



**WAIPA DISTRICT**  
**CYCLING & WALKING STRATEGY**

2008

## **WAIPA DISTRICT COUNCIL**

Private Bag 2402

Te Awamutu 3840

**Phone** 0800 WAIPADC (0800 924 723)

**Email** [info@waipadc.govt.nz](mailto:info@waipadc.govt.nz)

**Internet** [www.waipadc.govt.nz](http://www.waipadc.govt.nz)

### **COUNCIL OFFICES**

#### **Te Awamutu Council Offices**

101 Bank Street

Te Awamutu

#### **Cambridge Council Offices**

23 Wilson Street

Cambridge





## EXECUTIVE SUMMARY

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The Waipa District Council Cycling & Walking Strategy (the Strategy) was developed with the aim of encouraging cycling and walking in the Waipa District as safe and convenient modes of transport. The amalgamation of separately developed strategies for Walking (*Waipa District Walkway Strategy, 2004*) and Cycling (*Waipa District Draft Cycling Strategy, 2008*) reflects Council's local response to national and regional policy documents including the New Zealand Transport Strategy and the National Walking and Cycling Strategy.

### The Strategy defines three key objectives for cycling and four for walking:

- An environment that supports cycling.
- More people cycling more often.
- Improved safety for cyclists.
- Extend the walkway network to:
  - Complete the existing urban network.
  - Improve the rural and recreational walkway network.
- Improve the safety and accessibility of existing facilities.
- Promote walking as a safe and healthy activity and remove obstacles to walking.
- Identify and prioritise appropriate walkway projects.

Targets have been established to monitor the progress of achieving these objectives.

The Strategy includes Cycling and Walking Action Plans, which will identify and prioritise cycling and walking projects, and are the methods for ensuring that the objectives and targets of this Strategy are put into action.

Actions and projects to give effect to the Strategy will be included in the draft 2009-2019 10-year Plan (Long Term Council Community Plan/LTCCP) for public consultation to ensure the community has the opportunity to provide feedback. It is intended that the Strategy will be reviewed every three years aligning with the review process of the 10-year Plan.

# TABLE OF CONTENTS

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<b>EXECUTIVE SUMMARY</b>	<b>1</b>
<b>TABLE OF CONTENTS</b>	<b>2</b>
<b>1 INTRODUCTION</b>	<b>5</b>
Waipa District Council's Mission and Goals	5
Purpose of this Document	5
Format	5
Background – National Policy Context	6
<b>SECTION 1: CYCLING STRATEGY</b>	<b>9</b>
<b>2 VISION AND OBJECTIVES</b>	<b>9</b>
Objectives	9
<b>3 CYCLING IN WAIPA DISTRICT</b>	<b>9</b>
<b>4 SCOPE OF THIS STRATEGY</b>	<b>9</b>
<b>5 FINANCIAL PROVISIONS FOR STRATEGY IMPLEMENTATION</b>	<b>9</b>
<b>6 METHODOLOGY FOR STRATEGY DEVELOPMENT</b>	<b>10</b>
Mapping	10
School Travel Survey	10
Steering Group	10
Review of Existing Documents	10
Analysis	10
Peer Review	10
Council Staff Review	10
Strategy Appendices	11
<b>7 ACTIONS</b>	<b>11</b>
<b>8 TARGETS</b>	<b>14</b>
<b>9 PROJECTS</b>	<b>15</b>
Introduction	15
Cycle Route Development	15
Education and Encouragement Activities	15
<b>10 EXPLANATION OF THE STRATEGY</b>	<b>17</b>
Introduction	17
The Four “E”s – Engineering, Education, Encouragement & Enforcement	17
Urban Cycle Route Development	17
Provisions for Cyclists in Rural Areas	18
<b>11 IMPLEMENTATION PLAN</b>	<b>18</b>
Priorities	18
Funding Sources	19
Council Priorities for 2009-2019: 10-year plan	19
<b>SECTION 2: WALKING STRATEGY</b>	<b>21</b>
<b>12 VISION AND OBJECTIVES</b>	<b>21</b>
Objectives	21
<b>13 WALKING IN WAIPA DISTRICT</b>	<b>21</b>
<b>14 THE INTERNATIONAL CHARTER FOR WALKING</b>	<b>21</b>



<b>15 REGIONAL TRENDS</b>	<b>21</b>
Crashes/Safety	22
<b>16 COUNCIL INITIATIVES</b>	<b>23</b>
The 10-year plan	23
Rooding	24
Parks and Recreation	24
Leisure Plan	24
Land Development	24
<b>17 SCOPE OF THIS STRATEGY</b>	<b>24</b>
Engineering	24
Barriers to Walking	24
Safety	24
Standards	25
Prioritising Construction	25
Urban Footpaths	25
Rural Footpaths	25
Recreational Walkways	25
<b>18 SUMMARY OF ENGINEERING STRATEGIES</b>	<b>25</b>
Encouragement, Education & Enforcement	25
<b>19 WHY WALK?</b>	<b>26</b>
The Community	26
The Environment	26
Existing Programmes	26
<b>20 ENCOURAGEMENT, EDUCATION &amp; ENFORCEMENT STRATEGIES</b>	<b>26</b>
<b>21 FINANCIAL PROVISION FOR STRATEGY IMPLEMENTATION</b>	<b>26</b>
Alternative Funding Sources	26
NZTA Project Evaluation	26
Route Improvements	26
Improvements at Hazardous Sites	26
Promotional Activities	27
Pedestrian Traffic Data	27
Economic Strategies	27
<b>22 METHODOLOGY FOR STRATEGY DEVELOPMENT</b>	<b>27</b>
Feedback on Draft Document	27
Provisions for Special Groups	27
Consultation Strategies	27
<b>23 STRATEGIC ACTIONS</b>	<b>28</b>
Measuring Success	28
<b>APPENDICES</b>	<b>30</b>
<b>APPENDIX A: MAPS</b>	<b>30</b>
<b>APPENDIX B: DOCUMENTS REVIEWED</b>	<b>37</b>
<b>APPENDIX C: PLANNING CONTEXT AND TRENDS</b>	<b>38</b>
Planning Context	38
C.1 Overview of Landscape and Development	38
C.2 Growth Strategies	38
C.3 Major Events	38

C.4	Crashes	38
C.5	Trips to Work	41
C.6	Trips to School	43
C.7	Sports Cycling On-road	45
C.8	Mountain Biking	45
C.9	Cycle Touring	45
C.10	Leisure Cycling	45
C.11	Cycle Education, Encouragement and Safety Programmes	45
<b>APPENDIX D: KEY ISSUES</b>		<b>46</b>
<b>APPENDIX E: PLANNING AND DESIGN GUIDES</b>		<b>49</b>
<b>APPENDIX F: COMPONENTS OF CYCLING ROUTES</b>		<b>49</b>
<b>APPENDIX G: SOURCES OF FUNDING</b>		<b>49</b>
G.1	Council Funding	49
G.2	New Zealand Transport Agency	49
G.3	Sport and Recreation New Zealand (SPARC)	52
G.4	Community Trusts	52
G.5	Bike Wise	52
<b>APPENDIX H- RESOURCES AVAILABLE TO SUPPORT WALKING AND CYCLING</b>		<b>53</b>
H.1	Pedestrian and Cyclist Road Safety Framework	53
H.2	Neighbourhood Accessibility Plans	53
H.3	School Travel Plans	53
H.4	Workplace Travel Plans	53
H.5	Walking School Bus	53
H.6	Feet First	53
H.7	Walking Wednesday	53
H.8	Bike Wise	54
H.9	Share the Road	54
H.10	Cycle Skills Training	54
H.11	Safety Information	54
H.12	Cycle Counting	54
<b>APPENDIX 1: PRIORITISATION PROCESS FOR FOOTPATHS</b>		<b>55</b>
<b>APPENDIX 2: EXAMPLES OF STANDARDS</b>		<b>56</b>
	Urban	56
	Austrroads Standards	56
	Rural	56
	Walkways	56
<b>APPENDIX 3: WAIPA DISTRICT PEDESTRIAN CRASHES 1999-2003</b>		<b>57</b>



## 1 INTRODUCTION

Increasingly New Zealanders are being made aware of the importance walking and cycling can play as part of the New Zealand transport system. Not only is there a heightened recognition of the health and leisure benefits that these modes of transport offer, but there is also a growing awareness that walking and cycling are the most sustainable modes of transportation; that they are easily affordable and intrinsically safer and of course, responsive and adaptable to changes such as fuel shortages and price increases. Only when motor vehicles dominate in terms of speed or traffic volumes do walking and cycling have negative safety implications.

### Waipa District Council's Mission and Goals

Waipa District Council (Council) has prepared, and will implement, this Strategy as part of its mission in achieving its goals. Council's Purpose is *"To partner the community in promoting the well-being of the Waipa District and its people."* Specific goals that Council aims to achieve through this Strategy are to:

- Provide facilities and services that will meet the needs of cyclists and pedestrians in the District;
- Promote an increase in the numbers of people walking and cycling;
- Integrate provision for cyclists and pedestrians into transport planning for the District;
- Foster awareness and enhancement of the District's recreational walking and cycling opportunities;
- Improve safety for cyclists and pedestrians; and
- To carry out these functions in partnership with Community Boards, other authorities, community organisations and the private sector.

These goals are clearly aligned with Council's new Community Outcomes as articulated recently in the adopted Annual Plan 2008 and also the Long-Term Council Community Plan 2006 - 2016. Council sees these goals as having clear alignment to the Community Outcomes of:<sup>1</sup>

#### A. Vibrant and Creative Waipa

We identify with and take part in our communities, and enjoy participating in creative, recreational and cultural activities that build vibrant community spirit, both locally and District wide.

#### B. Economically Secure Waipa

We have reliable, efficient and well planned transport infrastructure systems that provide easy access to and through our towns.

#### C. Healthy and Active Waipa

We have healthy, active lifestyles with access to a range of health, educational and recreational facilities and services.

### Purpose of this Document

This Strategy purports to amalgamate two key strategy documents for the Council. The first is the *2004 Waipa District Walkway Strategy* and the second is the *2008 (Draft) Waipa District Cycling Strategy*. There are benefits in now amalgamating these two strategies. Firstly, it allows for synergy in decision-making about both modes of transport and involves stakeholders from both modes working together and understanding the issues of the other. Additionally, similarities exist with the education, enforcement and encouragement components of the cycling and walking strategies. It also ensures better alignment with the Waikato Regional Walking and Cycling Strategy currently being developed by Environment Waikato and other key stakeholders within the Waikato region. The amalgamation does not include a review of the 2004 document, which is still operational.

This amalgamated Strategy is a statement of Council's policy on the provision of cycling and walking facilities and its approach is to encourage walking and cycling as a viable means of transport. Ultimately, an amalgamated Strategy will provide positive guidance to Council, and the community, on how best to promote, manage, plan and provide for cycling and walking in the Waipa District. The Strategy will be called the *Waipa District Cycling and Walking Strategy*.

### Format

General provisions relating to both original strategies shall be addressed first. Then the essential elements of each are described in separate sections. Section 1 – Cycling in Waipa, Section 2 – Walking in Waipa.

<sup>1</sup> The outcomes are the vision of where the community wishes to be in the future: socially, culturally, environmentally, and economically. These outcomes are intended to guide long term planning within the District and will be incorporated in the 10-year Plan (LTCCP) 2009-2019.

## Background – National Policy Context

Council's planning for cycling and walking takes place within a context of national, regional and District planning strategies and plans.

### NZ Transport Agency (NZTA)

NZTA is the new agency that brings together the functions and expertise of Transit NZ and Land Transport NZ. It has been established to improve coordination, planning and guidance at the national level, and the delivery of services at the regional and local level.

NZTA has the responsibility of preparing the three-year National Land Transport Programme (NLTP), which is prepared from submitted Regional Land Transport Programmes.

### New Zealand Transport Strategy 2008

The New Zealand Transport Strategy 2008 (NZTS) is a government strategy that looks forward to 2040 and sets out a plan for the whole transport sector. The NZTS replaces the original 2002 NZTS and differs from this previous strategy in that it is target-led. The NZTS itself is not statutory, but it will be given statutory weight in other documents.

The NZTS sets a vision for 2040, which is: 'People and freight in New Zealand have access to an affordable, integrated; safe, responsive and sustainable transport system'. The following specific objectives are identified:

- Ensuring environmental sustainability
- Assisting economic development
- Assisting safety and personal security
- Improving access and mobility
- Protecting and promoting public health.

Seven areas of action or intervention are also outlined which will be an important focus in order to achieve the targets. These are:

- Integrated planning
- Making best use of existing networks and infrastructure
- Investing in critical infrastructure and the transport sector workforce
- Increasing the availability and use of public transport, cycling, walking and other shared and active modes
- Considering options for charging that will generate revenue for investment in transport infrastructure and services
- Using new technologies and fuels

- Maintaining and improving international links.

A target in the NZTS is to 'increase walking, cycling and other active modes to 30 percent of total trips in urban areas by 2040'.

The government is also undertaking work to develop regional targets, and these will be taken into account when the Waikato Regional Walking and Cycling Strategy is reviewed.

### Government Policy Statement

The Government Policy Statement (GPS) on Land Transport Funding supports the NZTS by providing direction on the allocation of land transport funding for the next six years, and projected funding for a further four years. The GPS describes how much funding will be provided to the sector, what areas of transport will be funded and how the funding will be raised.

It also provides a number of short-term targets. These targets, along with those in the NZTS will eventually be regionalised to reflect regional variations.

### National Energy Efficiency & Conservation Strategy

The National Energy Efficiency and Conservation Strategy (NEECS) sets the agenda for government programmes to promote greater energy efficiency and renewable energy across the economy. The NEECS was released in October 2007 and has the following objectives for transport:

- Managing demand for travel
- More efficient transport modes
- Improving the efficiency of the transport fleet
- Developing and adopting renewable fuels.

The NEECS recognises the role that both central and local government can play in leading the integration of sustainable energy outcomes. The NEECS includes objectives, targets, policies and how these are to be achieved.

### Road Safety 2010

This is a national strategy, which aims to reduce road casualties to no more than 300 deaths and 4,500 hospitalisations a year by 2010 through engineering, education and enforcement actions. This strategy is due to be updated alongside the Government Policy Statement targets, intended to be published by 2010.

### National Walking and Cycling Strategy





In 2005, the Government released its national walking and cycling strategy *Getting there – on Foot, by Cycle* (Getting There Strategy), which maximises the contribution of walking and cycling to achieving the NZTS vision and objectives. *Getting there – on Foot, by Cycle* aims to ensure that New Zealand communities have supportive walking and cycling environments, that safety is improved for pedestrians and cyclists, and that people walk and cycle more as part of their day-to-day transport mix.

In 2006, the Government released its *Getting there – on Foot, by Cycle Strategic Implementation Plan 2006 – 2009*. This plan identifies a national direction and new national initiatives for the critical first three years of the *Getting There Strategy*. Its strategic direction over this period is: “Building strong foundations for effective implementation, while creating momentum through visible action”.

