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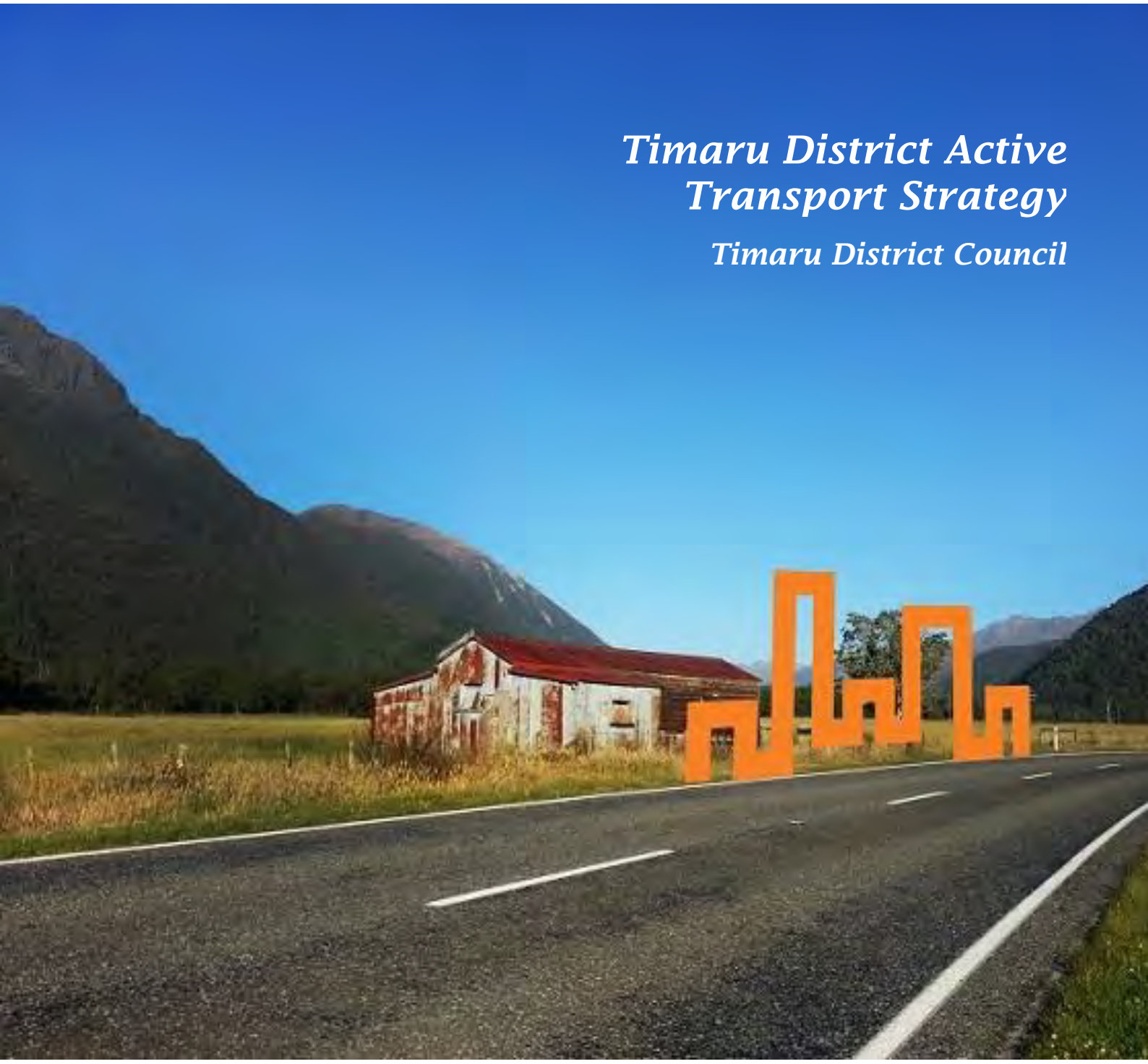
Timaru District Active Transport Strategy

Timaru District Council



TIMARU
TDC
DISTRICT COUNCIL

Timaru District Active Transport Strategy

Timaru District Council

Quality Assurance Information

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ConnectBetter

Executive Summary

This strategy is a refresh of the Timaru District Active Transport Strategy which was adopted in 2011. Active transport is important to the district as it is recognised that increased active transport use can have health and wellbeing, environmental and economic benefits. Active transport also plays a role in supporting the mobility needs of the transport disadvantaged and elderly – which is important as Timaru has a rapidly aging population.

A review of the 2011 Strategy targets identified that the original strategy did not achieve a measurable increase in active transport use in the district. As a result, this strategy is more focussed and succinct and has also been updated to reflect industry best practice.

