

Regional Cycling Forum Submission

Council’s draft Long Term Plan 2015-25

Introduction

This submission is from the Regional Cycle Forum. The Forum arose out of a meeting in 2013 of representatives of 35 cycling organisations, cycling related businesses and key stakeholders, including both Councils, Economic Development Agency and Nelson Tasman Tourism (Attachment 1). This submission has specifically had input from the Nelson Tasman Cycle Trails Trust (NTCTT), Bicycle Nelson Bays (BNB), Mountain Bike Trails Trust (MBTT) and Nelson Mountain Bike Club (NMBC).

The Regional Cycle Forum’s vision is for our region to be ***“The Heart of Biking”: an integrated cycle mecca well known for its people-friendly spaces, facilities and events, supported by a local culture that truly embraces all forms of cycling.*** We have developed a regional cycling framework. This is intended to provide guidance for cycling organisations/ businesses and stakeholders such as Nelson City Council, Tasman District Council and the Department of Conservation. See attachment 2 for summary.

We have reviewed the Consultation Documents of both the Nelson City Council (NCC) and Tasman District Council (TDC) and think it important that both Councils work together to support cycling development across the Nelson-Tasman region. Collaboration between the two councils benefits the wider region and results in better provision of services to ratepayers. Hence we have provided the same submission to each Council.

In this submission we have treated cycling in the widest sense and have included consideration of road riding, urban cycleways, Great Rides (Dun Mountain and Tasman’s Great Taste Trail) and off-road or mountain biking. Our submission covers:

- Community benefits of cycling
- Economic benefits of cycling
- Urban cycling strategy
- Use conflicts and off-road cycling strategy
- Fringed Hill Gondola
- Health and safety and access for off-road biking.

We acknowledge both NCC and TDC’s support to date, including the positive support for Tasman’s Great Taste Trail, cycle pathways and urban connections, and off-road bike trails. We also acknowledge the financial pressures that Councils are under.

Community Benefits of Cycling

Community Outcomes	Cycling
Natural Environment Our unique natural environment is healthy and protected	<ul style="list-style-type: none"> • Cycleways and off-road bike tracks assist residents to experience and appreciate the region’s natural settings. • Cycleways and off-road bike tracks provide access to open space in a low impact way that respects the environment. • The Dun Mountain Trail is one of the most accessible back country alpine cycle trails in New Zealand.

<p>Human Environment</p> <p>Our urban and rural environments are people-friendly, well-planned and sustainably managed.</p>	<ul style="list-style-type: none"> • Cycleways and off-road bike tracks are a ‘light green’ experience for riders as car transport doesn’t have to be used. • Our network of cycleways and trails connect communities across the region.
<p>Infrastructure</p> <p>Our infrastructure is efficient, cost effective and meets current and future needs.</p>	<ul style="list-style-type: none"> • Shared or dedicated cycleways increase cyclist safety and reduce injuries. They provide improved cycle safety e.g. cyclists have their own pathway away from cars and pinch points where cyclists have to swerve into the roadway are removed. • Cycleways encourage active transport and reduce pressure on road infrastructure as more people are able to bike, instead of driving. • School aged children have safe travel routes. • Urban communities have a means of travel that is safe and efficient. • Rural communities have safe and effective access to our transportation network.
<p>Community</p> <p>Our communities are healthy, safe, inclusive and resilient.</p>	<ul style="list-style-type: none"> • Cycleways and off-road bike tracks provide safe and accessible cycling opportunities for all age groups and ability. • Cycleways and off-road bike tracks provide for social interaction, as well as enhancing mental health and wellbeing and promoting active lifestyles. • The local community has provided funding for Tasman’s Great Taste Trail and off-road bike trails via businesses and private donations. • The local community has provided voluntary labour and in-kind contributions to build and maintain off-road bike tracks.
<p>Culture</p> <p>Our communities have opportunities to celebrate and explore their heritage, identity and creativity.</p>	<ul style="list-style-type: none"> • Cycleways and off-road bike tracks provide access to open space in a low impact way that respects the environment. • Tasman’s Great Taste Trail will provide access through Spooners Tunnel, a significant feature in New Zealand’s railway cultural and physical heritage. • Tasman’s Great Taste Trail provides access to Nelson and Tasman’s cultural offerings including local food, art, and craft beer and wine.
<p>Recreation</p> <p>Our communities have access to a range of social, educational and recreational facilities and activities.</p>	<ul style="list-style-type: none"> • Cycleways and off-road bike tracks encourage recreational cycling for all age groups and ability. • Tasman’s Great Taste Trail is well supported – in 2015, around 200,000 riders were recorded by trail counters. • The Dun Mountain Trail is well supported – in 2014, approximately around 10,000 riders were recorded by trail counters. • Mountain bike clubs in the Nelson Tasman region have in excess of 1000 members. • Cycleways enable people to recreate in an outdoors setting. This has an important role in maintaining and enhancing physical, mental, personal and social health and wellbeing.
<p>Governance</p> <p>Our Council provides leadership and fosters</p>	<ul style="list-style-type: none"> • Councils have shown strong support for Tasman’s Great Taste Trail and Dun Mountain Trail through funding that is complemented by partnership funding.