### Regional Land Transport Strategy

The Regional Land Transport Strategy<sup>2</sup> for the Waikato Region 2006-2016 (the RLTS) sets out how land transport in the Waikato Region will be managed, prioritised and funded in the period to 2016. Council and NZTA must take the RLTS into account when developing their roading programmes. In addition, NZTA will consider the RLTS when making decisions on funding land transport projects and packages.

The vision of the RLTS is: “A safe, sustainable and integrated transport system that really works and enhances the environmental, economic, social and cultural well-being of the region”. The RLTS includes a number of outcomes, guiding policy principles, policies and actions that aim to improve the environment for walking and cycling, and to promote the uptake of these modes.

Action A4.2 is: “Territorial authorities to implement local Cycling and Walking Strategies and Action Plans”.

### Regional Walking and Cycling Strategy

In accordance with an action included in the RLTS, Environment Waikato (EW) has prepared the first draft of the Waikato Regional Walking and Cycling Strategy. The strategy has 10 key aims:

These are:

- To support the implementation of the Waikato Regional Land Transport Strategy (RLTS) initiatives that relate to walking and cycling
- To implement relevant parts of the National Walking and Cycling Strategy and its Strategic Implementation Plan in the Waikato Region
- To support, and where applicable, co-ordinate and integrate road controlling authorities’ three activities

relating to, providing for, and promoting walking and cycling in the Waikato Region<sup>3</sup>

- To identify any walking and cycling services that need to be provided within the Waikato Region in order to provide continuity of service across regional and territorial authority boundaries
- To assist the implementation of the Regional Physical Activity Plan
- To identify regional priorities (including for Joint Officials Group [JOG] and other expenditure) with respect to providing for, and promoting, walking and cycling
- To inform the next review of the RLTS
- To inform the review of the Regional Policy Statement
- To establish a Regional Walking and Cycling Steering Group to provide for ongoing input to the monitoring and implementation of the Regional Walking and Cycling Strategy
- To develop a series of maps showing walking and cycling routes in the Waikato.

The strategy is intended to establish the direction for walking and cycling for the next 10 years with a review every three years in conjunction with the Waikato RLTS to ensure that any changes are incorporated within the strategy.

### Road Safety Action Plan for the West Waikato region

This action plan provides an important link between Council and other stakeholder agencies and groups for collaborative effort to improve road safety in the West Waikato region. The other stakeholders include the Police, the Accident Compensation Corporation, Sport Waikato, NZTA and various community groups. The preparation of this strategy was a target outcome of the *Road Safety Action Plan for the West Waikato Region* (Waipa, Otorohanga, and Waitomo District Councils, 2007). It was included in the Plan as an outcome to help “reduce vulnerable road user crashes in Waipa District”.

<sup>2</sup> The RLTS provides the mandate for the preparation of the Waikato Regional Walking & Cycling Strategy.

<sup>3</sup> Road controlling authorities include NZTA and territorial authorities.



*'A District where champion cyclists develop and where people from all sectors of the community cycle for transport, recreation and sport.'*

# VISION



## SECTION 1: CYCLING STRATEGY

### 2 VISION AND OBJECTIVES

This vision statement and these objectives were developed in partnership with the Steering Group, thereby giving effect to the consultation process.

#### Objectives

- An environment that supports cycling
- More people cycling more often
- Improved safety for cyclists

### 3 CYCLING IN WAIPA DISTRICT

Waipa District lies south of Hamilton City. Its high quality landscape and its varied flat to rolling hilly terrain on high quality rural local roads make it an attractive environment for recreational and sports cyclists. Consequently, the District has a strong sports and leisure cycling following. The Te Awamutu Sports Cycling Club is the second largest cycling club in New Zealand. Waipa District is also home to international cycling champion Sarah Ulmer.

Waipa District's main settlements are Cambridge, Leamington, Te Awamutu, Kihikihi and Pirongia. These towns have predominantly flat terrain, but the percentage of residents cycling to work is less than half the average rate for all New Zealand.<sup>4</sup> The number of children cycling to school is also low.<sup>5</sup>

Waipa District's overall cycle crash rate is similar to that of similar districts<sup>6</sup>, but in Waipa, crash rates on rural roads are higher, and lower on urban roads.<sup>7</sup> While the District does not have a particularly poor cycle safety record, any cycle crashes are undesirable, and safety concerns will deter many people from cycling.

With this beautiful rural landscape and relatively small towns on flat terrain, Waipa District would appear to have significant potential for achieving high cycle usage rates for transport and leisure. This document sets out a strategy for realising this potential.

### 4 SCOPE OF THIS STRATEGY

This Strategy focuses on cycling undertaken on public roads or reserves for transport and leisure purposes. Funding avenues addressing the needs of students cycling to school, commuters cycling to work, people undertaking utility trips by bike to shops, services and to visit others, individuals and families cycling for recreation, fitness and leisure, sports cyclists training and racing on the road and cyclists seeking off road riding opportunities within the District have been identified within this document. Other cycling initiatives such

as the development of mountain bike or BMX tracks, or velodromes are not covered specifically, but such facilities are recognised as potential destinations for cyclists.

This Strategy covers both State Highways (under the control of NZTA) and local public roads (under the control of Council). Council is the lead agency for implementing this Strategy.

As this is the first Cycling Strategy for the District, it focuses primarily on development of the basic infrastructure in the short to medium term, and will inform Council's planning process for 2009-2019. The Strategy also addresses actions that could be taken to encourage more people to cycle in the existing environment and to improve their safety. The primary focus of the Strategy may change following future reviews.

### 5 FINANCIAL PROVISIONS FOR STRATEGY IMPLEMENTATION

In order to implement the Strategy, appropriate financial provision must first be made in the Council's Long Term Council Community Plan (LTCCP) and, with respect to any projects on State Highways, in NZTA 10-year State Highway Plan. The former is reviewed every three years, and the latter is reviewed annually. Therefore, it will be important that appropriate financial provision is made for all projects each time these planning documents are reviewed.

Council's 2006-2016 LTCCP makes no specific provision for spending on cycling facilities. The aim is to include specific provisions for cycling in the 2009-2019 LTCCP, which will include desirable actions and construction related costs. Projects in Waipa District included in NZTA's 10-year State Highway Plan and Forecast for 2007/08 to 2016/17, which may be relevant in this Strategy, are:

- Te Awamutu Pedestrian Facilities (Small / medium project)
- Cambridge Bypass (Large project: Prepared for construction)
- Hamilton Southern Links (Large project: Prepared for design)

Funding is available from NZTA for the construction of cycling projects, provided that they are identified in a cycling strategy, are not integral parts of a road construction project, and provide an adequate economic benefit.<sup>8</sup>

<sup>4</sup> See Appendix C, Section C.5. <sup>5</sup> See Appendix C, Section C.6. <sup>6</sup> For the purpose of road safety analysis, New Zealand Transport Agency considers the following districts as per Group D: Asburton, Far North, Franklin, Horowhenua, Manawatu, Marlborough, Masterton, Matamata-Piako, Rodney, Selwyn, South Taranaki, South Waikato, Southland, Tasman, Taupo, Thames-Coromandel, Waikato, Waimakariri, Waipa, Waitaki, Western BOP and Whakatane. <sup>7</sup> See Appendix C, Section C.4. <sup>8</sup> See Section G.2, Appendix G.

## 6 METHODOLOGY FOR STRATEGY DEVELOPMENT

### Mapping

To assist with the identification of cycle demand and problems for cyclists, and to facilitate presentation of proposals in the Strategy report, maps were prepared for the District as a whole and for the following settlements: Te Awamutu, Kihikihi, Cambridge, Leamington and Pirongia. These maps showed:

- Land use (based on District Plan zoning) and the roading hierarchy
- All the sites of cyclist crashes reported in the period 1988 to 2007 (refer page 57).

### School Travel Survey

All schools in the District were surveyed in order to identify the numbers of students walking or cycling to each school.<sup>9</sup>

### Steering Group

Council convened a Steering Group to guide the development of the strategy through participation in two workshops. Table 1 lists the Steering Group members and Council staff who participated in each workshop.

Table 1 WORKSHOP PARTICIPANTS<sup>10</sup>

Person	Designation and Organisation	Workshop 1 18 June 2008	Workshop 2 17 July 2008
<b>Steering Group</b>			
Brett Purchase	Te A' Cycles	✓	✓
Megan Jolly	Road Safety Coordinator, Waipa District Council	✓	✓
Richard Hurrell	Community Police and Community Board Member	✓	✓
Hannah Windle	New Zealand Transport Agency	✓	
Paula White	Sports Waikato Coordinator, Waipa	✓	✓
Isy Kennedy	Transport Planner, Environment Waikato	✓	
Robert Love	Occasional cyclist and sustainable transport advocate	✓	✓
Wouter Viljoen	West Waikato Maintenance Engineer, Transit New Zealand	✓	
Errol Newlands	Councillor	✓	
Peter Crawford	Trustee, Cambridge Middle School Board of Trustees		✓
<b>Waipa District Council Staff</b>			
Sharon Toi	Corporate Planning Manager	✓	✓
Anne Gregan	Policy Analyst	✓	✓
Paul Strange	Asset Engineer	✓	

### Review of Existing Documents

The planning documents listed in Appendix B were reviewed.

### Analysis

The information obtained from the first Steering Group Workshop, the document review, and the maps of landuse, road hierarchy and cycle crashes were assessed, and proposed cycle routes that would link cyclists' origins and destinations were identified and mapped.

### Peer Review

Rachel Algar, Opus International Consultants Ltd, peer reviewed Version 1 and Version 4 of the draft Strategy.

### Council Staff Review

Council staff reviewed Version 2 of the draft Strategy.

<sup>9</sup> See Appendix C, Section C.6

<sup>10</sup> Paul Ryan, Opus International Consultants Limited, facilitated both workshops.



### Strategy Appendices

The report has the following appendices, which provide background or supporting information:

- Maps of proposed cycling routes
- Relevant planning documents considered during development of the strategy
- The planning context and trends in cycle use and crashes, current cycling events, mountain biking, and cycle touring
- Key issues for cyclists identified during Steering Group Workshop 1
- Planning and design guides to be used during development of cycling infrastructure
- A list of infrastructure components of cycling routes
- Potential sources of funding available to support implementation of the Strategy.
- Resources available to support walking and cycling

## 7 ACTIONS

Section 2 identified three key objectives for cycling in Waipa District. This section sets out a range of proposed actions to achieve the stated objectives.

Table 2 ACTIONS TABLE

Item	Action	Lead Agency	Supporting Agencies
<b>7.1 Strategy Implementation Actions</b>			
7.1.1	Responsible for reviewing & monitoring the implementation	Strategic Policy & Planning Group	
7.1.2	Establish a Cycling Advisory Board comprising Council staff and cycling advocates from Waipa District	Strategic Policy & Planning Group	
7.1.3	Determine the priorities, make financial provision for implementation, maintain a tri-annual implementation programme	Strategic Policy & Planning Group	Community Boards
7.1.4	Terms of reference to include: overseeing the implementation, to follow best practice community consultation processes and to adopt a collaborative and co-ordinated approach to implementing the strategy	WDC <sup>11</sup>	Environment Waikato Police (Community Constable)
7.1.5	Consider the needs of cyclists in all relevant Council decision-making	WDC	Community Boards
7.1.6	Review and amend where appropriate existing policies, plans, design standards, and Safety Management System documents in order to achieve the stated objectives	WDC	

<sup>11</sup> WDC refers to where a collaborative approach will be required between departments and individuals within Waipa District Council. Any activity will be co-ordinated by the Strategic Policy & Planning Group.

<b>7.2 Infrastructure Action</b>			
7.2.1	In consultation with the Community Boards develop, periodically audit and maintain the cycle routes agreed upon in this Strategy	Strategic Policy & Planning Group	Community Boards NZTA
7.2.2	Investigate, plan and provide appropriate directional signage for cyclists	WDC	
7.2.3	Follow best-practice guidelines when planning, designing and maintaining cycle facilities	WDC	Environment Waikato NZTA Developers
7.2.4	Calm traffic on selected routes or in selected areas e.g. by establishing school zones with reduced speed restriction	WDC	Police Schools & Boards of Trustees NZTA
7.2.5	Annually, as part of Council's normal business, review Council's and New Zealand Transport Agency's infrastructure development and maintenance programmes. Wherever practicable, incorporate appropriate provisions for cyclists into any works on sections of the cycle route networks identified in this Strategy	WDC	New Zealand Transport Agency
7.2.6	Review proposed road works and off-road paths at appropriate project phases to ensure provisions are made for cyclists	WDC	NZTA
7.2.7	Provide cycling networks where appropriate in new subdivisions	WDC	Regional Council Developers
7.2.8	Advocate for appropriate end-use facilities (such as lockers, showers, and/or secure bike parking) to be provided at key destinations i.e. schools, leisure centres, workplaces, bus terminals and at Hamilton Airport)	WDC	Environment Waikato NZTA
7.2.9	Develop a travel demand management strategy to encourage people to use alternative methods of transport to motor vehicles	Strategic Policy & Planning Group	EECA
7.2.10	Investigate options to establish mountain bike tracks and other facilities in the District	Strategic Policy & Planning Group	Sport Waikato
<b>7.3 Education Actions</b>			
7.3.1	Educate motorists, cyclists and pedestrians to share the road safety	Waipa District Council's Road Safety Co-ordinator	Police Schools and Boards of Trustees Councils – Regional & District
7.3.2	Educate Councillors, engineers, planners and designers about cyclists' needs and how to provide for them	WDC	Sport Waikato
7.3.3	Undertake cycling skills training in accordance with New Zealand Transport Agency's new guidelines	WDC	Police Education Officers Sport Waikato
<b>7.4 Encouragement Actions</b>			
7.4.1	Address where possible people's negative perceptions of cycling, promote its benefits and actively encourage and support individuals and communities to choose cycling more often over private car use	WDC Waipa District Council's Road Safety Co-ordinator	Sport Waikato