The vision for the strategy has been updated to:

"***For active transport in the Timaru District to be accessible, safe, and enjoyable for all.***"

The vision reflects the significance of catering to all users and supports the appropriate 2018-21 New Zealand Transport Agency (NZTA) Problem Statement for the District.

To achieve the vision, two objectives for the District have been identified which are:

- ***Develop a safe, accessible, sustainable and integrated network for active transport***
- ***Educate and encourage residents and visitors to choose active transport for active and healthy lifestyles.***

The strategy identifies a number of actions (education and encouragement) and projects (infrastructure) which support the objectives. The projects were informed by the District SWOT (Strength-Weakness-Opportunity-Threat) analysis. Each project has been assigned a high, medium or low priority ranking to reflect the limited budget for implementing active transport projects in the District.

To track the progress of the strategy, it is recommended that monitoring and a review of the implementation plan is conducted annually. This strategy should be reviewed every three years alongside preparation of Council's Transport Activity Management Plan and Long Term Plan.

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1. Introduction

1.1 Background

The first Active Transport Strategy for the Timaru District was completed in 2011. Since then, some of the actions and projects have been implemented. This document is a refresh of the Active Transport Strategy that is more streamlined in terms of objectives and project and reflects industry best practice.

A workshop was held on 13 September 2017 to inform the strategy refresh. The workshop attendees included members from different council departments and two district councillors. A summary of the workshop findings is provided separately.

1.2 What is Active Transport?

Active transport is travel using a pathway or a bicycle. For this report, 'pedestrians' is the term used for people using a pathway and 'cyclists' is used to describe those travelling by bicycle. Examples of the different users included in the term pedestrian and cyclist are illustrated in **Figure 1.1**.

Figure 1.1
Pedestrians and Cyclists

Pedestrian

Different types of pathway users:

Pedestrians
Wheel chairs
Public transport users
Skateboards
Scooters
Mobility scooters
Those with visual or physical disabilities

Cyclists

Different types of people:

Fearless cyclists
Confident cyclists
Those interested but concerned about safety

Different types of bicycles:

Conventional pedal bike
Electric bikes
Cargo bikes etc.

Active transport focuses on travel to or from a destination rather than use of these modes for recreation. However, it is acknowledged that infrastructure in place for recreational use can also be utilised for destination based travel. As such, it is recommended that this strategy is implemented with reference to the District's "*Off-Road Walking and Biking Strategy 2012 to 2032*" and any subsequent updates to that document.

1.3 Why Active Transport?

Recent data[1] shows that 48% of New Zealanders aged 15 or over do not meet the Ministry of Health recommended levels of physical activity, that is at least 30 minutes of brisk walking or moderate-intensity physical activity (or equivalent vigorous activity), for at least 10 minutes at a time, at least five days a week.

A study commissioned by Southern Cross Health found that common barriers to exercise were "*time, convenience and expense*"[2]. *"One-sixth of household car trips (trip chains) in New Zealand are under 2km long and almost half are less than 6km long"*[3]. As such, active transport can be a powerful tool in increasing physical activity as it can fit within a person's everyday life. In fact, research has shown that *'New Zealand could save $200 million per year in health costs if more people left the car at home and cycled instead. The 'Centre for Sustainable Cities' says it would take only 5% of car trips being replaced by bike rides to make the savings…The extra exercise would also save the lives of more than a hundred people each year….A 5% change is not radical, as it is just getting back to the number of cyclists in the 1980s."*[4].

Supporting active transport in the Timaru District is also important due to the region's aging population. Physical activity among older people has been linked to better cognitive performance, reductions in morbidity and mortality and increased mental wellbeing[5]. Many older people rely on their car to go shopping, get to appointments and catch up with friends[6]. As older people lose the ability to drive this can therefore result in social isolation and a decline in health and wellbeing[7]. Active transport infrastructure can facilitate an alternative means of travel for older people so that they are not socially isolated.

Active transport also supports public transport as patrons use active transport to access public transport stops.

In addition to health and wellbeing benefits there are environmental benefits and economic benefits to increased active transport use. Environmental benefits include: reduced greenhouse gas emissions, reduced storm water runoff, improved air quality and a reduction in noise pollution. Economic benefits include: more liveable cities, better traffic flow / network performance, increases to discretionary income and reduced infrastructure costs[8].

