

BIKE TO THE FUTURE

Connecting NZ by Bike



CREATING MORE VIBRANT AND CONNECTED COMMUNITIES

NZ Cycle Trail Background

- It all started in February 2009 to build a network of cycle trails that would provide a healthy and enjoyable way for Kiwis and International visitors to see the country and to generate economic, social and environmental benefits for our communities
- In 2017 most of 'Nga Haerenga's Great Rides will be open, providing exciting journeys on 2,600km of trails
- In a few short years the trails are providing good dividends
- A 2015 (per annum) evaluation highlights the cycle trails:
 - generated \$37m of economic benefits for regions
 - contributed around \$12m in social benefits
 - Around 1.3m people visited the 22 Great Rides in 2015, with 13.5% (114,000) international visitors
 - were supported by 60 new business and saw 40 business expanding



Current Status

Great Rides

- 17 fully open and large sections of the remaining six Great Rides are open. Only 60km of 2660 left to build
- 2 trails have completed stage one only (Tasman's Great Taste Trail and Around the Mountains Trail). No central government funding has been committed to stage two of these trails.
- 1 trail is scheduled to be completed in 2016 (Twin Coast Cycle Trail)
- 2 trails due for completion in 2017 (Alps 2 Ocean and the West Coast Wilderness Trail)
- 1 further trail has been granted Great Ride status conditional on completion to NZCT Design standards (Little River Trail – due for completion 2017)

Heartland Rides

- 2,600kms of approved routes



New Investment & Approach

- Cycling is a key enabler to achieving the Government's objectives for both transport and regional economic development through tourism.
- Budget 2016 - Prime Minister announced \$25 million over 4 years to further enhance (priority) & extend Great Rides.
- Priority is to ensure that all of the Great Rides are of high quality, as well as managed and maintained to the highest possible standard so that riders continue to have a safe and enjoyable world-class experience.

Three phase approach:

1. Concept Phase (now) – 10 year vision for trail and changes planned by project
2. Business Case Phase - A fit for purpose, detailed rationale that clearly outlines the problems and benefits
3. Implementation Phase – implementing the project



What are we trying to achieve?

- We are developing a **national cycling network** made up of off-road and on-road rides, such as Great Rides connected by Heartland Rides and City Rides.
- The long-term aim is to provide both local and international visitors with a **safer and more attractive cycling network** that connects all of New Zealand and passes through our towns and cities.
- We are aware there are a number of low cost opportunities that would significantly improve connections across the network and support other Government priorities such as the **Regional Economic Development (RED)** areas.