7.4.2	Publish cycling route maps and distribute them widely for use by locals, visitors and cycle tourists	WDC	Environment Waikato Tourism Organisations NZ I-sites
7.4.3	Undertake Neighbourhood Accessibility Projects <sup>12</sup>	WDC	Community Boards
7.4.4	Promote land use, planning and urban design that will result in developments that provide a wide range of destinations within walking and cycling distance and environments that invite people to walk and cycle	WDC	Developers
7.4.5	Organise and promote fun or promotional cycle rides	WDC	SPARC
7.4.6	Arrange for periodic columns on "cycling" in local papers	WDC	Cambridge Edition Te Awamutu Courier
7.4.7	Encourage cycling to major events	WDC	SPARC
<b>7.5. Enforcement Actions</b>			
7.5.1	Enforce regulations that reduce risks for cyclists	WDC	Police
<b>7.6 Monitoring &amp; Review</b>			
7.6.1	Review the Strategy at three-yearly intervals in conjunction with Council's 10-year Plan  Monitor the following: <ul style="list-style-type: none"> <li>• Community perceptions of, and feedback on, cycling</li> <li>• Cyclist crash data</li> <li>• Census data on trips to work</li> <li>• Trips to school (six-yearly intervals)</li> <li>• Any new cycle infrastructure for new developments</li> </ul>	WDC	Environment Waikato
7.6.2	Annually undertake cycle counts at selected sites in order to monitor trends and to support the economic justification of the following year's projects	Strategic Policy & Planning Group	Environment Waikato
7.6.3	Include information on cycling issues in quarterly reports to Council	WDC	
7.6.4	Annually audit compliance with actions included in this Strategy (as part of implementation of Council's Safety Management System)	WDC	
7.6.5	Provide information on cycling trends to EW for incorporation into the annual reports on the Waikato Regional Walking and Cycling Strategy and the Waikato Regional Land Transport Strategy	WDC	Environment Waikato

<sup>12</sup> See Appendix 6, Section H.2

## 8 TARGETS

Table 3 TARGETS

Item	Target	Means of Measurement	Timeframe
1	The Cycling Advisory Group meets at least twice	Counting	Annually
2	Carry out at least one significant education or encouragement project that is targeted at achieving this Strategy's objectives	Counting	Annually
3	Hold the average rate of reported cyclist crashes in the District as a percentage of all casualties on all roads in the District to not more than the peer group average	New Zealand Transport Agency Road Safety Report	Annually
4	An increasing level of resident satisfaction with cycling facilities in Waipa District	NRB Survey of residents	Annually
5	To implement cycling infrastructure projects in accordance with the confirmed LTCCP <sup>13</sup>	Route length implemented	2012
6	Achieve at least 3.8 percent of trips to work by bike <sup>14</sup>	Five-yearly household Census	2011
7	Have at least 15 percent of the students that attend schools in Te Awamutu, Cambridge, Kihikihi and Pirongia walking or cycling to and from school	School Travel Survey	2011
8	At least 15 percent of school students have passed the cycling skills assessment following school cycle education	Counting	2011
9	At least two schools and five workplaces have written travel plans aimed at minimising motorised travel	Counting	Annually
<b>Government Policy Statement Targets</b>			
1	Reduce kilometres traveled by single occupancy vehicles, in major urban areas on weekdays, by ten percent per capita		2015
2	Increase the number of walking and cycling trips by one percent per year		Annually

<sup>13</sup> In order to achieve this target, appropriate financial allocations will need to be made during future reviews of Council's LTCCP.

<sup>14</sup> These targets are identical to the District's actual active commuting rates in 1991. See Section C.5.1 in Appendix





## 9 PROJECTS

### Introduction

This Strategy aims to develop and maintain appropriate facilities for cyclists between their trip origins and destinations such as residences, schools, shops and services, workplaces, public transport terminals, recreation or leisure facilities, and tourist destinations. The Strategy also aims to improve the safety of leisure and sports cyclists using identified rural roads, and to promote the development of off-road cycling opportunities within the District. This section outlines the types of projects recommended in this Strategy and their estimated cost. The various components of cycle routes are described in Appendix F.

### Cycle Route Development

Long term objectives of this Strategy are:

- To enhance the selected rural routes shown on Map 2, which are used for sports cycling and training, in the following ways:
  - Install cyclist warning signs (PW-35) at selected sites.
  - Eliminate serious pinch points, such as at the Pokuru Road rail overbridge.
  - Over time, to apply grade 4 chip seal on these routes.
- To develop and implement appropriate, best practice guidelines for the maintenance of the identified rural routes.
- To develop cycle routes in Cambridge, Leamington, Te Awamutu, Kihikihi, and Pirongia as shown on Maps 3 to 7. These will comprise on-road cycle lanes primarily, but some off-road, shared-use paths are also proposed – in Cambridge, Leamington, between Leamington and Karapiro, and between Te Awamutu and Kihikihi.
- To develop a shared-use path between Leamington and Lake Karapiro as shown on Maps 2 and 4.
- To install appropriate cycle parking facilities, for example, cycle stands, secure or covered cycle parking, at selected sites in the District's towns.
- To provide suitable end-of-trip facilities and secure cycle parking at bus terminals at Cambridge and Te Awamutu.

An annual budget will be provided for implementing the minor safety improvement works identified by neighbourhood accessibility planning, including traffic calming measures.

Table 4 over page summarises the estimated costs of developing the proposed cycle route networks. The

identified works are estimated to cost a total of \$8.3M. If New Zealand Transport Agency subsidy were obtained for all these projects, the local share of the cost of the projects would be \$3.6M, the total estimated cost of projects to be undertaken by NZTA would be \$1.4M, and the total contribution from NZTA would be \$4.7M.

The above cost estimates are based upon implementing the works independent of resealing operations. Cycle lane implementation costs can be minimised if cycle lanes are marked in conjunction with resealing the road surface. In that case, establishment and traffic management costs would be borne by the resealing operation, and there would be no need to remove any existing markings.

While implementing cycle lanes in conjunction with resealing minimises the cycle lane implementation cost, this approach can result in a fragmented network, while the network is implemented incrementally over a decade or more. This is likely to result in dissatisfaction and complaints from cyclists. Also, the full benefits of developing the network in each town are unlikely to be realised until the network is substantially complete and fully connected. Nevertheless, it is a legitimate and practical approach to developing cycle networks, when insufficient funds are available to complete the networks sooner.

### Education and Encouragement Activities

An annual budget of about \$70,000 is suggested in order to fund an annual education or encouragement campaign focused on achieving the objectives of this Strategy. It is envisaged that Council's Strategic Policy and Planning Group would oversee the development of any such campaigns in consultation with appropriate staff, for example the Road Safety Coordinator.

The following additional budgets are also suggested:

- A budget of about \$10,000 is suggested for developing and distributing walking and cycling route maps.
- A budget of about \$10,000 is suggested for neighbourhood accessibility planning.<sup>15</sup>
- A budget of about \$10,000 is suggested for the preparation and implementation of a travel demand management strategy.

<sup>15</sup> Waikato Regional Council has funding available for this.

Table 4 RECOMMENDED CYCLE ROUTE DEVELOPMENT COSTS<sup>16</sup>

Location	Proposed Facility	Facility Length (km)	Assumed Path Width (m)	Assumed Unit cost (\$/km) (See Note 2)	Estimated Construction Cost when Implemented Independent of Reseals (\$)	Possible Cost to WDC (52%)	Possible Cost to New Zealand Transport Agency	Possible New Zealand Transport Agency Subsidy	For further details refer to
Cambridge	Cycle lane on local road	18.28	2	100,000	1828,000	950,560	877,440		Map 3
	Cycle lane on State Highway	5.59	2	100,000	559,000	0	559,000	559,000	
	Shared use path on disused railway	2.2	2	150,000	330,000	171,600		158,400	
	Shared use path	4.6	1.5 (see Note 2)	120,000	552,000	287,040		264,960	
Leamington	Cycle lane on local road	7.22		100,000	722,000	375,440		346,560	Map 4
	Cycle lane on State Highway	0		0	0	0		0	
	Shared use path	7.12		100,000	712,000	370,240		341,760	
Te Awamutu	Cycle lane on local road	12.01		100,000	1201,000	624,520		576,480	Map 5
	Cycle lane on State Highway	4.28		100,000	428,000	0	428,000	428,000	
Kihikihi	Cycle lane on local road	5.61		100,000	561,000	291,720		269,280	Map 6
	Cycle lane on State Highway	1.19		100,000	119,000	0	119,000	119,000	
Pirongia	Cycle lane on local road	2.01		100,000	201,000	104,520		96,480	Map 7
	Cycle lane on State Highway	2.78		100,000	278,000	0	278,000	278,000	
Leamington to Karapiro shared use path	Shared use path	4.5	2.5	188,000	850,000	442,000		408,000	Maps 2 & 4
<b>Totals</b>		<b>78.68</b>			<b>8,341,000</b>	<b>3,617,640</b>	<b>1,384,000</b>	<b>4,723,360</b>	

<sup>16</sup> Note 1: All Costs are rough-order cost estimates, that is, accurate within plus or minus 20 percent.  
 Note 2: It is assumed that an existing 1.5m wide path will be widened to 3.0m.



## 10 EXPLANATION OF THE STRATEGY

### Introduction

This section explains why particular measures have been included in this Strategy.

### The Four “E”s – Engineering, Education, Encouragement & Enforcement

In order to encourage people to cycle, and to achieve the objectives of this Strategy, an environment needs to be developed that satisfies cyclists’ travel and safety needs and provides them with a high level of service. This environment includes the physical environment within which the cycling will take place (the infrastructure), and people’s behaviours within that physical environment. But experience overseas shows that providing appropriate infrastructure is necessary, but not sufficient, for encouraging more people to walk or cycle. Therefore, the Strategy involves undertaking education, encouragement and enforcement actions in addition to developing the infrastructure.

Pucher and Buehler (2008)<sup>17</sup> have compared and contrasted the policies implemented in the Netherlands, Denmark and Germany, which have resulted in relatively high levels of cycling (27, 18 and 10 percent of trips are by bicycle respectively), with those implemented in the U.S.A., United Kingdom, Canada and Australia where only one or two percent of trips are made by bicycle. Their analysis concluded that the co-ordinated implementation of the following multi-faceted, mutually reinforcing sets of policies was the key to achieving high levels of cycling in the European countries:

- Provision of separate cycling facilities along heavily trafficked roads and at intersections
- Traffic calming of most residential neighbourhoods
- Provision of ample bike parking facilities
- Full integration with public transport
- Comprehensive traffic education and training of both cyclists and motorists
- A wide range of promotional events intended to generate enthusiasm and wide public support for cycling
- Measures, such as taxes and restrictions on car ownership, use and parking, which make driving expensive as well as inconvenient in central cities
- Strict land use policies that foster compact, mixed-use developments that generate shorter and more bikeable trips.

As the number of trips that people take each day is fixed, the only way to increase the amount of walking and cycling undertaken is to decrease the number of trips by some other mode, usually the car. Therefore, if this Strategy is to have a serious chance of achieving its objectives, then motor traffic restraint/reduction measures will also be necessary.

While there are many existing roads for cyclists to use, as at 2008, the only cycle lanes in the District were on Victoria Street, Cambridge (between Alpha and Williamson Streets). Therefore the primary focus of this, the first, District Cycling Strategy is the development of the basic cycling infrastructure.

While the primary focus of this Strategy is infrastructure development, potential benefits could be gained from conducting one or more education, encouragement or enforcement projects each year in order to influence people’s behaviours. This could maximise the safety and use of the existing infrastructure. These measures will aim to counter the trends of declining modal share that are discussed in Appendix C.

### Urban Cycle Route Development

A primary focus of this Strategy is on developing the cycling infrastructure in the District’s main towns where most cycling for transport purposes is undertaken.

In order to provide a high level of service, cycle routes should be: safe, comfortable, direct, coherent, and attractive.

The proposed cycle routes have been chosen following an assessment of potential cycle traffic based on consideration of land-use, cyclists’ origins and destinations, road hierarchy and cyclist crash records. The proposed cycle routes are those expected to carry the highest numbers of cyclists. Many of the routes are high in the District’s road hierarchy, namely, State Highways, Primary Arterial Roads, or District Arterial Roads, which reflects their importance as serving travel desire lines. Most of the towns’ reported cycle crashes occur on these routes indicating that there are problems on them for cyclists, which need rectifying or improving. Finally, the routes form networks that link most parts of the towns, including each town’s school(s) and commercial centre.

This Strategy adopts a “needs approach” to developing the cycle routes. This approach involves choosing the option for each situation that best provides for cyclists’ and other stakeholders’ needs within the context of all the prevailing opportunities and constraints. The approach also aims for consistent facility standards so that road users’ behaviour can be reliably predicted.

<sup>17</sup> Pucher, J. and Buehler, R. (2007). Making Cycling Irresistible: Lessons from the Netherlands, Denmark, and Germany. *Transport Reviews*, Vol. 28, No. 4, July 2008.

Space limitations, cost and other constraints will usually dictate one solution over the other.

In order to better satisfy cyclists' needs, the identified cycle routes need to be made safer, more comfortable and more attractive by implementing one or more of the following five-point hierarchy of measures:

- Reduce traffic volumes
- Reduce traffic speeds
- Adapt intersections
- Re-allocate road space
- Provide on-road cycle lanes and off-road paths.

Because of the difficulties in implementing the measures higher in the hierarchy, this Strategy involves providing on-road cycle lanes or off-road paths along the proposed routes. These facilities will provide continuous space for cyclists to travel along these more heavily trafficked routes with a minimum of conflicts with other road users.

Figure 6.1 in the *Cycle Network and Route Planning Guide* (Land Transport Safety Authority, 2003) provides guidance regarding whether cycle lanes or paths are more appropriate, or whether cyclists can mix safely with motor traffic. The appropriate provision for cyclists depends on traffic volume and speed, but when retrofitting cycle lanes or paths, special constraints, presence of side roads and driveways, types of users and costs will also dictate the choice of facilities. The opportunities to provide off-road cycle paths along the District's proposed cycle routes are very limited, except between Cambridge and Hautapu, in Leamington, and between Te Awamutu and Kihikihi.

### Provisions for Cyclists in Rural Areas

Many sports or leisure cyclists undertake daily, weekly, occasional or seasonal training, and racing or recreational rides on rural roads in the District (see Map 2). It will be difficult to justify on economic grounds any significant upgrading of rural roads in order to improve cyclists' safety. Nevertheless, the Strategy includes a number of measures aimed at enhancing the safety of cyclists on rural roads. Specifically, it provides for:

- Installing warning signs at selected sites in order to remind motorists to expect cyclists on these routes.
- Maintaining selected routes to a higher standard, with particular attention being given to addressing edge-break and pot-holes.

## 11 IMPLEMENTATION PLAN

### Priorities

At the second Strategy development workshop, the Steering Group and Council staff present<sup>18</sup> determined priorities for project implementation. Projects were prioritised using a process of paired comparisons. The resulting priority order is shown in Table 5. Higher priority projects (with 1 being the highest priority) were considered to provide more support for achieving the Strategy's vision and objectives than lower priority projects.

Table 5 PROJECT PRIORITIES

Priority Order	Project	Potential Funding Source <sup>19</sup>
1	Travel demand management strategy	NZTA EECA
2	Neighbourhood accessibility planning	NZTA
3	Education, including cycle skills training	NZTA – Work Category 714; SPARC Bike Wise
4	Cambridge Middle School access enhancement	NZTA MOE
5	Traffic calming	NZTA – Work Category 341
6	Te Awamutu Intermediate School access enhancement	NZTA MOE
7	Encouragement activities	NZTA – Work Category 714 SPARC Bike Wise
8	Leamington to Karapiro path	Council Community Trusts
9	Develop urban cycle routes	NZTA
10 =	Cycle parking facilities	NZTA – Work Category 514 or 531
10 =	Cycle parking facilities at bus terminals	NZTA – Work Category 514 or 531
12	Enhance selected rural routes	NZTA
13	Cycle route maps	Environment Waikato

<sup>18</sup> See Table 1.