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[1] NZ Social Indicators, Health, Physical Activity, Stats NZ, 2017 (http://www.stats.govt.nz/browse_for_stats/snapshots-of-nz/nz-social-indicators/Home/Health/particip-phys-activity.aspx)
[2] Survey reveals a nation of extreme gym bunnies and sloths, Southern Cross, 2013 (http://www.stuff.co.nz/national/health/8160669/New-Zealanders-don-t-exercise-enough-survey)
[3] Resource 1 – Facts and figures: Increasing car use, NZ Transport Agency, n.d. (https://www.nzta.govt.nz/assets/resources/travel-planning-toolkit/docs/resource-1-facts-and-figures.pdf)
4 Sizing up the City, Urban form and transport in New Zealand, 2009
[5] The future of transport in an aging society, Holley-Moore and Creigthon, 2015 (http://www.ilcuk.org.uk/index.php/publications/publication_details/the_future_of_transport_in_an_ageing_society)
[6] Supporting Senior Drivers, NZ Transport Agency, 2015 (https://www.nzta.govt.nz/assets/resources/supporting-older-drivers/docs/supporting-senior-drivers.pdf)
[7] Teja Pristavec; Social Participation in Later Years: The Role of Driving Mobility, The Journals of Gerontology: Series B, , gbw057, https://doi.org/10.1093/geronb/gbw057
[8] Benefits of investing in cycling in New Zealand communities, NZ Transport Agency, n.d. (https://www.nzta.govt.nz/assets/Walking-Cycling-and-Public-Transport/docs/benefits-of-investing-in-cycling/cyclelife-benefits-booklet.pdf)

1.4 Partnerships

Developing strong partnerships is a key part of the Strategy as partnerships foster inter-organisational working which enables more to be achieved. Strong partnerships also enable community buy-in of the Strategy.

The key partners for delivering the strategy are:

- Council units: Community services and Infrastructure units
- NZ Transport Agency
- Department of Conservation
- South Canterbury District Health Board
- Aoraki Development
- The Police
- Tourism organisations / agencies
- Advocacy organisations
- Community and Public Health (Canterbury DHB)
- Schools
- CBD Group
- Community groups such as the Lions Club; and
- Private landowners and developers.

2. Existing Situation

2.1 Target analysis

The 2011 Transport Strategy outlined five targets. **Table 2.1** shows an assessment of the District's performance against these targets.

Table 2.1 Target Assessment

#	Target	2011	2017
1	10% of people walk to work by 2017	1,179 (7%) people walk to work* *based on 2006 Census data	1,239 (7%) of people walk to work* *based on 2013 Census data
2	7% of people bike to work by 2017	552 (3%) people cycle to work* *based on 2006 Census data	591 (3%) of people walk to work* *based on 2013 Census data
3	To increase the proportion of cycling and walking trips to school every year.	N/A	The District's School Travel Planner has survey results available for 8 schools in the district. These surveys indicate that travel by active modes (walking, cycling, scooter and skateboard) is increasing. Unfortunately, a trend cannot be inferred as on going monitoring is not currently conducted. Instead, schools are typically surveyed once at the start of the travel plan process and again one year later.
4	To increase the number of people walking and cycling on key routes in the District every year.	N/A	N/A Surveys on key routes were not conducted
5	To reduce the number of pedestrians and cyclists injured or killed in crashes in the Timaru District over a five year period	2005-2009 (pedestrian) 4 fatalities 11 serious injuries 21 minor injuries	2012-2016 (pedestrian) 3 fatalities 9 serious injuries 34 minor injuries
		2005-2009 (cyclist) 1 fatality 9 serious injuries 35 minor injuries	2012-2016 (cyclist) 1 fatality 9 serious injuries 24 minor injuries
6	To increase every year the proportion of residents who are satisfied with the ease, safety and enjoyment of walking and cycling in Timaru District.		The questions in the annual resident's survey do not ask about ease, safety and enjoyment of walking and cycling.

Since 2012, Timaru District Council have collected 6-monthly data on "community use of active and public transport modes".