Connecting NZ by Bike Through Nga Haerenga

Connecting Our Network

**Nga Haerenga
23 Great Rides**

Outstanding New Zealand cycling experiences

Heartland Rides
Scenic cycling routes connecting Great Rides with Towns & Cities

Urban Cycle Ways
Connecting key local destinations

and Encouraging Use

So That

More People Cycle More Often



benefits

Vibrant and Connected Communities

Tourism opportunities

A safer and more attractive network for cycling

Transport choice

Healthy people

Regional economic development

Social well-being

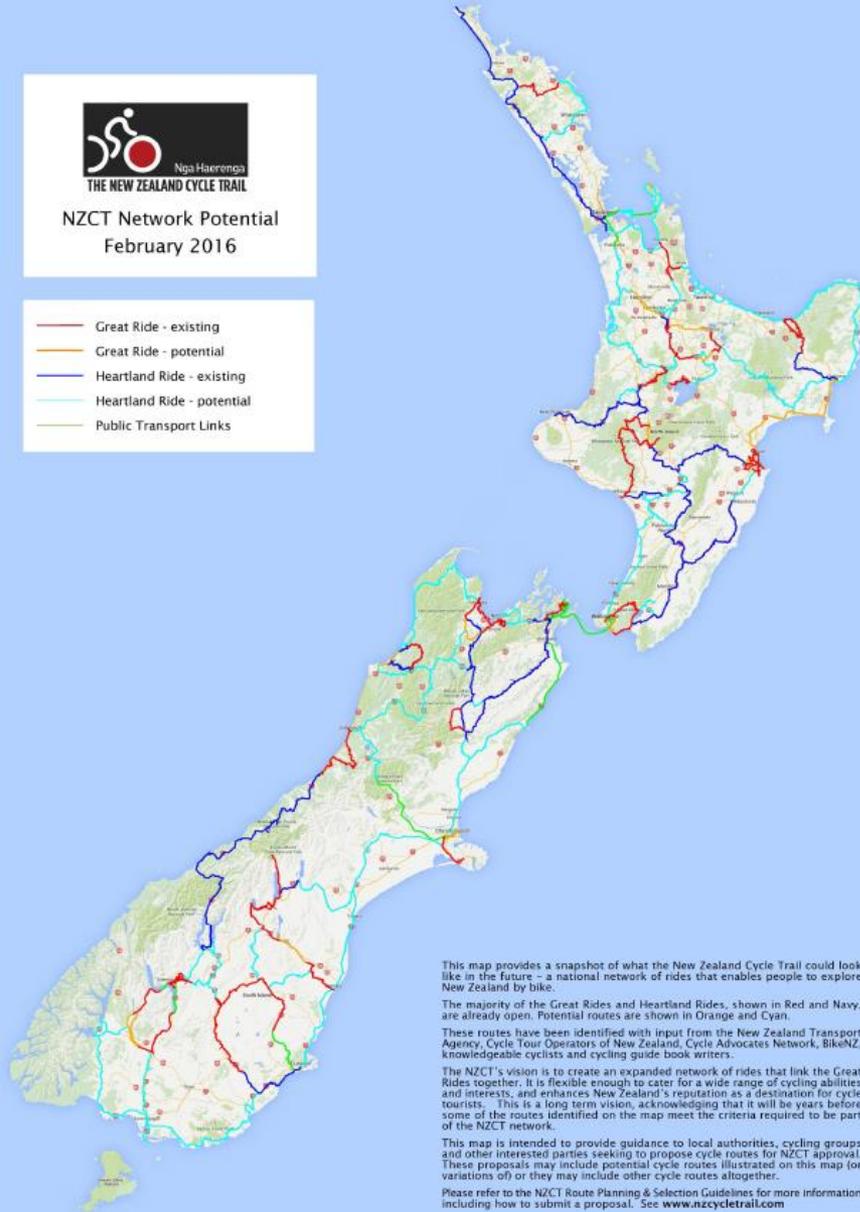


CONNECTING NZ BY BIKE



NZCT Network Potential
February 2016

- Great Ride - existing
- Great Ride - potential
- Heartland Ride - existing
- Heartland Ride - potential
- Public Transport Links



This map provides a snapshot of what the New Zealand Cycle Trail could look like in the future - a national network of rides that enables people to explore New Zealand by bike.

The majority of the Great Rides and Heartland Rides, shown in Red and Navy, are already open. Potential routes are shown in Orange and Cyan.

These routes have been identified with input from the New Zealand Transport Agency, Cycle Tour Operators of New Zealand, Cycle Advocates Network, BikeNZ, knowledgeable cyclists and cycling guide book writers.

The NZCT's vision is to create an expanded network of rides that link the Great Rides together. It is flexible enough to cater for a wide range of cycling abilities and interests, and enhances New Zealand's reputation as a destination for cycle tourists. This is a long term vision, acknowledging that it will be years before some of the routes identified on the map meet the criteria required to be part of the NZCT network.

This map is intended to provide guidance to local authorities, cycling groups and other interested parties seeking to propose cycle routes for NZCT approval. These proposals may include potential cycle routes illustrated on this map (or variations of) or they may include other cycle routes altogether.

Please refer to the NZCT Route Planning & Selection Guidelines for more information including how to submit a proposal. See www.nzcycletrail.com

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MINISTRY OF BUSINESS,
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New Zealand Government



Why a connected cycling network

- Cycling delivers not only transport outcomes, but also indirectly, can help address wider social and economic challenges through getting more people moving as part of their everyday life by increasing active transport choices, safety and accessibility.
- Cycling also supports tourism and regional economic development outcomes.
- While the Transport Agency's strategic priority is on urban cycling, we also want to make rural cycling safer and connect rural and urban cycling trails and rides.
- The Transport Agency is in the early stages of planning the next NLTP round. In the next 3 year period 2018-2021, we are requesting positioning to be able to offer a range of potential funding sources to assist in connecting the cycling network.



Working together

- MBIE & NZTA are working seamlessly to lead, manage and implement the next phase of the project in partnership with NZCT Inc, the Trails and other key Stakeholders
- The team are developing clear priorities for planning and investment to facilitate applications for the new NZCT investment and aligning with potential 2018 NLTP investment and other funding sources.



Co-investment model



- Applications need to align with the Transport Investment process – Business case approach
- Example of model – Mountains to Sea
- Potential example of model – Queenstown - connections, airport to CBD and Nevis Bluff

To do this takes a **collaborative approach** to build a connected network; engage with the community; promote cycling; and encourage people to share the road and pathways.