<p>partnerships, a regional perspective and community engagement.</p>	<ul style="list-style-type: none"> • The Councils and NTCTT have worked effectively together to attract support for the development of the Dun Mountain Trail and Tasman’s Great taste Trail. • Councils have and are continuing to work with NZTA to improve urban cycling infrastructure.
<p>Economic</p> <p>Our region is supported by an innovative and sustainable economy.</p>	<ul style="list-style-type: none"> • Cycling opportunities attract visitors which provides economic benefits to the region. • Nelson Tasman has a national reputation as a premium cycle destination. Regional cycling opportunities include: Tasman’s Great Taste Trail, The Dun Mountain Trail, Kaiteriteri and Codgers mountain bike parks, the velodrome being built at Saxton Field, the proposed gondola up Fringed Hill, enhanced urban cycleways in Nelson city, the extensive network of back-country trails including the Heaphy, Rameka, Rainbow and Epic trails, and mountain bike clubs adding to this trail network. • Cycling attracts tourism revenue, supports new businesses and creates employment through many small communities of the Tasman region as well as the urban centres of Nelson and Richmond.

Economic Benefits of Cycling

Cycling is NZ’s 3rd most popular activity after walking and swimming and almost one half of Nelson respondents (45%) participated in cycling in 2012.ⁱⁱⁱ The 2013 census returns show in Nelson 1491 people said they cycled to work, up from 1179 in the 2006 census, making a 26 per cent rise. Nelson outstripped the national average growth in cycling, which was 16 per cent and in Tasman, there was a 12 per cent increase to 1014 cycling to work.

Our local economy benefits both directly and indirectly from cycling. Benefit include spending associated with cycling (goods and services) and from saving (e.g. health savings from a fitter population, less spending on fuel, lower congestion). There is no comprehensive estimate of the economic impact of cycling in Nelson or NZ, although there have been some regional studies (see below). In the UK it is estimated the annual value of cycling to the economy is £2.9 Billion, roughly £230 per cyclist per year.ⁱⁱⁱ

An obvious direct local economic benefit of cycling is the thirteen specialist retail and repair businesses in Nelson and Tasman, most of which are locally owned and employ staff. In addition, businesses provide bike hire, guiding (including heli-biking), skills training, shuttle transport and trail building. A 2013 New Zealand survey of those heavily involved in cycling indicated an average annual spend on cycling per year of \$1,852.^{iv} NTCTT has over 100 Official Partner Businesses who pay an annual fee of \$295 to the Trust.

Indirect benefits from cycling include reduced pressure on transport infrastructure when cycling is used for transport. It is estimated that cyclists save the Australian economy AU\$63.9 million per year in reduced congestion costs and AU\$9.3 million in greenhouse gas emissions.^v New Zealand data suggests that shifting 5% of trips currently taken by car to cycling would return our economy \$200 million per year in health benefits - the additional savings from lower fuel costs and lower congestion are not included.^{vi} On a purely per capita basis this would equate to about \$4 million in health benefits for the Nelson-Tasman region.