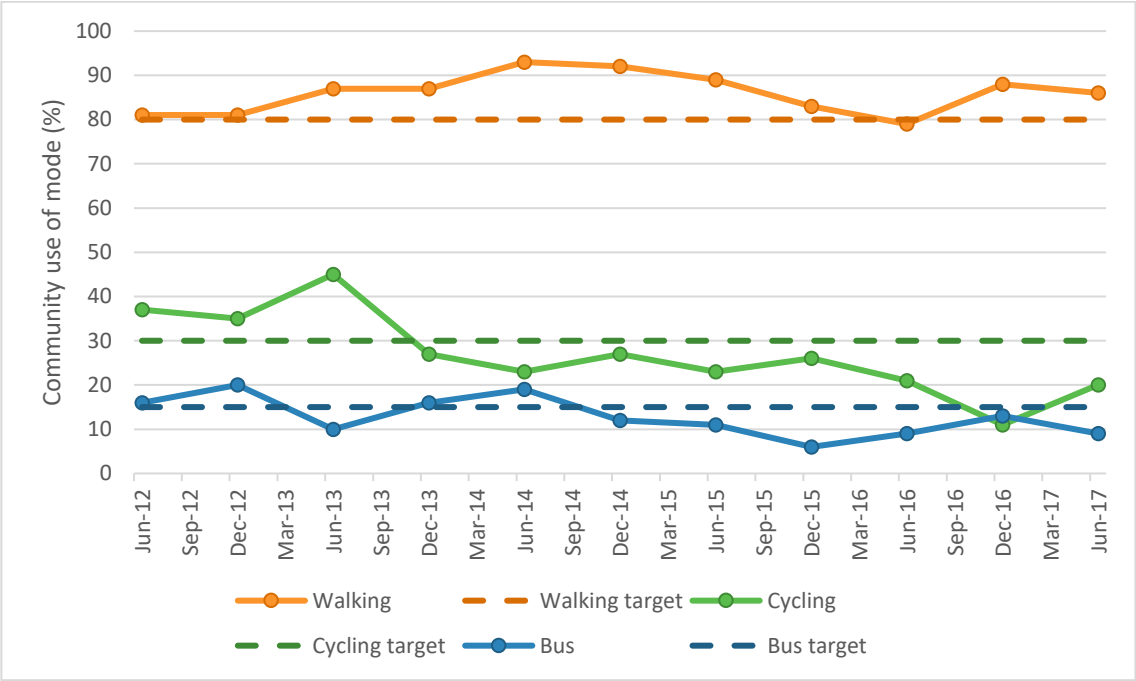


Figure 2.1
Community use of active and public transport modes June 2012-June 2017

Source: Road User Survey

2.2 District SWOT Analysis

Workshop attendees were tasked with assessing the factors affecting the uptake of active transport in the District using SWOT analysis. The acronym 'SWOT' represents **S**trengths, **W**eaknesses, **O**pportunities and **T**hreats. Within a SWOT analysis, the Strengths and Weaknesses are internal factors which are controllable and can be acted upon. Opportunities and Threats are external, uncontrollable factors such as competition or demographics; they are also commonly identified as possible future events and hence application as a planning tool. The SWOT analysis for active transport in the Timaru District is shown in **Table 2.2.**

Table 2.2 SWOT analysis

Strengths	Weaknesses
• Partial network for pedestrians and cyclists in major towns such as Timaru. • Strong advocacy and support groups and agencies in the District to promote active and healthy living including walking and cycling. • Council action in developing School Travel Plans. • Strong governance structure within Council. • CBD group can help facilitate changes in Timaru.	• Distances between urban and employment areas in the district are generally too great for cycling to become a viable transport option between towns. • Gaps in existing footpath and cycling infrastructure currently exist. • Relatively small amount of Council funding available for active transport initiatives. • Poor driver behaviour including driving too fast etc. • Lack of wayfinding signage for pedestrians and cyclists • Poor Government funding support because Timaru is not classified as a major urban area • Travel by motor vehicle is quick and convenient as there is minimal congestion and plenty of parking.
Opportunities	**Threats**
• Compact townships • Changing lifestyles – in general people have access information anywhere and anytime, and work patterns are changing (more flexible work hours, increased working from home). • External communities – growth in people moving to areas such as Geraldine for lifestyle reasons • Technology advances e.g. electric bikes • District Plan Review • CBD refresh project	• Ageing population – Timaru District has an over 65 population above the national average and this is projected to increase. This is likely to result in more people with impaired mobility, disabled or requiring alternative modes including wheelchairs and mobility scooters. • Community expectations are continually increasing for higher quality facilities. These need to be tempered with maintaining affordability for the community. • Climate change • Social and perceptual deterrents e.g. view that pedestrians have a low social status and perceived safety concerns for active transport • A number of hills in the District gives people the perception that the terrain is unsuitable for active modes • Bikelash in the community i.e. implementing cycling infrastructure often results in reallocation of road space – parking removal is a common by-product which can result in resistance from the business community and residents. • Poor safety perception of cycling

3. Vision and Objectives

3.1 Vision Statement

A vision is an important statement of a shared future view for those involved in implementing and maintaining a strategy. The vision for the Timaru District Active Transport Strategy is:

For active transport in the Timaru District to be accessible, safe, and enjoyable for all.

The vision supports one of the 2018 to 21 Timaru District Transport Problem Statements:

"A lack of infrastructure to support mobility alternatives is limiting transport mode options within and across some of our communities for the transport disadvantaged"

3.2 Objectives

Objectives are brief statements setting out, in general terms, intended goals that will help achieve the vision.

The two objectives identified for the Timaru District Active Transport Strategy are to:

- ***Develop a safe, accessible, sustainable and integrated network for active transport***
- ***Educate and encourage residents and visitors to choose active transport for active and healthy lifestyles.***

4. Implementation Plan

The Strategy focuses on the District's main towns of Timaru, Geraldine, Temuka and Pleasant Point where there is the most potential for active transport for non-recreational transport purposes to be carried out. Actions (education and encouragement) and projects (infrastructure) and their respective priority have been developed based on the District SWOT analysis (as discussed in Section 2.2) and feedback during the workshop.

