cycleway initiatives being incorporated into the Southern Motorway Extension.*

*As with Birchs Road, the study has deliberately developed options to minimise traffic on Boundary Road by promoting Springston/Rolleston Road as the main link, to allow Boundary Road to be used for cycling.*

*One of the study objectives where possible, has been to divert through traffic away from townships. The Transport Strategy meets this objective by diverting traffic away from Templeton, Islington, Prebbleton and Lincoln. In doing so, the reduced traffic volume makes it safer for cyclists and pedestrians.*

*Many other recreational cycling opportunities were raised during public consultation. While these have merit in promoting cycling, they do not form a significant part of the everyday transport system.*

#### 4.3.2.1 Engineering Standards

The principal standards applicable to the development of pedestrian and cycle facilities throughout the District are to be detailed in the Action Plan and incorporated into the Council's Engineering Design Standard when it is developed.

Some of the matters raised during consultation on this Strategy, or arising from it, should be addressed in the Engineering Design Standard.

**Figure 8: Lincoln Go By Bike Day Breakfast 2007**



### **4.3.3 Education, Encouragement and Promotion**

Changing peoples' attitudes and behaviours towards walking and cycling are key components of this Strategy. There are a number of components to this long term change:

- Raising awareness of the benefits of walking and cycling is the first stage of the programme and key to success of all other stages.
- Behaviour change programmes for people to consider walking and cycling as means of transport, particularly for and short trips.
- Behaviour change that engenders mutual respect and consideration between cyclists, pedestrians, and motorists.
- Walking, and cycling are to be encouraged as means of transport to and from schools where it is practical and safe to do so, and the ages of the children are appropriate, even if it is only for the parts of those journeys near the schools themselves. This will foster education about sustainable travel at a ground roots level.

The education, encouragement and promotion section of the Action Plan is to address these, and other relevant key challenges, to achieve the objectives and targets set out in Section 2.

### **4.3.4 Enforcement**

Enforcement is an important component of the Strategy; it supports the initiatives taken in the areas education, encouragement and promotion and engineering. However, it cannot be successfully employed as a stand-strategy without the other two components.

The Council will continue to have excellent working relationships with Police and continue development and achievement of the Selwyn Road Safety Six Monthly Action Plan.

### **4.3.5 Funding**

This Strategy does not include any specific financial commitment by the Council. The Council will fund its contributions to planning, engineering, education, encouragement and promotion through its LTCCP and Annual Budget processes.

## **5. Monitoring, Reporting and Review**

### **5.1 Monitoring**

Monitoring is a critical part of the Strategy and is one of the principal roles of the working group that will be established to monitor the implementation of the Action Plan. The following areas will be monitored, and reported on, as part of implementation of this strategy:

- Achievement of the objectives detailed in Table 1: Indicators and Targets.



- Achievement of planned walking and cycling projects in terms of education, enforcement, physical works and financial achievements.

Collection of sufficient, and appropriate, data on walking and cycling is a key to the achievement of the monitoring regime outlined. The Council currently conducts a variety of surveys to gather data on a number of community trends and issues. Further initiatives are being explored, by NZTA, ECan and cycling and walking advocacy groups, to improve how information can be obtained and used to justify and promote cycling and walking projects by councils. An example of this is how to carry out specific cycling-volume counts and other surveys to ascertain and track usage and trends over time.

Progress towards achieving the Strategy's outcome will be indicated by trends in the data collected. Monitoring reports should be written in a manner that provides a history of the measures recorded, and indicates the target, so that progress can be ascertained.

## 5.2 Reporting

The Council produces an Annual Report containing details on many things, including progress on implementing items or projects detailed in the LTCCP. The Council may use its Annual Report to advise progress towards achieving the objectives of the Strategy.

Environment Canterbury produces an annual monitoring report on how the wider objectives and goals of the Regional Land Transport Strategy are being met. This also includes information on walking and cycling and may report on implementation of this Strategy.

## 5.3 Review

### 5.3.1 Strategy Review

The 2006–2016 Selwyn District Long Term Council Community Plan (LTCCP) sets out the Selwyn communities' aspirations for their futures in the Plan's Community Outcomes, which give direction to all the Council's activities. The LTCCP included preparation of this Strategy, but could not include any other details on walking and cycling as neither the Strategy nor the Action Plan had been prepared at that time. This Strategy will therefore provide guidance to the Council, in partnership with other organisations and members of the community, on walking and cycling until preparation of the next LTCCP.

**Figure 9: SDC Safe and Sustainable Transport Logo**



**Figure 10: Bikewise Logo**