<sup>19</sup> These sources are indicative only and are subject to NZTA terms and conditions applicable to each work category




### Funding Sources <sup>20</sup>

Most projects can be jointly funded. The State Highway construction items are funded 100% by NZTA. District roads are 48% funded by Council and the balance by NZTA. Training and co-ordinating are 25% Council and 75% NZTA. Any multi district initiatives can be jointly funded with adjacent Territorial Authorities. Possible other sources are Environment Waikato, who have expressed interest in producing cycle route maps, and Waikato District Health Board who actively support initiatives such as Push Play. Accident Compensation Corporation has also funded projects in the past.

### Council Priorities for 2009-2019: 10-year Plan

Council's priorities for cycle and work related projects are currently being considered within the planning of the draft 2009-2019 10-year Plan.

<sup>20</sup> Refer to Appendix G for detailed funding information

A close-up, low-angle shot of a person's legs from the knees down, wearing white athletic sneakers with grey soles. They are walking on a path made of light brown wood chips. The background is a soft-focus outdoor setting with green grass and trees. A semi-transparent white box with a thin black border is overlaid on the upper part of the image, containing the text.

*'For Waipa District to be a place  
where walking is safe, enjoyable and a  
popular form of transport and leisure'*



## SECTION 2: WALKING STRATEGY\*

### 12 VISION AND OBJECTIVES

The vision and objectives for 'Walking in Waipa' were developed from a consultative process involving Council, elected representatives and key members of the community.

#### Objectives

The objectives of the Strategy are to:

- Extend the walkway network to:
  - Complete the existing urban network
  - Improve the rural and recreational walkway network
- Improve the safety and accessibility of existing facilities
- Promote walking as a safe and healthy activity and remove obstacles to walking
- Identify and prioritise appropriate walkway projects.

This Strategy puts in place a framework that draws together the fundamental elements of encouragement, enforcement, engineering and education (often referred to as the 4 E's) that will allow Waipa District Council to efficiently and progressively develop pedestrian facilities to benefit users. Economics is also a significant element. This Strategy is important in helping specific projects to qualify for NZTA funding.

The outcome of this Strategy is a 20-year strategic plan for managing the walkway network in the Waipa District. It considers urban footpaths, rural footpaths and District operated off road walkways. Council also administer the State Highway footpaths.

### 13 WALKING IN WAIPA DISTRICT

Waipa District covers 1447 square kilometres and is home to around 40,000 people, evenly mixed between urban and rural.

There are two main types of pedestrian facilities in the District, which are administered by two separate Council departments and therefore funding categories. These are:

- Urban footpaths alongside roads, generally within the road reserve
- Recreational walkways, generally within parks and reserves.

There are approximately 165km of footpaths in the District. Council also administers a network of approximately 50km of park and urban/rural walkways.

### 14 THE INTERNATIONAL CHARTER FOR WALKING

Council was invited by Living Streets Aotearoa (LSA) to adopt the International Charter for Walking. LSA is a national voluntary organisation which promotes the benefits of walking for transport and leisure, and advocates for pedestrian-friendly streets and communities. The Charter has a goal of creating healthy, efficient and sustainable communities where people choose to walk. By signing up to the Charter Council will commit to pursuing eight strategic principles:

- Increased inclusive mobility
- Well designed and managed spaces and places for people
- Improved integration of networks
- Supportive land-use and spatial planning
- Reduced road danger
- Less crime and fear of crime
- More supportive authorities
- A culture of walking.

These principles are consistent with Waipa District Community Outcomes and Council's commitment to working with the community in promoting well-being within the District. Many of Council's projects give effect to these principles. Signing the charter does not commit Council to any additional specific action, but signals a general commitment to promoting the principles outlined above.

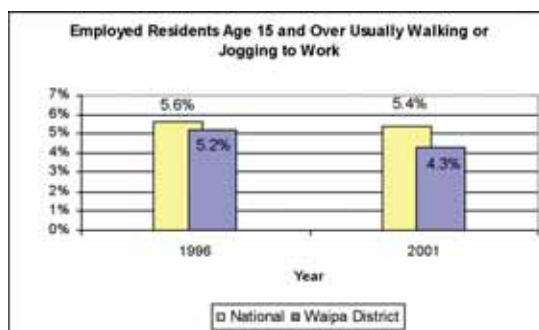
### 15 REGIONAL TRENDS

The Hillary Commission's Sport and Physical Activity Survey (1998) found that in the Waikato Region, walking was the top physical activity for female adults, and the second most popular physical activity for male adults behind gardening.

Figure 1 over page shows that the proportion of employed residents in the Waipa District who usually walk or jog to work is decreasing. This reflects trends occurring nationwide. Increased car ownership due to the proliferation of cheap used imports, and the perception of walking as being unsafe and/or inconvenient as a means of travel to work are contributing to this trend.

\*The Walkway Strategy was developed in 2004 (but has been updated to reflect a range of new projects).

Figure 1. WALKING AS A MEANS OF TRAVEL TO WORK IN WAIPA DISTRICT AND NATIONALLY



Crashes /Safety

Figure 2. PEDESTRIAN ROAD USER CASUALTIES

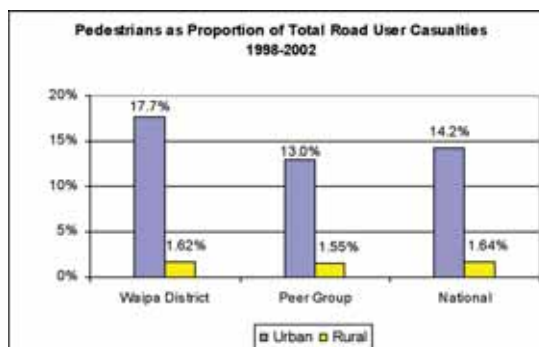
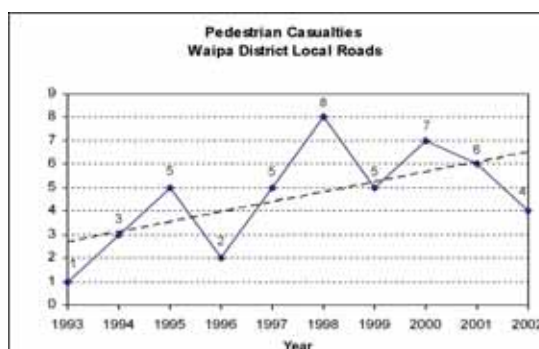


Figure 2 shows that in urban areas in the Waipa District, pedestrian casualties are over-represented compared with similar districts and national statistics, while in rural areas proportions of pedestrian casualties are similar to both our peer group and national statistics.

Figure 3 below shows that based on data for the 10-year period 1993-2002 the number of pedestrian casualties is tending to increase.

Figure 3. 10-YEAR TREND OF PEDESTRIAN CASUALTY NUMBERS IN WAIPA DISTRICT



Actual safety issues and crash sites are generally addressed through the roading department's minor safety programme.





## 16 COUNCIL INITIATIVES

### The 10-year Plan

Waipa District Council's draft 2009-2019 10-year Plan describes the expectations of the community, and provides a long-term focus for decisions and activities of Council. This Strategy aligns with identified high-level goals, Community Outcomes and relevant target levels of service. A number of projects have been prioritised to give effect to the Walking Strategy as part of the draft 10-year Plan, these are listed in Table 6 below.

Table 6 :ROADING PROJECTS

Project Name	Location of Scheme	Growth	New	Replace/ Renew	Vested
Footpaths	Te Awamutu		100%		
Footpaths	Cambridge	100%			
Footpaths	Pirongia	100%			
New Footpaths non-subsidised	Te Awamutu	100%			
New Footpaths non-subsidised	Cambridge	100%			
New Footpaths non-subsidised	Pirongia	100%			
Renewal Footpaths	Te Awamutu			100%	
Renewal Footpaths	Cambridge			100%	
Renewal Footpaths	Pirongia			100%	
Amenity Lighting Renewals			100%		
Te Awamutu CBD – Heart of Te Awamutu	Te Awamutu	50%	50%		
NZTA Joint Venture – Te Awamutu to Kihikihi Streetlights	Te Awamutu	50 %	50%		
NZTA Joint Venture – Town Safety Improvements	Te Awamutu 50%	50%			
Cambridge Bypass – Urban Reprioritisation	Cambridge	50%	50%		
Footpath Widening		50%	50%		
Te Awamutu - Bus Station	Te Awamutu	30%	40%	30%	
Victoria Bridge Structural Footpath	Cambridge	50%		50%	

## Roading

The Roothing department is responsible for the footpaths in the road reserve, including along State Highways, in the District. The department currently has a footpath construction programme in place, which focuses on providing footpaths on urban streets that currently have none. The 20-year strategic plan is for a total footpath length of 1.3 times the total length of urban roads in the District.

Council is developing a Safety Management System (SMS) that will include relevant policies, standards and guidelines relating to footpaths.

## Parks and Recreation

The Parks and Recreation department administer walkways within parks and reserves.

Prepared under the Reserves Act, Reserve Management plans may contain policies and objectives relating to walkway projects. Council currently funds projects such as the Pioneer Walkway in Te Awamutu and River Walkways in Cambridge out of reserve development funding. Plans are underway for walkways through the Cambridge town belt. Specific projects on public reserve land can be programmed in if identified in advance.

## Leisure Plan

The Waipa District Community Leisure Plan (May 2002) has identified a key result area as being the development of a network of walkways in the district.

## Land Development

Consents associated with subdivisions and/or other land development projects often have conditions or requirements relating to the provision of walkways and access routes.

## 17 SCOPE OF THIS STRATEGY

This Strategy focuses on the following:

### Engineering

Engineering involves ensuring the supply of pedestrian facilities in useful locations to an appropriate standard of safety and construction for expected users, to facilitate walking. This includes removing barriers to walking. The draft 10-year Plan has a target to provide a footpath on one side of every street.

Pedestrian abilities may vary widely, depending on the level of mobility, and should be factored into consideration of features such as path width, acceptable gradients, placement of street furniture, and design and placement of pram crossings. Facilities designed to cater for the least able will be of benefit to pedestrians of all

levels of ability.

### Barriers to Walking

Barriers to walking include:

- Safety – areas with a real or perceived lack of safety, such as dark alleyways
- Roads – busy roads with a lack of crossing opportunities for pedestrians
- Lack of footpaths in urban areas, which is particularly obstructive for disabled pedestrians
- Poor condition of walkways, for example steep grades, or loose/uneven surfacing
- Obstructed footpaths, for example by overhanging vegetation, rubbish bags, parked cars, or furniture (tables, chairs etc) outside shops in CBD area
- Lack of access to rural sites.

### Safety

The urban pedestrian casualty rate in the Waipa District is currently higher than for similar districts and the national average. Providing a safe walkway system is fundamental to the engineering of footpaths, and is paramount in encouraging people out of their cars and onto footpaths and walkways. Methods to improve and enhance pedestrian safety include:

- Constructing pedestrian refuge islands and/or footpath extensions at appropriate locations
- Constructing “Kea Crossings” near schools
- Improving lighting along walking routes
- Removal of vegetation to improve visibility of pedestrians and vehicles
- Proper maintenance of existing pedestrian facilities, for example to eliminate uneven surfacing
- Installation of Tactile Ground Surface Indicators (TGSi) to help warn the visually impaired of hazards and provide directional information
- Ensuring Council Engineering Standards are conducive to the needs of all footpath users, for example no lip at pram crossings.

Council currently monitor pedestrian crashes in coordination with the Land Transport Safety Authority in order to improve safety levels. The Roothing department will look at crash locations, with possible improvements evaluated with respect to eligibility for NZTA funding. Safety will also be addressed by the Council SMS.



## Standards

Council currently has a set of engineering standards that it applies to urban footpaths, and will align with the relevant standards identified in the SMS when it is developed. The Parks and Recreation department will align with recently released New Zealand Standard SNZ HB 8630:2004 – Tracks and Outdoor Visitors Structures to encourage consistent standards and classifications for walkways and tracks.

Appendix 2 of this study details some examples of standards for pedestrian facilities.

## Prioritising Construction

Council relies on community inputs to prioritise footpath and walkway improvement projects in the District. Consultation carried out with members of Council and the community indicated the following:

- Residential footpaths have the highest priority – so everyone can access his or her neighbourhood
- Footpaths and walkways near important community facilities should be prioritised by levels of current and potential users
- These priorities recognise that areas such as retail centres and the CBD are currently served by relatively good pedestrian facilities
- The community should be involved in highlighting specific walkway projects they would like to see constructed. A forum to hear suggestions from different groups about walkway projects would assist in achieving the overall objectives of this Strategy.

## Urban Footpaths

The 20-year strategic plan for urban footpaths is to:

- Develop the network initially to provide a footpath along at least one side of each urban street
- Extend the footpath network to achieve the target of 1.3 times the total length of urban streets in the District
- Provide crossing facilities where warranted.

Prioritisation of construction is based on priority levels identified in Appendix 1 of this study. The outcome of prioritisation is a 5-year footpath construction programme that reflects the needs of the community, and which will be periodically reviewed as construction progresses.

## Rural Footpaths

Prioritising where to upgrade pedestrian facilities in smaller communities within rural areas will principally be a demand-based exercise.

## Recreational Walkways

Key walkway projects identified in this Strategy are:

- Pioneer Walk, Te Awamutu
- Leamington to Karapiro Domain
- Te Awamutu to Kihikihi (SH3)
- Te Awamutu to Kihikihi (Park Road-Flat Road)
- Oak Arboretum in Cambridge
- Te Ko Utu Park
- Ngahinepouri School to Reid Road
- Maungatautari Walk (Hicks Road)
- Kihikihi Domain
- Waikato River/Cambridge green belt.

Prioritising construction and upgrading projects should be based on the popularity or potential use of each walkway.

## 18 SUMMARY OF ENGINEERING STRATEGIES

- Ensure engineering standards are in place to achieve desired standards for footpaths in urban and rural areas
- Identify existing problem sites and upgrade these
- Adopt a classification system for walkways in the District
- Prioritise footpath construction based on priority levels identified in this strategy
- Prioritise walkway upgrade and construction projects based on popularity and population density, that is, popular walkways in urban areas will gain the highest priority.

## Encouragement, Education & Enforcement

Encouragement is the promotion of walking as a safe and healthy activity to get people to take advantage of pedestrian facilities provided to them.

Education and Enforcement involves educating people about correct use of footpaths and walkways, and using enforcement techniques to improve safety, security and amenity where appropriate. Agencies responsible for enforcement include the Police and Council.

## 19 WHY WALK?

Walking provides a wide range of benefits to:

### The individual

- Improves health and physical well-being
- Opportunities for social interaction
- Satisfaction through recreation
- Independence.