Actions

Encouragement and education actions are an important tool in increasing the uptake of active transport. Typically, actions only require staff time and as such can be cost effective. A list of the actions can be found in **Table 4.1**. A number of these actions are already occurring however in some instances there may be opportunities for expanding or improving the action. It is also acknowledged that other encouragement and education actions may also be occurring that are not listed below. It is recommended that these are continued.

Table 4.1 Active Transport Actions for the Timaru District

Note that the DIS prefix refers to district wide projects

Project	Description
DIS001	Continue to work with CDHB School Travel Planner to provide travel plans and organise walking and cycling events. Where required, implement minor infrastructure improvements to assist implementation of Travel Plans.
DIS002	Continue promoting events such as walk to work day, ride to work day etc.
DIS003	Support the CDHB *Wellness in Workplace Coordinator* to promote active transport to commuters.
DIS004	Produce active transport resources for the public e.g. network maps for mobility scooter friendly footpaths/cycling facilities.
DIS005	Distribute NZTA active transport resources to the public e.g. *"Ready to ride: keeping safe on your mobility scooter".*
DIS006	Signage Strategy for Timaru and Geraldine.
DIS007	Create a facility for children to learn safe cycling practices.
DIS008	Use community open days to identify additional infrastructure projects.

Projects

A list of projects can be found in **Table 4.2**. Maps of the relevant infrastructure projects for each of the main towns is shown on the pages following **Table 4.2**. Note that the maps may not show the full extent of the existing active transport infrastructure for example, not all footpaths are shown.

It is recommended that all projects are informed by the following design guides and standards:

- Pedestrian Planning and Network Guide (2009) NZ Transport Agency
- Cycling Network Guidance (2017) NZ Transport Agency
- New Zealand Cycle Trail Design Guide 4th Edition (2015) Ministry of Business Innovation and Employment
- Austroads suite of Guides to Road Design and Guides to Traffic Management (various dates)
- RTS 14 – Guidelines for facilities for blind and vision impaired pedestrians

Table 4.2 Active Transport Projects for the Timaru District

Explanation of pre-fixes: TIM for Timaru, GER for Geraldine, TEM for Temuka, PLE for Pleasant Point and DIS for district wide projects.

$ Projects under $50,000

$$ Project cost of $50,000-$150,000

$$$ Project cost greater than $150,000

Project	Description	Priority	Cost
TIM001	Hilton Highway (SH 1) shared pathway – Part of North-South route	High	$$
TIM002	Evans Street (SH 1)-Eversley Street-Westcott Street-Richmond Street facility – Part of North-South route	High	$$
TIM003	Old North Road shared pathway from Jellicoe Street to Hilton Highway (SH 1)	High	$$
TIM004	Old North Road cycle lanes from Selwyn Street to Goulds Road	High	$
TIM005	On-road cycle lanes along Grants Road that forms part of ring route around Timaru - 800m in each direction.	High	$
TIM006	Aorangi Park shared path from Mountain View Road to Morgans Road	High	$$
TIM007	On-road cycle lanes on Selwyn Street – 1.4km in each direction. Improve roundabout to better accommodate cyclists.	High	$
TIM008	On-road cycle lanes on Grasmere Street – 500m in each direction.	High	$
TIM009	On-road cycle lanes on North Street from State Highway to Stafford Street	High	$
TIM010	On road shoulders on Washdyke Flat Road and Kellands Hill Road	Medium	$$
TIM011	Cycle facility from Waimaitaitai to Aorangi Park either on-road utilising Douglas Street, Lindus Street and Orbell Street, or partially off-road through Orbell Gully.	Medium	$$
TIM012	Formalise route with directional signage from Hector's Coastal Track at Benvenue Cliffs, along Park View Terrace and through Ashbury Park to Evans Street / Grasmere Street intersection.	Medium	$
TIM013	Improve connection from Hector's Coastal Track at Stuart Street to Caroline Bay with signage and on-road cycle lanes along Hayes Street and Port Loop Road.	Medium	$
TIM014	On road cycle lanes on Hassall Street from Craigie Avenue (SH1) to Otipua Road	Medium	$
TIM015	On road cycle lanes on King Street (State Highway) from Domain Ave to Saltwater Creek	Medium	$
TIM016	Facility on Domain Avenue to connect State Highway to Hectors Coastal Track	Low	$$
TIM017	Washdyke Creek /Papaka Stream shared path from SH1 to Washdyke Flat Road – predominantly recreational facility	Low	$$
TIM018	Alternative route to Washdyke from Timaru. Shared path from Westcott Street to Sheffield Street, Washdyke – predominantly recreational facility	Low	$$$