Most road riding, soft-road (e.g. Tasman's Great Taste Trail) and off-road biking in the region involves locals. However, across New Zealand cycle tourism is increasing and is a highly valued market and around 35,000 international visitors rode off-road trails in NZ over the year to June 2013. The number of overnight visitors that participated in cycling during their trip to New Zealand is up about 25% since 2005/6 and this coupled with the fact that cycle tourists tend to spend more, and more widely across other activities than the average makes them attractive visitors; international cycle tourists spend \$3,800 compared with the \$2,500 average for all visitors.^{vii}

In New Zealand most domestic cycle tourists come from Auckland, Canterbury and Wellington - all centres with direct air access to Nelson. This is one reason why the figures for the Otago Rail Trail (12,000 whole-of-trail users, 24,000 part-of-trail, and \$17 million^{viii} per year in economic impact) are expected to be bettered by the similar Tasman Great Taste Trail following its completion.

The direct local (and national) economic benefits specific to off-road biking are more difficult to estimate. One indicator is provided by the Heaphy Track where walkers and bikers have been estimated to produce a direct impact of \$756,000 and overall benefit of \$2.3 million - but where simply extending the season for riding is expected to expand this by just under \$1 million per year.^{ix}

Rotorua, like Nelson, has developed its nearby forest resource (Whakarewarewa) as a biking destination. In 2009 this drew 101,800 MTB users, roughly half being non-local domestic visitors, an increase of 85% from 2005.^x Also illustrated by Rotorua is the economic potential of cycling events. Its hosting of the UCI Mountain Bike and Trials World Championships in 2006 produced an economic impact of \$12.4 million for the Rotorua region, with a wider GDP contribution of \$21.1 million.^{xi}

Taupo is another centre against which Nelson can compare itself, offering a mix of road, soft-road and off-road biking facilities and with a strong focus on events. A 2013 assessment estimated that direct spending by cycling visitors was \$8 million per year, with a wider economic impact of \$11.44 million per year.^{xii}

Urban Cycling Strategies

The last review of the NCC cycling strategy was completed in December 2006 and the TDC cycling strategy was prepared in 2005. We note that it was originally intended to review the Nelson strategy in 2011 (p15) so it is now overdue for review.

While many issues and intentions identified in these strategies have been addressed or completed, and others are still a 'work in progress', we believe it is timely to review these strategy documents. This is especially the case for Nelson as there are significant issues not fully resolved such as major cycling routes through the central city. Others have proved difficult to physically achieve and/or are contentious with local communities or other transport interests.

Such a review by both councils should look at how it can be integrated with Strategic Plan for Off-road Biking suggested below, for example with the provision of safe routes through urban areas to the clusters of off-road trails. It should also consider the various options for reducing the conflicts with pedestrians on shared pathways and involve the general community in this discussion.

There are many benefits to creating an environment that supports urban cycling (and reduces private car usage). Social and health benefits have been shown to include less crime, more public space, cleaner environments, happier people and generally a place that people want to come to and bring up a family. Cycling is a viable and desirable transport choice that benefits everybody.

Use Conflicts and a Strategic Plan for Off-road Biking

The Regional Cycle Forum acknowledges that the increasing number of cyclists and other users using urban infrastructure, such as shared pathways, and using off-road tracks or trails in areas adjoining urban areas has resulted in some degree of increased conflict. While these conflicts are real for many people and perhaps more perceived for others, they are valid concerns and should be addressed before they become bigger.

A meeting on off-road (mountain) biking on 12 March 2015 discussed issues arising from increased off-road biker numbers and building of new tracks/ enhancing existing tracks. These included:

- Perceptions of tracks in the 'front country' on the eastern side of Nelson and Richmond being 'taken over' by off-road biking, including those previously regarded as shared use walking tracks e.g. Dun Mountain Walkway, Codgers;
- Reserving some tracks for non-bikers, such as walkers (including those wishing to enjoy quiet, contemplative walks without the possibility of encountering bikers), runners, dog exercisers etc., to help reduce conflicts;
- Tracks in areas with high biodiversity values; the need for processes to enable stakeholders and those without an organised voice to have an input into where tracks may or may not be permitted on Council and other public land. Possible 'no-go' areas for tracks was mooted;
- Discussing cycling at fora such as Nelson Biodiversity Forum (where impact of new tracks on biodiversity values had previously been raised), TDC Native Habitats Tasman, DOC Community Forum, and perhaps continuing the special off-road biking forum (with a possible broadened scope);
- Noting that NCC recently turned down a proposal by the NMBC for a track from Fringed Hill down to the Brook Valley, partly in recognition of the matters above.