### The Community

- Raising people's knowledge and awareness
- Provides a good, healthy image of the District
- Increases perceived security through 'safety in numbers'.

### The Environment

- The most sustainable transport mode
- Reduces traffic and therefore environmental effects such as noise, air pollution etc
- No consumption of fossil fuels.

### Existing Programmes

A number of programmes are already underway to promote walking, including:

- The nationwide SPARC (Sport and Recreational Council) "Push Play" campaign
- Sport Waikato's "Kiwivalks"
- "Safe Routes to School"
- "Walking School Bus".

This Strategy recognises the existing programmes, and endeavours to be consistent with these. A partnership between Council and the promotional bodies will help bring these strategies to the residents of Waipa District and ensure maximum benefits for the individual, community and environment are gained.

## 20 ENCOURAGEMENT, EDUCATION AND ENFORCEMENT STRATEGIES

Strengthen existing links between enforcement, regulatory, advisory and community organisations and special needs groups through a regular forum to promote and discuss walkway projects and walking.

Support the roles of the Road Safety Coordinator and Police to educate children about safe walking practices, and coordinate promotional measures with the

development and improvement of the existing network, especially links to schools.

Target school children through programmes such as 'Safe Routes to School' or the 'Walking School Bus'.

Increase the community perception of safety through publicising efforts to target safety concerns such as:

- Dog control
- Safe crossing points
- Lighting.

## 21 FINANCIAL PROVISION FOR STRATEGY IMPLEMENTATION

### Alternative Funding Sources

As well as the Council itself, there are a number of trusts and groups in the community with funds available or with a willingness to raise funds for special projects. These groups can be targeted through consultation or application.

### NZTA Project Evaluation<sup>21</sup>

NZTA will provide funding assistance of up to 50% of a project's capital cost for local authority projects.

To qualify for consideration for NZTA funding, projects with a capital cost of \$400,000 or less need to have a minimum benefit cost ratio of 1.0, calculated using the NZTA Simplified Procedure No.6 for Walking and Cycling Projects. Projects with a capital cost greater than \$400,000 are evaluated in greater detail on a case-by-case basis.

Potential benefits are accrued in three categories, covering the following works:

### Route Improvements

This category involves calculation of benefits (at \$0.50/km) for new footpaths and other pedestrian facilities for new users only. It is only applied to new users because the benefits primarily accrue as a result of avoiding private motor vehicle travel.

### Improvements at Hazardous Sites

This category applies to new pedestrians using a new facility that eliminates or improves a site that is an impediment to safe walking. Projects include provision of overbridges, underpasses, bridge widening or intersection improvements for pedestrians. Benefits are calculated at a rate of \$0.50 per new pedestrian per day.



**Promotional Activities**

This category is used to calculate the benefit of new regular pedestrian trips to work or educational facilities generated by promotion. Each pedestrian generates a \$0.50 benefit to the project per working day of the year.

**Pedestrian Traffic Data**

To assist in evaluating benefits for pedestrian projects pedestrian counts have been undertaken at several sites in the Waipa District, as follows:

Road Name	Location	Time	Total Pedestrians	Priority Level
Shakespeare Street	RP 1400	8:30-9:00	17	B-D
Alpha Street	RP 460	9:05-9:35	8	B
Thornton Road	RP 580	12:45-1:15	22	B
Rewi Street	RP 580	2:45-3:45	19	B
Alexandra Street	RP 700	8:40-9:10	26	A
Roche Street	RP 150	8:30-9:30	30	B

This data has been used to test assumptions on expected pedestrian numbers generated by specific projects. Maintaining and adding to a database of pedestrian counts in the District will be an on-going process that will be used to support funding applications.

**Economic Strategies**

- Strengthen relationships with trusts and groups in the community willing to contribute to walkway projects
- Maintain pedestrian traffic data to support economic evaluation of projects
- Identify and put forward projects that are eligible for NZTA funding
- Ensure that walkways are recognised in the LTCCP.

**22 METHODOLOGY FOR STRATEGY DEVELOPMENT**

During the preparation of the strategy document in 2004, the following people were involved in a brainstorming session to discuss the content.

Person	Organisation / Title
Alan Livingston	Waipa District Council – Mayor
Grahame Webber	Waipa District Council – Councillor
Hazel Barnes	Te Awamutu Community Board
Richard Hurrell	Te Awamutu Community Constable
Sarah Oliver	Waipa District Council – Community Leisure Officer
Jude Marsden	Waipa District Council – Planner
Phil Barker	Waipa District Council – Roading Department

Discussion on issues surrounding consultation for this strategy indicated the following:

- Informal community feedback is already keeping us on track
- Consultation is being done with rural communities
- There have been two recent rounds of consultation (for the Leisure Plan) – people are satisfied.

The predominant community attitude appears to be that Council are currently doing a good job of keeping the community informed, and they are satisfied with the job Council is doing.

**Feedback on Draft Document**

A draft strategy circulated among participants of the brainstorming session received general support.

**Provisions for Special Groups**

Special groups will have a voice through the walking forum to be initiated by the Council. They will be able to provide comment on:

- Design standards
- Project priorities
- Special needs projects.

**Consultation Strategies**

On-going consultation with community organisations is required to keep the users of walkway facilities involved in the decision-making process. This will be achieved through a regular forum to promote and discuss walkway projects and walking involving enforcement, regulatory, advisory and community organisations.

## 23 STRATEGIC ACTIONS

A number of strategies have been identified to help achieve the objectives. These are summarised as strategic actions as follows:

- Ensure engineering standards are in place to achieve desirable standards for footpaths and walkways in urban and rural areas
- Adopt a prioritised upgrade programme for footpath and walkway construction and upgrading, based on priority levels identified in this Strategy, and periodically review this programme
- Identify and put forward projects that meet criteria for NZTA funding
- Strengthen existing links between enforcement, regulatory, advisory and community organisations, trusts and special needs groups through a regular forum to promote and discuss walkway projects and walking
- Support the roles of the Road Safety Coordinator and Police to educate children about safe walking practices, and coordinate promotional measures with the development and improvement of the existing network, especially links to schools
- Target school children through programmes such as 'Safe Routes to School' or the 'Walking School Bus'
- Increase the perception of safety of footpaths by the community through publicising efforts to target safety concerns such as dog control, safe crossing points and lighting
- Establish channels for internal coordination between departments within Council to reduce delays
- Undertake annual pedestrian counts and maintain a database of counts.

## Measuring Success

Several parameters have been identified for measuring success or progress toward objectives:

- Review and evaluate progress towards implementing Council standards and processes
- Measure level of increase in walking trips undertaken, by monitoring:
  - Pedestrian counts
  - Census means of travel to work data
  - NZTA travel surveys
- Monitor the rate of pedestrian road user casualties
- Measure progress towards the target of length of footpath equal to 1.3 times the total length of roads in urban areas
- Periodically review residents' satisfaction with the provision for pedestrians.