Project	Description	Priority	Cost
TIM019	Facility in Gleniti	Low	$
TIM020	On road facility in Gleniti	Low	$
TIM021	Facility in Gleniti	Low	$
TIM022	On road of cycle lanes along Wilson Street and Woodlands Road.	Medium	$
TIM023	Facility on The Bay Hill and Stafford Street linking the Caroline Bay paths and the King Street cycle lanes	Low	$$
TIM024	Connection from North Street to Hayes Street via Heaton Street	Medium	$$
GER001	Cycle lanes on SH 79 from Woodbury Road to Kennedy Street and installation of cyclist warning signage at Waihi Bridge.	High	$$
GER002	On-road cycle lanes on Talbot Street (Inland Scenic Route 72) from Cox Street (SH79) to Kennedy Street.	High	$
GER003	Pedestrian facility on one side of Pye Road extending from existing footpath at Ribbonwood Rise subdivision to Downs Road (500m).	Medium	$$
GER004	Pedestrian facility along Downs Road sub-station (including the 200m section).	Medium	$$
GER005	Footpaths or shared path on Lower Talbot Street to link to urban expansion and Strawberry Place, Black and White Motel and Stonebridge function centre).	High	$$
GER006	Facility on Templer Street	Low	$
GER007	Barker Street to Hislop Street and Shaw Street connection – predominantly recreational facility.	Low	$
GER008	River path on eastern side to cater for increased residential development	Low	$$
GER009	River crossing connecting GER008 to Talbot Street	Low	$$$
GER010	Path on Davies Street.	Medium	$
GER011	Facility on Ribbonwood Road.	Medium	$
GER012	New footpaths in urban Geraldine area to be constructed over time, in order of precedence.	High	$$
GER013	Pedestrian facilities at intersections	High	$$
TEM001	Signalised crossing on SH1	High	$$
TEM002	On-road cycle lanes on Wilkin Street – 0.9km in each direction.	Medium	$
TEM003	On-road cycle lanes on Gammack Street – 0.9km in each direction.	Medium	$
TEM004	Facility on Richard Pearse Drive from Maude Street to John Street North	Medium	$$
TEM005	On-road cycle lanes on Domain Avenue – 1.8km in each direction.	Medium	$

Project	Description	Priority	Cost
TEM006	Facility on Grant Street, Wallingford Road, Thomas Street and Ewen Road (plus connections)	Medium	$$
TEM007	Three on street links to Taumatakahu Stream trail in connecting Richard Pearse Drive and Milford Clandeboye Road. .	Medium	$$
TEM008	Facility on Waitohi Temuka Road from SH1 to Manse Bridge	Low	$$
TEM009	Facility on Timaru-Temuka Highway (SH1) from Hopkinson Road to Opihi River	Low	$$$
TEM010	500m of new footpath along SH1 and Arowhenua Road that will connect tracks at Temuka Recreation Reserve and Opihi River	Low	$$$
TEM011	New footpaths with drop kerbs, locations to be confirmed as budget allows	High	$$
PLE001	Shared path on Greig Street	Medium	$$
PLE002	Shared path on Halstead Road from playground to Stratheona Road	Low	$$
PLE003	Facility adjacent/parallel to State Highway from Manse Road to Rayner Street	Low	$$
PLE004	Crossing of State Highway near Domain	Low	$
PLE005	Crossing of the State Highway near Russell Street	Low	$
PLE006	Crossing of State Highway near Manse Road / Tengawai Road	Low	$
PLE007	New footpaths with drop kerbs (Community Board to prioritise locations)	High	$$
DIS009	Regular inspection and maintenance of footpaths and cycleways to ensure vegetation, debris, drainage and the state of the pavement surface do not impede pedestrians and cyclists	High	$

TIM010
TIM001
TIM018
TIM017
TIM003
TIM004
TIM005
TIM002
TIM019
TIM020
TIM021
TIM006
TIM011
TIM007
TIM012
TIM008
TIM013
TIM023
TIM022
TIM009
TIM024
TIM014
TIM016
TIM015

Key

Points of Interest

- Hospital
- Library
- Supermarket
- Primary School
- Secondary School

Active Transport Infrastructure

- Proposed: High Priority
- Proposed: Medium Priority
- Proposed: Low Priority
- Existing

Timaru City

Walking and Cycling Network

N

Kilometers

0 0.5 1 2

GER011
GER003
GER010
GER006
GER004
GER007
GER002
GER008
GER009
GER001
GER005

Key

Active Transport Infrastructure

- Proposed: High Priority
- Proposed: Medium Priority
- Proposed: Low Priority
- Existing

Points of Interest

- General Store
- Retirement Village
- Library
- Supermarket
- Primary School
- Secondary School