A strategic overview of the off-road biking facilities in Nelson Tasman, with an initial focus on the areas adjacent to the urban areas of Nelson and Richmond, particularly the Brook – Tantragee – Maitai – Fringed Hill area and the foothills between Stoke and Richmond was proposed. This Strategic Plan for Off-road Biking would provide the opportunity to develop an integrated and coordinated approach with input from both bikers and other users, to what is established in these areas for off-road biking and how these are linked to the adjoining urban areas. The cycling related organisations with an interest in these areas are willing to provide ideas, knowledge and time into preparing a plan. Existing planning work by the Mountain Bike Trails Trust and the Nelson Mountain Bike Club is available to provide a start point for this. It is desirable that private landowners who provide and/or allow tracks on their land and other stakeholders such as conservation organisations and non-biking recreational organisations also be involved.

We envisage that a Strategic Plan for Off-road Biking would show community benefits from allocating resources to off-road biking facilities. It would provide for the full range of off-road bikers, including those with less experience and less technical skills (e.g. family groups and older cyclists seeking accessible, easy grade shorter rides). This plan would consider other recreational user needs and how conflicts may be avoided, reduced or mitigated. Processes for considering values such as biodiversity, as well as for determining the priorities for limited funding should be outlined. The plan could indicate trail clusters, how they are (or will be) linked and accessed from urban areas, the length and grade of current and proposed trails, and partners/leads responsible for development and on-going management.

The Regional Cycle Forum considers that both Councils need to be involved in developing the Strategic Plan for Off-road Biking, and to endorse the completed plan and incorporate its recommendations for development into council asset/activity management, annual and long term plans, and other relevant Council documents. Since the Strategic Plan will have an initial development focus on land that is largely within Nelson City Council boundaries (with significant areas owned by NCC) we are proposing that NCC takes a lead in this stage of the off-road strategy.

Fringed Hill Gondola

The Regional Cycling Forum is supportive of Nelson having lift access to the top of Fringed Hill, delivering the economic benefits suggested by the Nelson Cyclist Lift Society. However, developing a world class network of cycling/walking trails on Fringed Hill should be a key part of the region's cycling offerings, independent of the success or otherwise of the Gondola proposal.

Whether or not the Gondola is developed, the trail network on Fringed Hill should have free and open public access, cater for all skill and fitness levels, encourage shared use of the environment, and be accessible via the existing roading and specific climbing trails. The design and operation of the trail network on Fringed Hill should be consistent with the principles, priorities and development plan laid out in the Strategic Plan for Off-road Biking.

Health and Safety and Access for Off-road Biking

Due to changes in health and safety regulations, and active legal cases being brought against landowners that could set precedents, TDC is actively reviewing public access to all of its working land, including forests. This could impact off-road cycling access to areas like Rabbit Island, Kingsland Forest and Tunnicliff Forest. It has been indicated that the process will take two months and that discussions will be held with Forum members. Presumably Nelson City Council will have similar concerns.

It is the Forum's view that retaining official cycling access to forestry areas is vital. For very large numbers in the Nelson Tasman community these areas are a critical part of their council-provided amenity. Thousands of hours of voluntary labour have been put into developing off-road cycling access to and within these areas, as well as considerable public funds, and there is a very strong case for ensuring access remains open and volunteer support for trail development and maintenance on council owned land is retained and encouraged. Forum members look forward to taking an active role in working through this situation with both councils and seeing a positive result.

Recommendations

1. *The Regional Cycle Forum has the following suggestions for ways both Councils can help create a region known for its people-friendly spaces, facilities and events, supported by a local culture that truly embraces all forms of cycling:*
 - a. Allocate resources in the next three years to review their urban cycling strategies and to consult with cycling organisations and other stakeholders in undertaking these reviews.
 - b. Actively promote cycling as a viable/desirable transport choice that benefits everybody.
 - c. Allocate resources in the 2015/16 financial year to facilitate the preparation of a regional strategic plan for the future development of off-road biking trails (the Strategic Plan for Off-road Biking), with an initial focus on the eastern foothills adjacent to the Nelson and Richmond urban areas, using the planning work from the Mountain Bike Trails Trust and Nelson Mountain Bike Club as a starting point. Initially to be led by Nelson City Council.