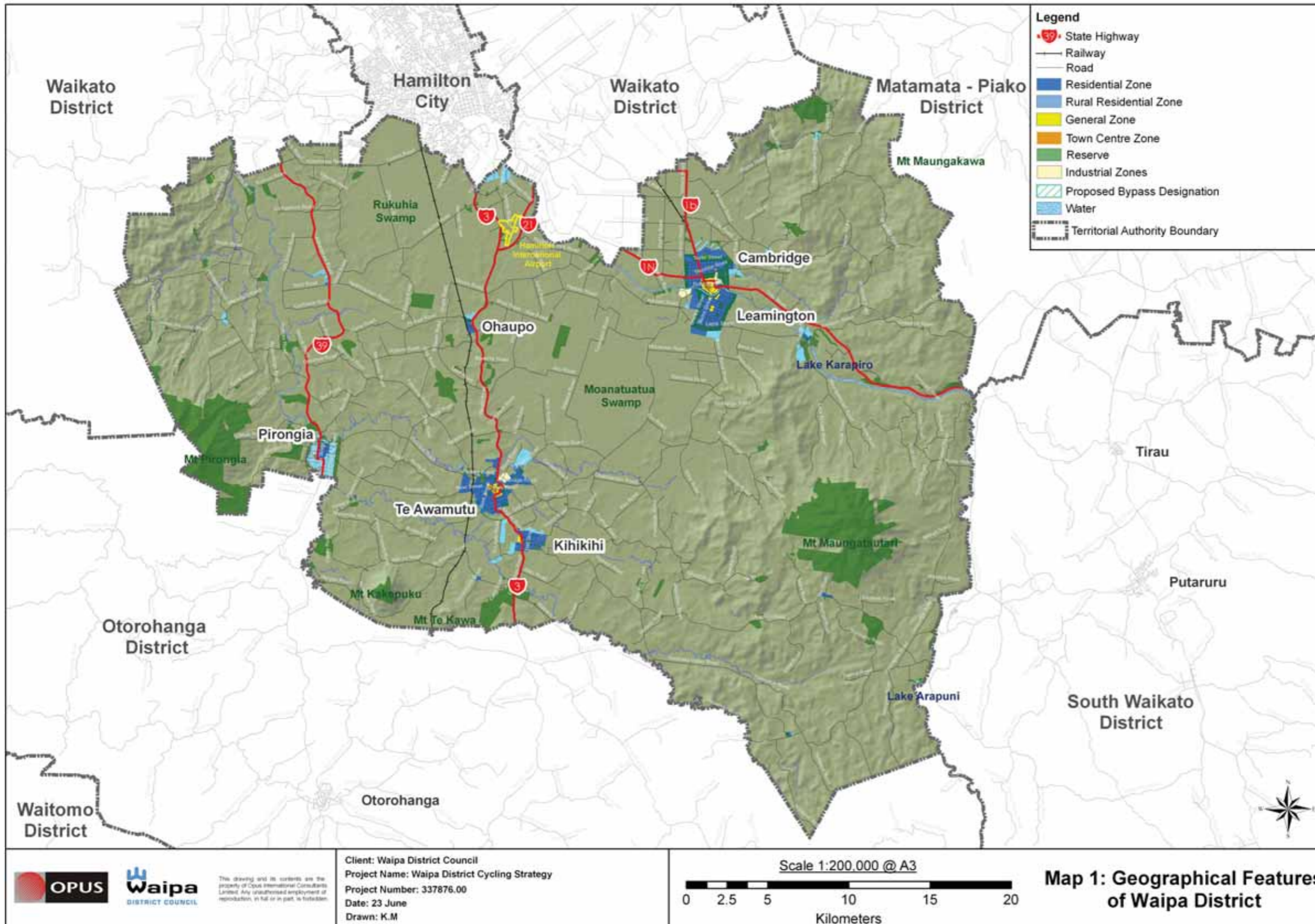




APPENDICES

APPENDIX A: MAPS

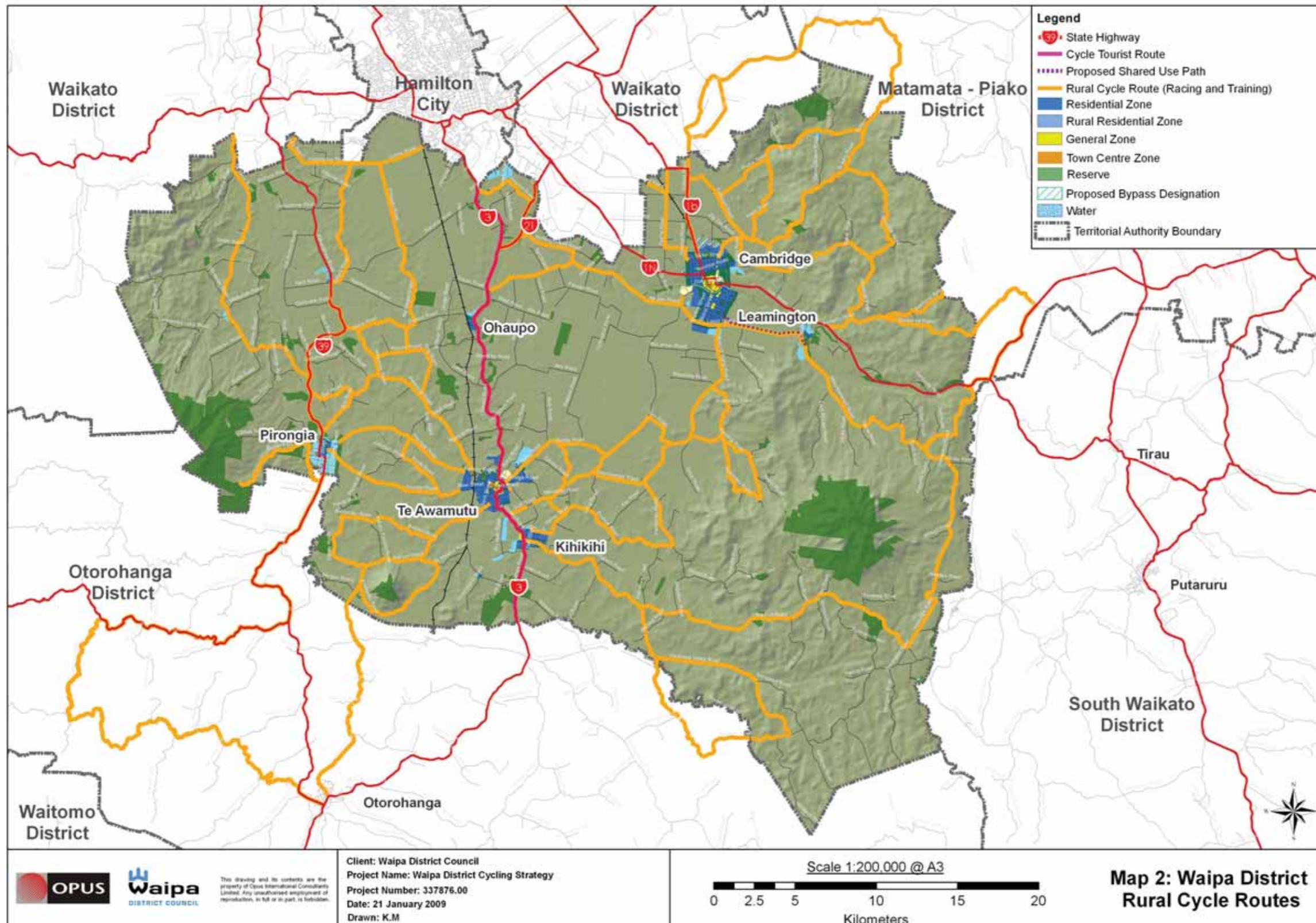
GEOGRAPHICAL FEATURES OF WAIPA DISTRICT





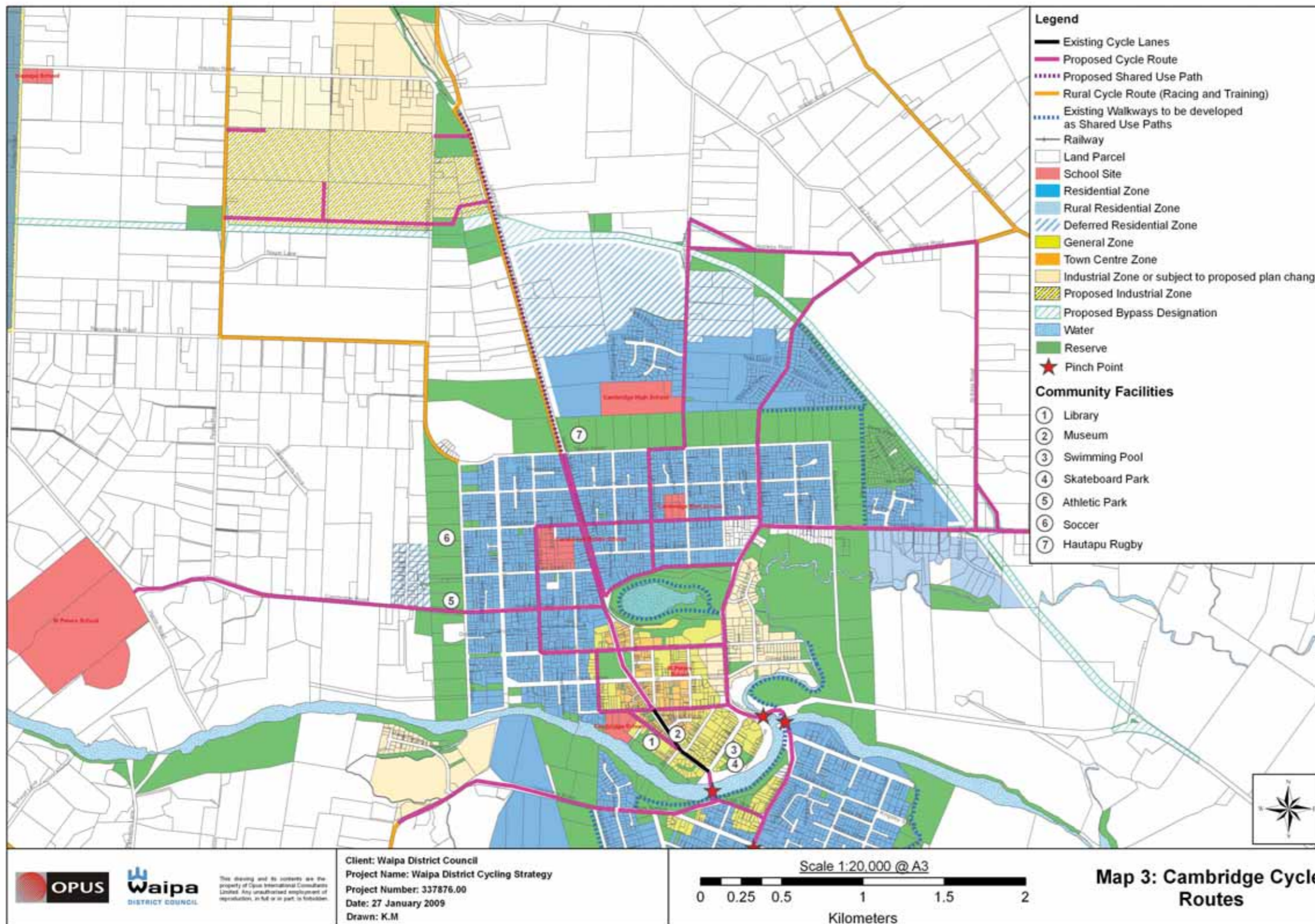


WAIPA DISTRICT RURAL CYCLE ROUTES



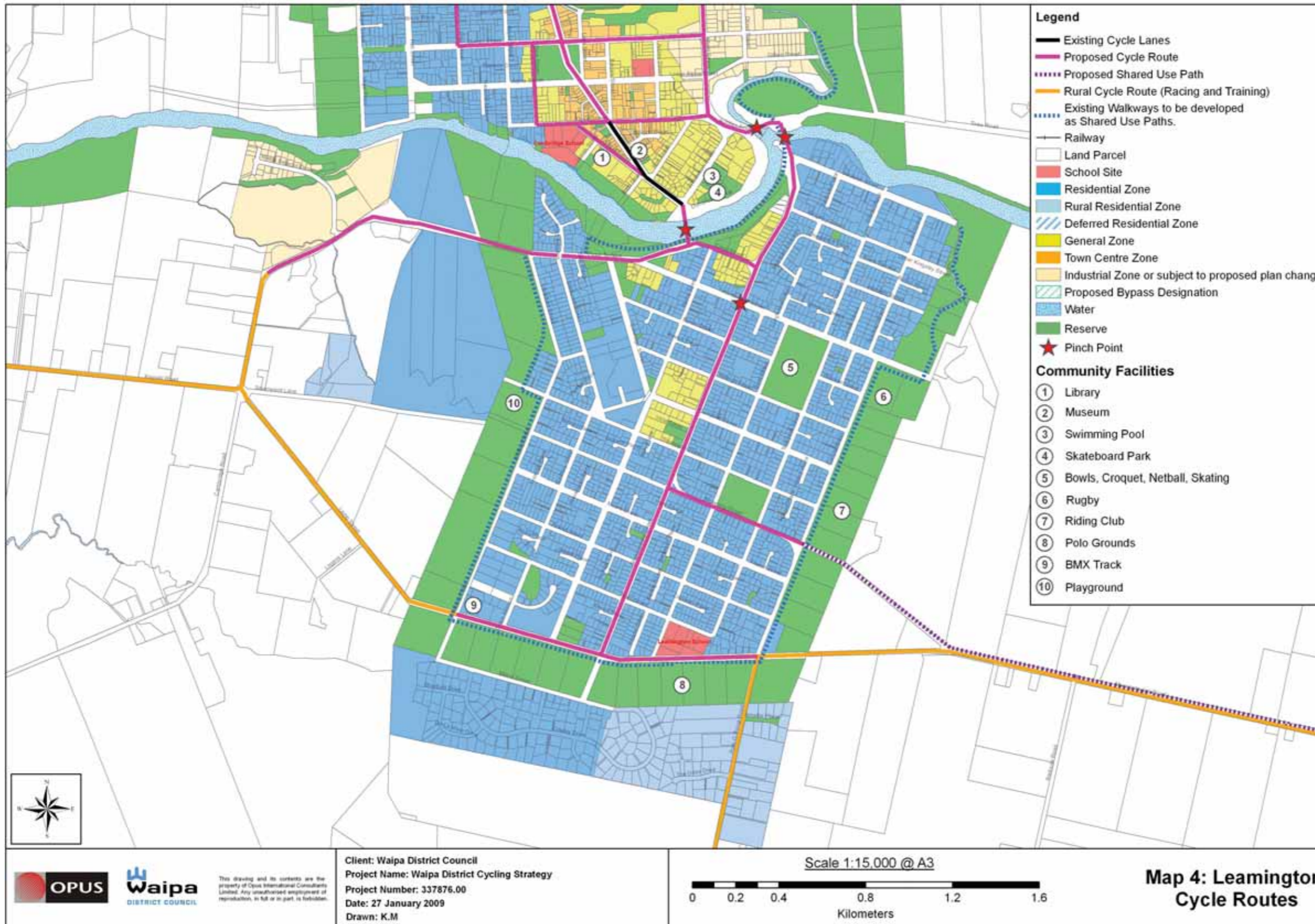


CAMBRIDGE CYCLE ROUTES





LEAMINGTON CYCLE ROUTES

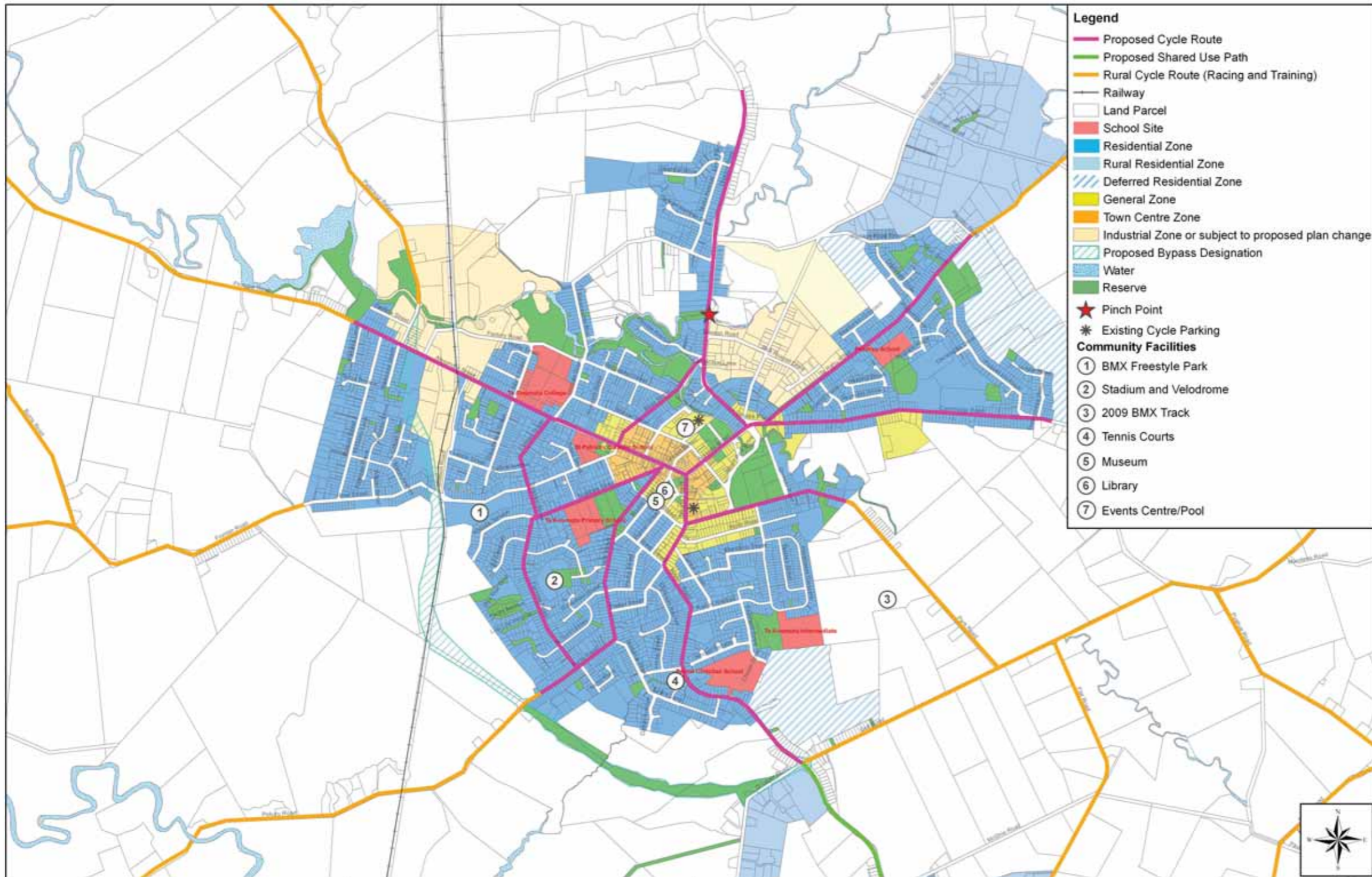


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Client: Waipa District Council  
 Project Name: Waipa District Cycling Strategy  
 Project Number: 337876.00  
 Date: 27 January 2009  
 Drawn: K.M