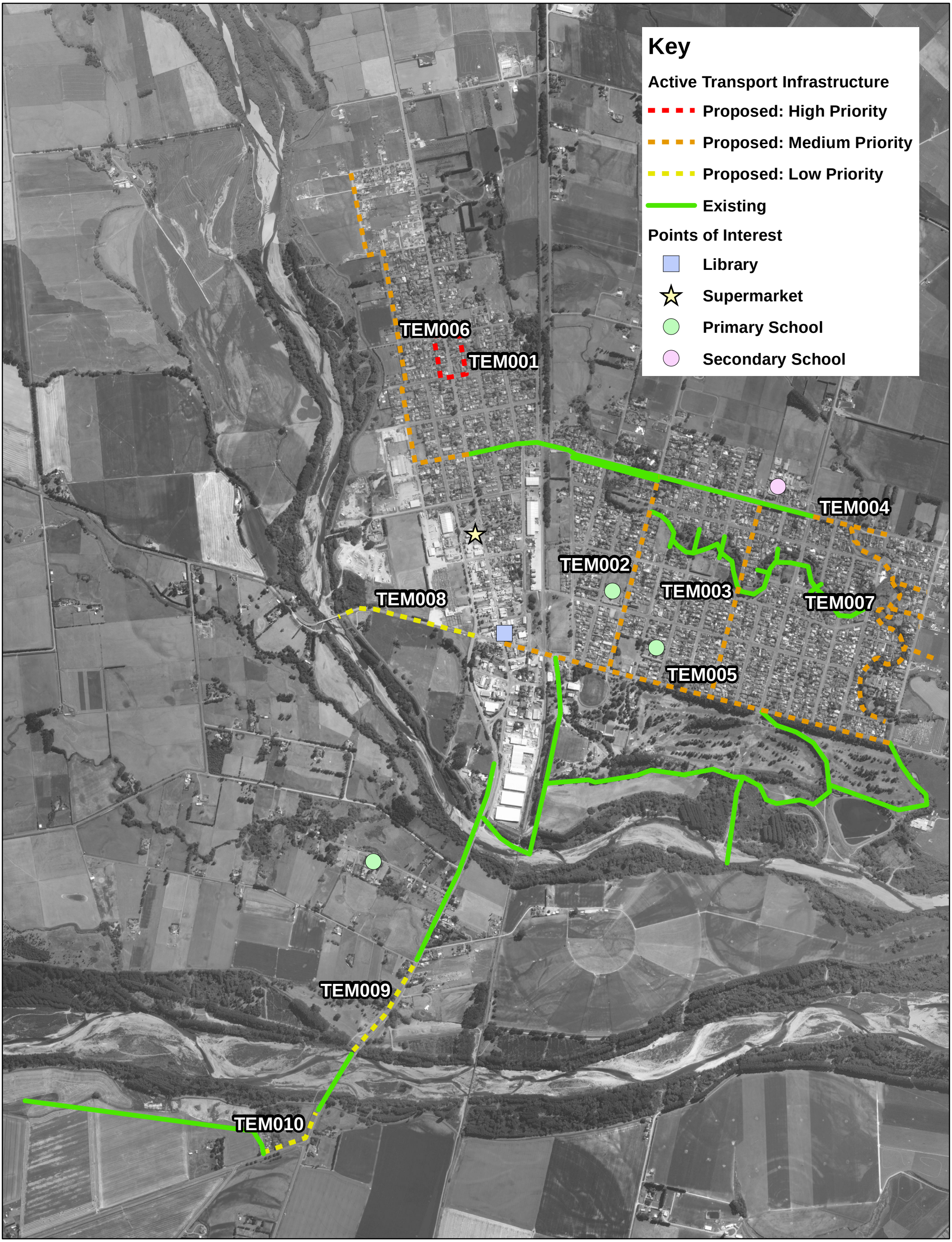
Geraldine

Walking and Cycling Network

N

Kilometers

0 0.5 1 2



Temuka

Walking and Cycling Network

N

Kilometers

0 0.5 1 2

PLE002

PLE001

PLE006

PLE005

PLE003

PLE004

Key

Active Transport Infrastructure

- Proposed: High Priority
- Proposed: Medium Priority
- Proposed: Low Priority
- Existing

Points of Interest

- Supermarket
- Primary School

Pleasant Point

Walking and Cycling Network

N

Kilometers

0 0.25 0.5 1

5. Costs

5.1 Funding

The implementation plan will be funded from a range of sources including:

- Council's non-subsidised roading budget for footpath maintenance, renewals and new footpaths;
- Council's subsidised roading budget for safety improvements;
- Indirectly, other Council budgets such as parks and reserves, community support, tourism, planning (revision to District Plan) etc;
- NZTA funding applications for projects that would benefit walking and cycling for transport;
- South Canterbury District Health Board / Community and Public Health;
- Potentially other private individuals and organisations; and
- Private landowners and developers as part of financial contributions.