Becoming part of NZCT Network

Great Rides

- Premium cycling products
- Predominantly off-road trails
- High levels of investment
- Variety of trails suitable for all ages & novice to experienced cyclists

Heartland Rides

- Predominantly on-road routes
- Scenic back country road
- Low levels of investment
- Suitable for experienced cyclists



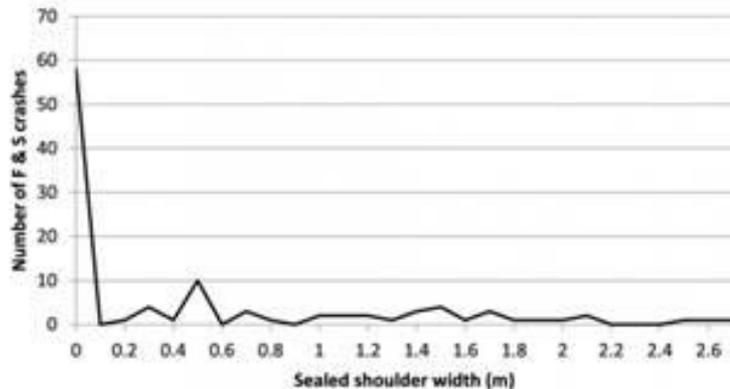
Assessing on-road cycle routes (Heartland Rides)

Safety depends primarily on a combination of:

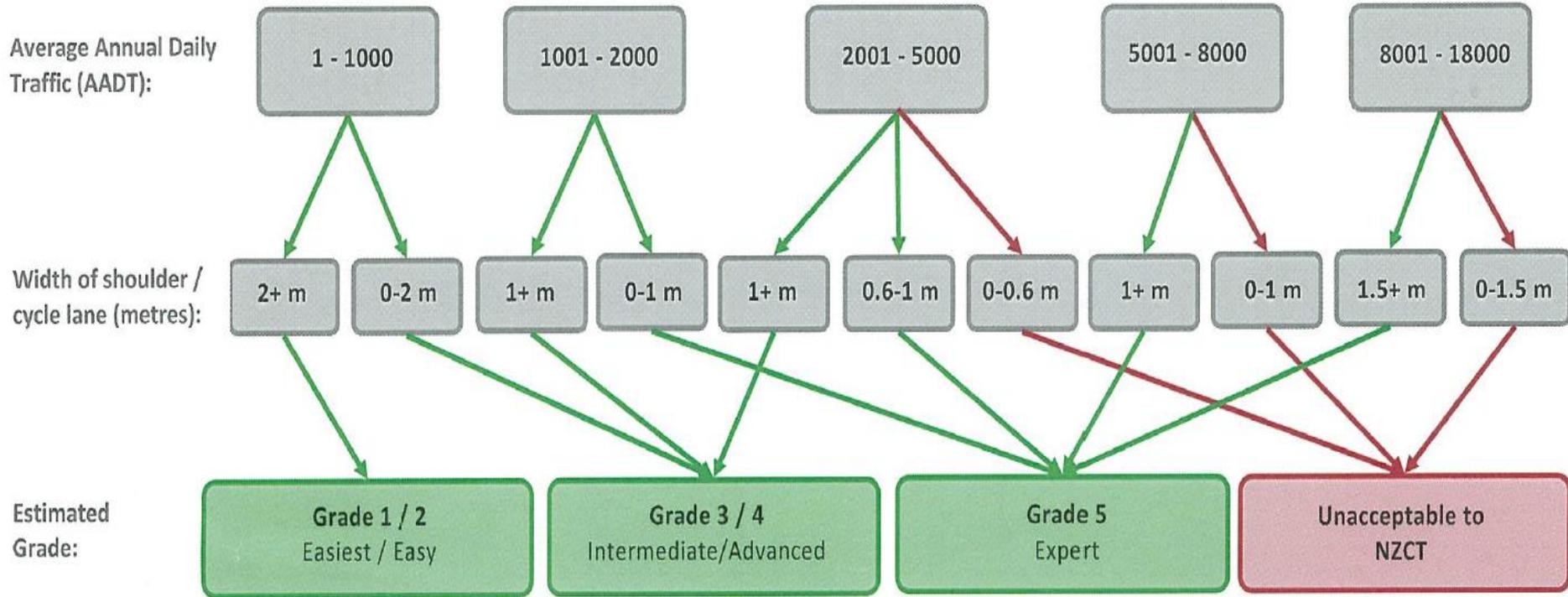
- Traffic volume
- Traffic speed
- Road shoulder width



Same direction rural fatal and serious cyclist crashes by shoulder width
2003-2012



Assessing Heartland Rides on open roads (100km/h)



Next Steps

- Concept plans due 18 November
- November to February workshops with Great Rides & key stakeholders to discuss concept plans
- Compile national network view with partners of a potential connected network through NZ
- Develop national strategic & programme business cases



Biking to the Future together



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