- d. Allocate the resources in the next three years to continue the development and maintenance of off-road biking trails that is consistent with any agreed approach in a regional strategic plan for off-road biking.
 - e. Ensure that any development on Fringed Hill retains free public access, caters for all skill and fitness levels, and encourages shared use of the environment
 - f. Seek input from the Regional Cycle Forum and its member groups into working through health and safety issues as they apply to public access to land owned by TDC and NCC.
2. *The Regional Cycle Forum has the following specific comments about the NCC Consultation Document (and supporting material):*
- a. Page 13 CD – It is essential for Council to make better provision for walkers and cyclists along Rocks Road. In particular, we wish to see the City to Sea network – from Maitai to the Stoke Railway Reserve – completed. The proposed route would considerably improve the first leg of the Great Taste Trail. The Government’s announcement of the Urban Cycleways Fund appears a good fit with this activity as well as the NZTA funds currently available for the Rocks Road project.
 - b. Page 16 CD – We support money being allocated to Rutherford Park – specifically (\$308,000) for walk/ cycle connections in 2016/17 and connections to support city to sea links in 2019/2020. This work will presumably be carried out in tandem with the City to Sea network.
 - c. Page 18 CD – We support, in principle, development of a gondola lift. We agree that this would complement existing recreational activities, including cycling and walking. The project has the potential to develop into a significant tourist attraction and is complementary to cycling activity in Nelson Tasman. Whatever the result of the gondola development, the trail network on Fringed Hill should have free and open public access,
 - d. Page 8 of Council Activities Summary – To achieve the target of 25% of the community travelling to work by walking or cycling (based on Annual Residents Survey and/or national census) we believe it essential that Councils progress with urgency the urban cycleway network so that this transport option is safe and enjoyable.
 - e. Page 95 of Council Activities Summary – We support construction of an entry level mountain bike track in Year 1.
3. *The Regional Cycle Forum Has the following comments about the TDC Consultation Document (and supporting material):*
- a. Page 25 CD – We support the proposal that a further section of Tasman’s Great Taste Trail between Wakefield and Spooner’s Tunnel is planned for construction in 2015 and accept the principle of obtaining matching funds from external providers to assist with development. We are pleased to note that \$2.375 million in additional funds is proposed to be allocated for completing Tasman’s Great Taste Trail through to Woodstock in the Long Term Plan 2015-2025
 - b. Page R4-7 Transport Activity Management Plan – We note there are no targets around cycling (urban cycleways and on-road cycling) and see this as an omission. The Council states earlier (page N2) that its policy is to support the convenience and safety of cycling to increase usage and mode share. The policy goes on to state that cycling forms an important element of a sustainable land transport system and that Council would like to generate a higher volume of cycling trips and cycling safety.

Attachment 1: Regional Cycling Forum participating organisations

Al Check	Department of Conservation
Alan Eskrick	Mountain Bike Trails Trust
Andrea Livingston	Kaiteriteri Mountain Bike Park
Anita Gardner	Nelson Cycle Hire
Belinda Crisp	Great Retro Ride
Belinda Reburn	Nelmac
Cheryl Brunell	Palms Motel
Chris Allison	Bicycle Nelson Bays
Chris Mildon	Mountain Bike Trails Trust
Damian Stones	Dirtart
Dave Tippett	Sport Tasman
Derek Shaw	Saxton Velodrome Trust
Emma Bawtree	Wheel Woman
Gillian Wratt	Nelson Tasman Cycle Trail Trust
Greg Carter	Department of Conservation
Hamish Berkett	Hancock Forest Management
Jeanette & Paul Chik	Pine Hill Lodge
Jill Ellison	Cycling Nelson
Jo Leyland	Tapawera Promotions Assoc
Jo Rainey	Nelson Cycle Lift Soc.
John-Paul Pochin	Bicycle Nelson Bays
Judith Peters	Fernwood Holiday Park
Juliane Cormier	VeloVino Tours
Katrina Marwick	Nelson Marlborough Institute of Technology
Kendal Kelly	Department of Conservation
Lynda Keene	Nelson Tasman Tourism
Malcolm Saunders	Tasman Wheelers
Marty Clark	Get Moving
Nicky McBride	Wheelie Fantastic Cycle Hire & Tours
Paul Jennings	Saxton Velodrome Trust & Nelson Mountain Bike Club
Peter Kortegast	OPUS International
Rob Dawson	Golden Bay Mountain Club
Rob Ford	Saxton Velodrome Trust
Rob Sutton	Champion Agencies
Will Andrews	Bicycle Nelson Bays