The majority of Council's non-subsidised roading budget for footpath maintenance is routine expenditure that involves maintaining existing assets including street cleaning and footpath renewals. The remaining budget can be assigned to projects in this Strategy. Therefore, the available Council budget for new active transport projects over the next 10 years from the non-subsidised budget is shown in **Table 5.1** below.

Table 5.1 Non-subsidised budget for active transport projects

	Council Budget	$ per year	$ over term
1	Short term phase 2018/2019 – 2020/21 (3 years)	$ 130,000	$ 390,000
2	Medium term phase 2021/22 – 2028/29 (7 years)	$ 141,000	$ 487,000
3	Long term phase 2030+	Unknown	Unknown

In addition, a proportion of Council's subsidised roading budget (i.e. funded by NZTA) is utilised for walking and cycling infrastructure is shown in **Table 5.2**.

Table 5.2 Subsidised budget for active transport projects

	Council Budget (including NZTA Funding 51%)	$ per year	$ over term
1	Short term phase 2018/2019 – 2020/21 (3 years)	$ 150,000	$ 450,000
2	Medium term phase 2021/22 – 2028/29 (7 years)	$ 150,000	$ 1,050,000
3	Long term phase 2030+	Unknown	Unknown

Table 5.3 shows the total budget available for this Active Transport Strategy.

Table 5.3 Total budget for active transport projects

	Council Budget (Total)	$ per year	$ over term
1	Short term phase 2018/2019 – 2020/21 (3 years)	$ 280,000	$ 840,000
2	Medium term phase 2021/22 – 2028/29 (7 years)	$ 291,000	$ 1,537,000
3	Long term phase 2030+	Unknown	Unknown

6. Monitoring Progress

6.1 Targets

It is recommended that the number of targets is reduced from six to four. The three targets going forward are:

- **Target 1**: To increase the proportion of active transport trips to/from school in a 3 year period.
- **Target 2**: To increase the number of people walking and cycling on key routes in the District in a 3 year period.
- **Target 3**: To reduce the number of pedestrians and cyclists injured or killed in crashes in the Timaru District. This should be measured over a five year period. Note that for the 2012-2016 period there were 3 fatalities, 9 serious injuries and 34 minor injuries to pedestrians, and 1 fatality, 9 serious injuries and 24 minor injuries to cyclists.
- **Target 4**: To increase the number of people walking and cycling as measured by the road user survey over a 3 year period.

These targets have been selected as they are the most accurate measure for recording the usage of active transport and the safety of walking and cycling in the district. A three year period has been used to align with LTP and funding cycles (although a five year period has been used for the road safety metric as this is the industry standard).

6.2 Monitoring

Effective monitoring and review of this strategy will demonstrate whether the strategy is being implemented and whether the actions undertaken are achieving the desired outcome.

Monitoring of active transport trips to/from school should be conducted annually. The district's School Travel Planner can administer annual hands up travel surveys for all schools in the district. There may also be an opportunity to extend this target to include journey to work travel surveys. This would be done by expanding an existing district health board programme with businesses in the area.

Collecting data on the use of key routes is one of the most effective tools in determining the use of active transport in the district. Guidance on setting up a monitoring programme can be found in "*Urban Cycleways Programme: National monitoring and data reporting requirements*"[9] and the Monitoring and reporting section of NZTA's Cycling Network Guidance[10]. Annual monitoring of active transport on key routes is important to capture active transport use beyond commuter travel. In particular, the use of active transport by older members of the community is of particular importance given Timaru has an aging population.

Finally, monitoring the number of injury crashes involving active transport modes can be completed annually using NZTA's Crash Analysis System (CAS).

Monitoring will be measured against the targets to determine whether the Strategy is achieving its objectives and the results communicated to the community. Council is prepared to review the targets and change them, where appropriate, based on the monitoring outcomes. Monitoring of the performance

[9] Urban Cycleways Programme: National monitoring and date reporting requirements, NZ Transport Agency, 2016 (https://www.nzta.govt.nz/resources/ucp-national-monitoring-and-data-reporting-requirements/)
[10] Monitoring and reporting, NZ Transport Agency, 2017 (https://www.nzta.govt.nz/walking-cycling-and-public-transport/cycling/cycling-network-guidance/cycle-network-and-route-planning-guide/process/monitoring-and-reporting/)

against the targets will also inform whether the strategy, implementation plan, funding or staffing levels need to be revised.

6.3 Review

The Implementation Plan may need to be revised annually to reflect Council's budget cycles and the network plans will also need to be updated progressively as 'proposed' routes are implemented and become 'existing' routes.

This Strategy will be reviewed approximately every 3 years after adoption of the strategy by Council and will inform Council's Transport Activity Management Plan and Long Term Plan.

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