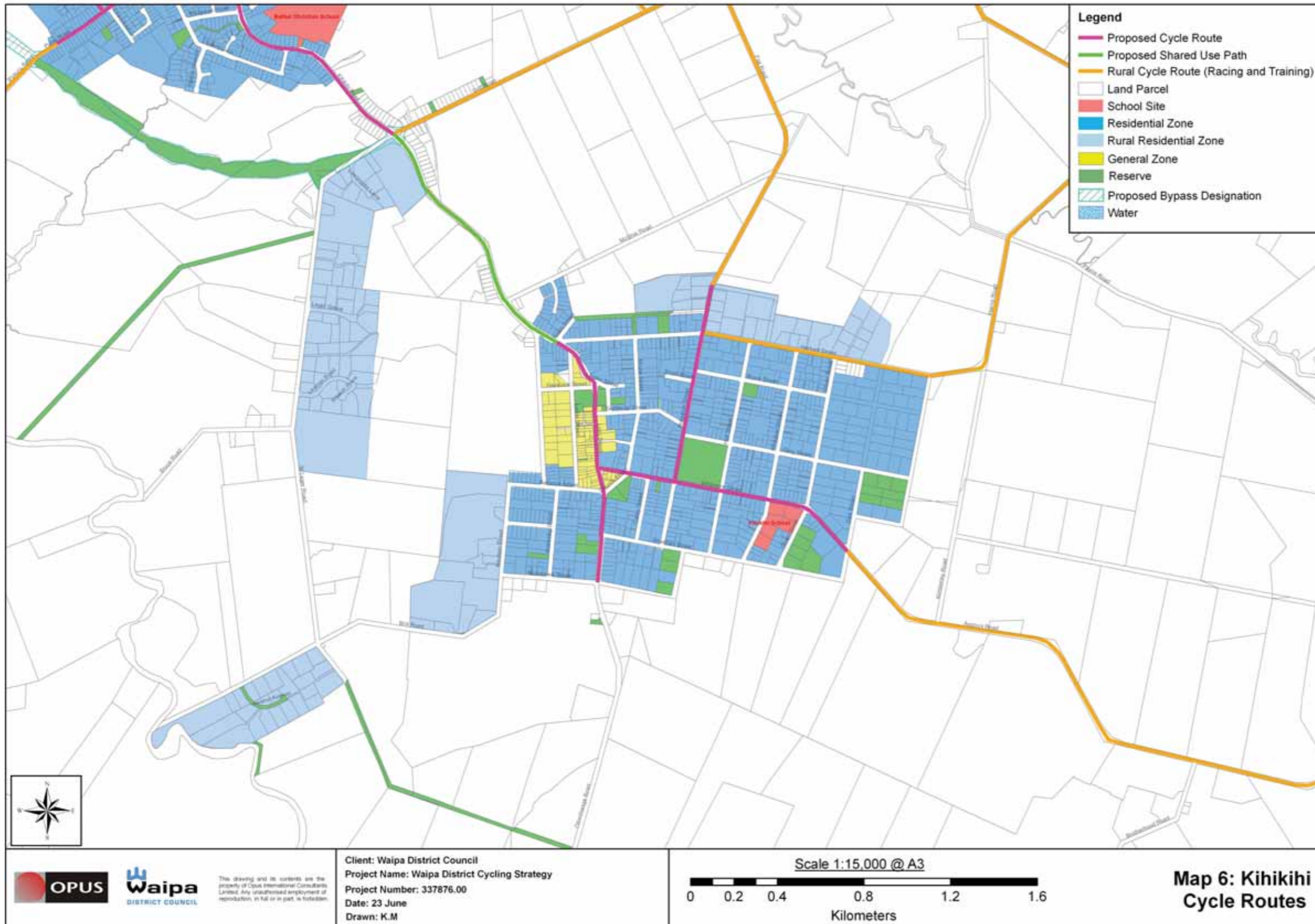
TE AWAMUTU CYCLE ROUTES



<p>The drawing and its contents are the property of Opus International Consultants Limited. Any unauthorised employment of reproduction, in full or in part, is forbidden.</p>	<p>Client: Waipa District Council                  Project Name: Waipa District Cycling Strategy                  Project Number: 337876.00                  Date: 23 June                  Drawn: K.M</p>	<p>Scale 1:20,000 @ A3</p> <p>0 0.25 0.5 1 1.5 2 Kilometers</p>	<p>Map 5: Te Awamutu Cycle Routes</p>
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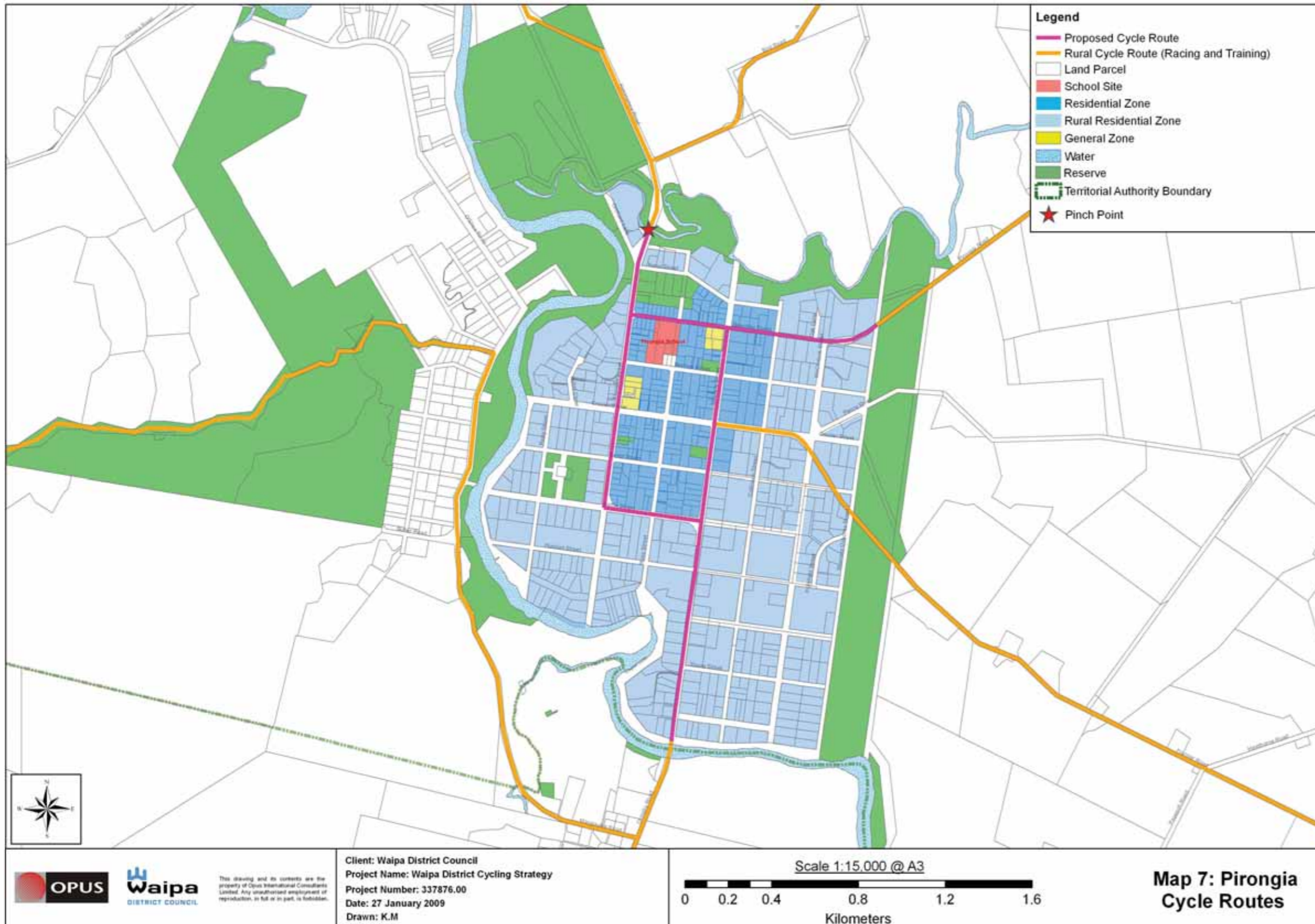


KIHIKIHI CYCLE ROUTES





PIRONGIA CYCLE ROUTES





## **APPENDIX B: DOCUMENTS REVIEWED**

The following documents were considered during the preparation of this Strategy:

Environment Waikato. (2006). Waikato Regional Land Transport Strategy.

Environment Waikato. (2008). The Version 5 draft vision, objectives, outcomes and actions for the *Waikato Regional Walking and Cycling Strategy*.

Megan Jolly. (2008). Waipa District Community Road Safety Education Action Plan (draft) 2008/2009.

Ministry of Transport (2005). Getting there – On Foot, by Cycle: A strategy to advance walking and cycling in New Zealand transport.

Transit New Zealand. (1 August 2007). *Transit Planning Policy Manual version 1*.

Transit New Zealand. (2007). Transit New Zealand's 10-year State Highway Plan and Forecast for 2007/08 to 2016/17.

Transit New Zealand. *Planning Policy Manual*.

Waipa District Council. (1997). *Waipa District Plan*.

Waipa District Council. (2003). *Waipa Urban Growth Strategy*.

Waipa District Council. (2004). *District Plan*.

Waipa District Council. (2004). *Waipa District Walkway Strategy*.

Waipa District Council. (2006). 2006-2016 Long Term Council Community Plan.

Waipa, Otorohanga and Waitomo District Councils. (2007). *Road Safety Action Plan for the West Waikato Region*.

## APPENDIX C: PLANNING CONTEXT AND TRENDS

### Planning Context

#### C.1 Overview of Landscape and Development

See Map 1 in Appendix A. "The Waipa District has landscape of high quality, with significant features being: the five volcanic cones of Mt Kakepuku, Mt Te Kawa, Mt Maungatautari, Mt Maungakawa and Mt Pirongia; several peat lakes; the rolling countryside indented with stands of vegetation; and the Waikato River Valley with its alluvial flats and hydro lakes. They are all of regional and national significance as visitor attractions or as unique features" (Waipa District Council 2004 District Plan). The extensive Rukuhia and Moanatuatua Swamps are also prominent landscape features. Consequently the topography varies from flat, to rolling, to steep hill country.

"The economic base of the District ... is primarily dairy farming but sheep and beef cattle are also important as are stud farms and racing stables" (Waipa District Council 2004 District Plan).

The main towns in the District are Cambridge (including Leamington), Te Awamutu (including Kihikihi) and Pirongia. The northern boundary of the District abuts Hamilton City. Hamilton International Airport is located in the northern part of the District.

The District is bisected by five State Highways:

- SH1 connecting Hamilton to Cambridge and beyond to Piarere and Tirau
- SH1B which bypasses Hamilton to the east between Cambridge and Taupiri
- SH3 connecting Hamilton to Te Awamutu, Otorohanga and beyond
- SH21 linking SH1 and SH3 and passing the southern boundary of Hamilton International Airport
- SH39 connecting Ngaruawahia to Otorohanga.

#### C.2 Growth Strategies

As at 2008, future residential growth is planned to take place at various sites in the vicinity of Cambridge and Te Awamutu, and future industrial growth is planned for Hautapu and Te Awamutu. Future rural residential growth is planned both north and south of Cambridge<sup>22</sup>. These growth areas are included in the maps in Appendix A.

#### C.3 Major Events

- New Zealand National Road Racing Championships
- International Rowing Championships at Lake Karapiro

#### C.4 Crashes

There were 123 reported cycle crashes in Waipa District in the 20 years from 1988 to 2007, inclusive. Just over a quarter of the crashes (27 percent) were located on State Highways and the remaining 73 percent were on local roads. Just less than half of the crashes (46 percent) were at intersections, and the remainder were at mid-block locations.

Figures C 4.1 to C 4.5 from the Waipa District Road Safety Report 2003 to 2007 (New Zealand Transport Agency) reveal cycle crash characteristics for Waipa District. These figures include the crash data for all roads in the District, including State Highways.

Between 2003 and 2007 inclusive, there were 30 reported cycle crashes in Waipa District. 17 of these (57 percent) were on urban roads, while the remaining 13 (43 percent) were on rural roads. Figure C 4.1 shows that cyclist casualties on urban roads in Waipa District make up a lower proportion of casualties than the national and peer group proportions (Group D<sup>23</sup>). This could reflect relatively low levels of cycling on urban roads (see Section C.3). Figure C 4.2 shows that the District has a higher proportion of cyclist casualties on the rural roads than the peer group and national proportions. This could reflect relatively high levels of sports cycling on rural roads.

Figure C 4.3 shows that between 1998 and 2007 cycle casualties in Waipa District as a proportion of all casualties in the District were sometimes greater, and sometimes less, than the peer group (Group D) and always less than the national proportion. Figure C 4.4 suggests an increasing trend in the number of cyclist casualties despite levels of cycling to work declining. However, the total number of cycle casualties each year is quite low.

Figure C 4.5 shows that the following age groups have high casualty rates compared with peer group and national rates: 10 to 19 years and 45 to 49 years.

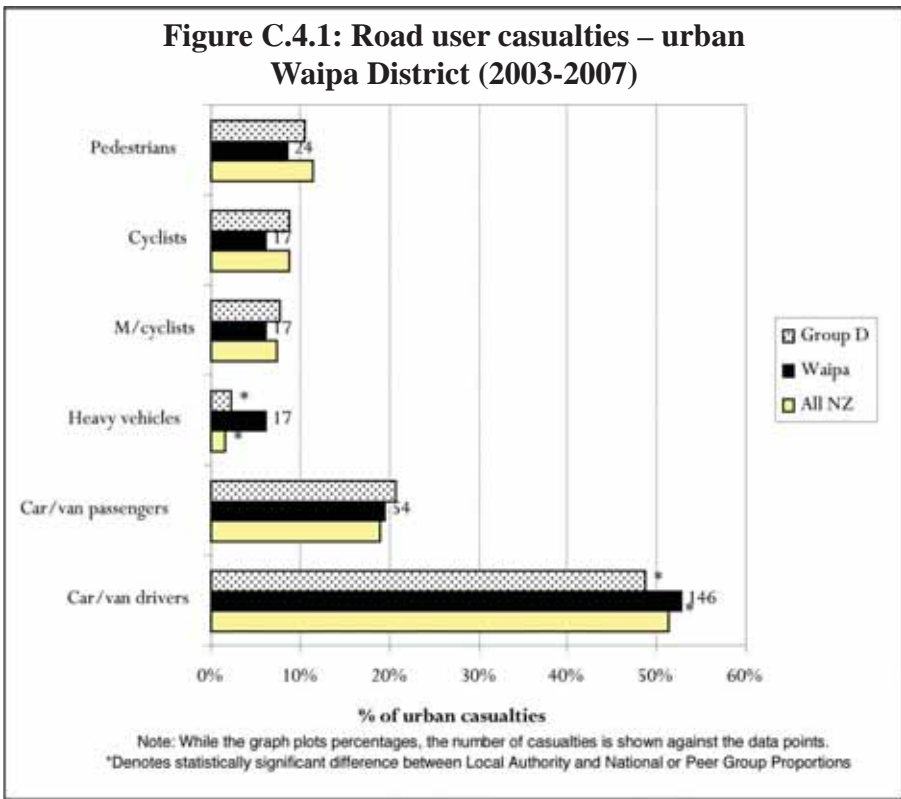
<sup>22</sup> Waipa Urban Growth Strategy (Waipa District Council, November 2003)

<sup>23</sup> The Districts making up Group D are listed in Footnote 6.

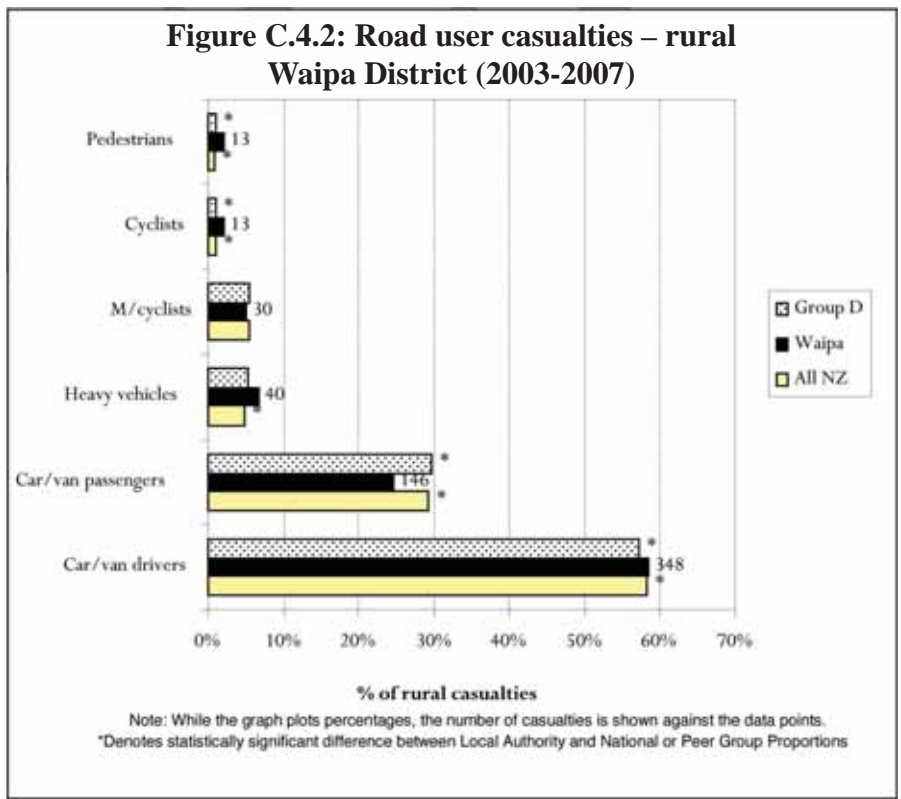




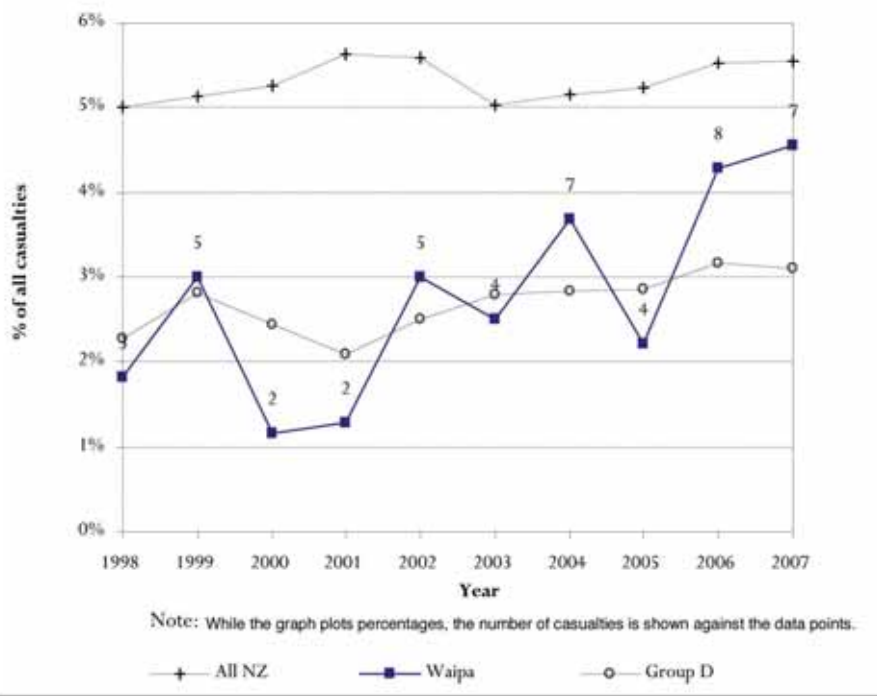
**Figure C.4.1: Road user casualties – urban  
Waipa District (2003-2007)**