Attachment 2: Regional Cycling Framework

See Infographic (next page). Full document will be tabled at Council hearings in May 2015



BIKE VISION, NELSON / TASMAN REGIONAL CYCLING FRAMEWORK SUMMARY

Benefits of Cycling



Faster, fitter, cleaner, cheaper, fun

Biking / cycling is fun, healthy and a great way to connect with your community



30 minutes of cycling each day can be all the exercise you need to halve your chances of becoming obese or diabetic

Increase of people cycling to work from 2006 - 13



Cycling in the Nelson / Tasman Regions



Favourable climate

Nelson/Tasman leads the country with the highest number of sunshine hours per year. Autumn & winter provide an ideal time for cycling activity.



Tasman's Great Taste Trail (urban & rural) Great Rides



Dun Mtn

Our region has the potential to be a model cycling community in NZ. We have a wide range of cycling focused community organisations and an existing tourism infrastructure.

Infrastructure & Trails

BMX tracks, cycling tracks, clubs, NCC & TDC urban cycle paths, cycling routes, Tasman Great Taste Trail, Dun Mountain, Old Codgers Mountain Bike Park, Kaiteiteri Mountain Bike Park, Richmond Hills mountain biking trail, Rameka mountain biking trail, Barron Flat mountain biking trail road.

Tasman Great Taste Trail

Jan - Dec 2014
200,000+ passes

Dun Mountain

Annual count
10000+

Trip counter

The cycle framework was created by 35 organisations that are committed to developing cycling in our region

It is intended to provide guidance for cycling organisations and businesses as well as to stakeholder organisations such as councils, EDA, DOC etc from 2015 - 2025

Regional Cycling Framework

Cycling Towards a Better Future 2015 - 2025

Our aim: An integrated cycle mecca. Our Vision: The Nelson Tasman Region is "The Heart of Biking". Our Focus: Information & planning, Physical infrastructure and Marketing & events which will be achieved by;



Collaborative Approach to Road & Cycle Safety: On going

Safe Cycling to Schools, Shared Walk/Cycle Pathways, Fixing On-Road Pinch Points, Disabled Cyclist Access, Cycling signs for motorists, Lighting of Cycleways, reduced urban speed



Linking our Communities: Up to 2025

Linked Urban Cycle Networks, Secure Cycle Parking, City Links, Directional signage. Our framework aligns with the NCC and TDC Community Outcomes



Increased Tourism & Recreation Opportunities: Up to 2025

Mountain Bike Trails, Velodrome, Gondola & Associated Trials, Tasman's Great Taste Trail (full loop), and Tasman's Great Taste Trail extensions e.g. St Arnaud, Top of the South Links, The Best Cycle Festival in NZ



References:

- ii Sport New Zealand, 2015. Sport and Active Recreation in the Lives of New Zealand Adults. 2013/14 Active New Zealand Survey Results. Wellington: Sport New Zealand.
- iii 2012 Council Survey of Residents, Key research for NCC
- iii Grous, Alexander (2011) The British cycling economy: 'gross cycling product' report. London School of Economics. London.
- iv Assessment of Economic Impact Associated With Taupo Cycling. APR Consultants LTD. November 2013.
- v v State of Queensland (Department of Transport and Main Roads) (2011) *Queensland Cycle Strategy 2011–2021*.
- vi Lindsay, G., Macmillan, A. & Woodward, A. (2010) Moving urban trips from cars to bicycles: impact on health and emissions Australian and New Zealand Journal of Public Health. Vol. 35:1. p. 54-60.
- vi Tourism New Zealand – Tourist Special Interest: Cycling, 2013
- vii North East Rail Trail: Preliminary demand and economic benefit assessment. Tourism Resource Consultants, February 2014.
- ix Roberts, J., de Boer, E, & Wightwick, I. (2013) Heathy Track Mountain bike trail 2011-2013. Department of Conservation.
- x Recreational Use and Economic Impact of Whakarewarewa Forest: 2009 Update. APR Consultants LTD November 2009.
- xi Media Release, Sports Impact Ltd, 30 August 2007.
- xii Assessment of Economic Impact Associated With Taupo Cycling. APR Consultants LTD. November 2013.