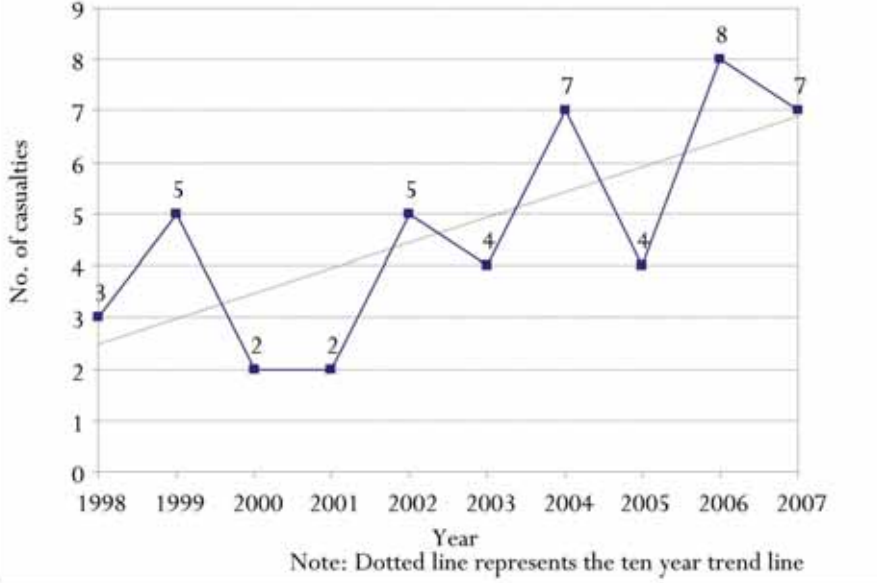
**Figure C.4.2: Road user casualties – rural  
Waipa District (2003-2007)**



**Figure C.4.3: Cyclist casualties  
Waipa District**

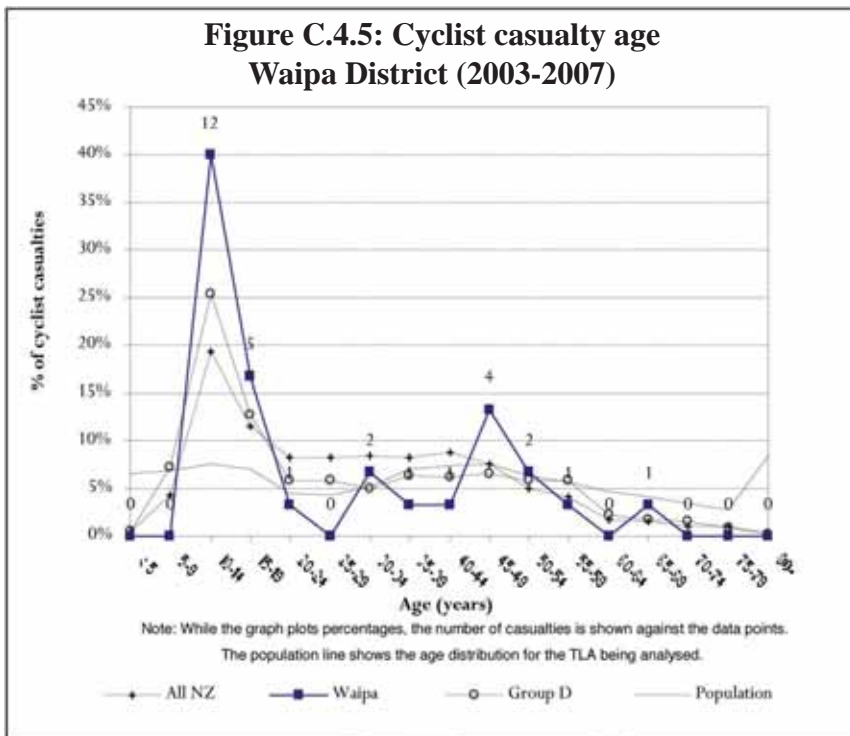


**Figure C.4.4: Cyclist casualties  
Waipa District**





**Figure C.4.5: Cyclist casualty age  
Waipa District (2003-2007)**

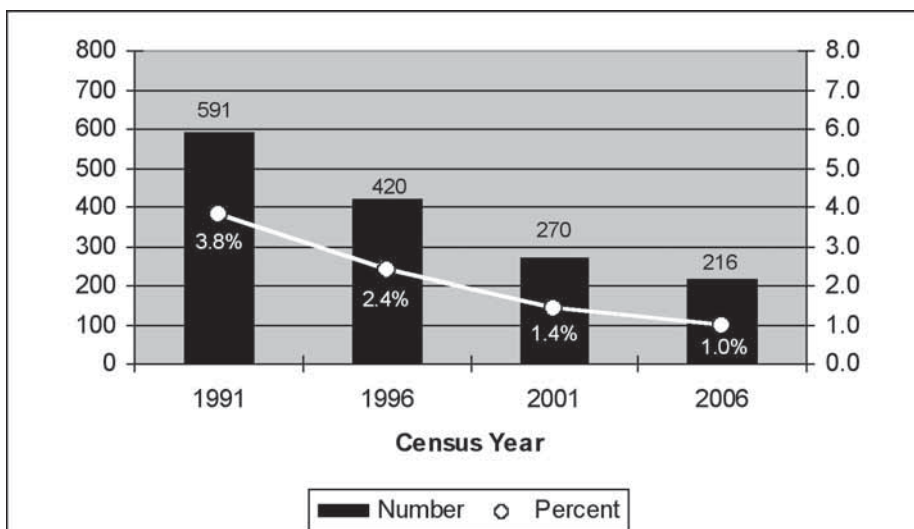


**C.5 Trips to Work**

Cycling to work in Waipa District has declined over at least the last three censuses. The number of trips to work by bicycle on Census Day in 2006 was a little over a third of the number of such trips on Census Day in 1991. Over this period, bicycles' modal share of trips to work declined from 3.82 to 0.99 percent. Bicycle's modal share in Waipa District on Census Day 2006 was about half the national average (1.92 percent). Most cycling to work was

concentrated in Cambridge/Leamington (90 trips) and Te Awamutu (60 trips). Together these two towns accounted for 71 percent of all trips to work by bicycle in Waipa District. Trips to work by bicycle in Hautapu contributed a further 5.7 percent of all such trips in Waipa District, and those in Kihikihi and Kihikihi Flat together contributed another 5.7 percent.

**C.5.1: TRIPS TO WORK BY BICYCLE**



C.5.2: TRIPS TO WORK BY BICYCLE  
ON CENSUS DAY 2006\*\*

Area Unit Code (2006 Areas)	Area Unit Description	Total Employed See Note 1	Number of Bicycle Trips to Work	Percentage of Employed Who Cycled to Work
526603	Te Pahu	675	3	0.44
527132	Hautapu	1053	12	1.14
527501	Cambridge North	1494	21	1.41
527502	Cambridge West	1227	21	1.71
527503	Cambridge Central	285	9	3.16
527504	Leamington West	1464	15	1.02
527505	Leamington East	1869	24	1.28
527600	Ohaupo	192	0	0.00
527700	Kihikihi	918	6	0.65
527820	Temple View	507	3	0.59
527914	Ngahinapouri	1143	3	0.26
527915	Lake Cameron	639	9	1.41
527921	Te Rore	258	0	0.00
527922	Pirongia	702	3	0.43
527923	Pokuru	252	0	0.00
527924	Lake Ngaroto	306	3	0.98
527925	Tokanui	198	0	0.00
527931	Pukerimu	249	3	1.20
527932	Kaipaki	489	3	0.61
527934	Rotoorangi	990	0	0.00
527935	Te Rahu	537	3	0.56
527936	Kihikihi Flat	408	6	1.47
527937	Allen Road	99	0	0.00
528000	Rotongata	444	0	0.00
531001	Te Awamutu West	591	9	1.52
531002	Te Awamutu Central	1434	15	1.05
531003	Te Awamutu East	1224	18	1.47
531004	Te Awamutu South	1308	18	1.38
535241	Karapiro	1455	3	0.21
<b>Total for Waipa District</b>		<b>22410</b>	<b>210</b>	<b>0.94</b>
<b>NZ Total</b>		<b>1,985,778</b>	<b>38,091</b>	<b>1.92</b>

Notes

\*\* Employed census usually resident population 15 years and over. Includes people who did not go to work or who worked at home on Census Day.  
Source: Statistics New Zealand



## C.6 Trips to School

In June 2008, all the schools in Waipa District were surveyed in order to identify the numbers of students walking and cycling to school (Table C.6.1). The locations

of urban schools are shown on the maps in Appendix A.

C.6.1: TRIPS TO SCHOOL IN JUNE 2008 SURVEY

No.	Schools	Address 1	Address 2	Survey Date	No. of students at school	No. of bikes parked at school	No. of students walking	Method used to determine No. of students walking	Would like to know or contribute more detailed information? (Yes or No)	% of students biking	% of students walking	% of students biking or walking
1	Bethel Christian School	320 Swarbrick Drive	Te Awamutu									
2	Cambridge East Primary School	Williams Street	Cambridge	18.6.08	340	20	103	Actual Count		5.9	30.3	36.2
3	Cambridge High School	Private Bag 882	Cambridge									
4	Cambridge Middle School	Clare Street	Cambridge	20.6.08	450	64	69	Actual Count		14.2	15.3	29.6
5	Cambridge Primary School	Wilson Street	Cambridge	Summer estimate	198	20				10.1		10.1
6	Church College of NZ	Private Bag	Hamilton									
7	Goodwood Primary School	R D 1	Cambridge									
8	Hautapu Primary School	R D 1	Cambridge	13.6.08	161	5	5	Actual Count	no	3.1	3.1	6.2
9	Hora Hora Primary School	R D 2	Cambridge	9.6.08	69	1	1	Actual Count	no	1.4	1.4	2.9
10	Kaipaki Primary School	R D 1	Ohaupo	19.6.08	42	0	0	Actual Count		0.0	0.0	0.0
11	Karapiro Primary School	R D 4	Cambridge	5.6.08	56	0		Actual Count	yes	0.0	0.0	0.0
12	Kihikihi Primary School	Whitmore Street	Kihikihi	18.6.08	90	0	32			0.0	35.6	35.6
13	Koromatua Primary School	R D 10	Hamilton									
14	Leamington Primary School	Lamb Street	Cambridge									
15	Maungatutari Primary School	R D 2	Cambridge									
16	Ngahinapouri Primary School	R D 2	Ohaupo	17	Ohaupo Primary School	R D 1	Ohaupo					
18	Parawera Primary School	R D 2	Te Awamutu	9.6.08	14	0		Actual Count	no	0.0	0.0	0.0

No.	Schools	Address 1	Address 2	Survey Date	No. of students at school	No. of bikes parked at school	No. of students walking	Method used to determine No. of students walking	Would like to know or contribute more detailed information? (Yes or No)	% of students biking	% of students walking	% of students biking or walking
19	Paterangi Primary School	R D 3	Ohaupo	20.6.08	104	1	0	Actual Count		1.0	0.0	1.0
20	Pekeraru Primary School	742 Te Rahu Road	Te Awamutu									
21	Pirongia Primary School	C/- Pirongia Store	via Te Awamutu	12.6.08	272	17	40	Estimate	yes	6.3	14.7	21.0
22	Pokuru Primary School	R D 5	Te Awamutu	10.6.08	130	3	0	Actual Count	no	2.3	0.0	2.3
23	Puahue Primary School	R D 1	Te Awamutu	5.6.08	78	0	0	Actual Count	no	0.0	0.0	0.0
24	Pukeatua Primary School	R D 1, Pukeatua	Te Awamutu									
25	Roto-o-rangi Primary School	R D 3	Cambridge	18.6.08	109	0	0	Actual Count	no	0.0	0.0	0.0
26	Rukuhia Primary School	R D 2	Ohaupo	13.6.08	54	0	5	Actual Count		0.0	9.3	9.3
27	South City Christian School	Box 16, 154, Glenview	Hamilton									
28	St Patrick's School - Te Awamutu	625 Alexander Street	Te Awamutu	18.6.08	259	7	30	Actual Count		2.7	11.6	14.3
29	St Peter's Catholic School	22 Anzac Street	Cambridge	Winter estimate	170	8				4.7	0.0	4.7
30	St Peter's School	Private Bag 884	Cambridge									
31	Te Awamutu College	P O Box 369	Te Awamutu	16.6.08	870	7	430	Estimate	no	0.8	49.4	50.2
32	Te Awamutu Intermediate	P O Box 357	Te Awamutu	Summer estimate	445	60				13.5	0.0	13.5
33	Te Awamutu Primary School	401 Teasdale Street	Te Awamutu	Winter estimate	500	10				2.0	0.0	2.0
34	Te Miro Primary School	R D 4	Cambridge	5.6.08	30	1	9	Actual Count	yes	3.3	30.0	33.3
35	Te Pahu Primary School	R D 5	Hamilton									
36	Wharepapa South Primary School	R D 7	Te Awamutu	5.6.08	26	0	0	Actual Count	yes	0.0	0.0	0.0
37	Whitehall Primary School	R D 4	Cambridge	12.6.08	18	0	3	Actual Count		0.0	16.7	16.7
Total					4485	224	727			5.0	16.2	21.2



### C.7 Sports Cycling On-road

Te Awamutu Sports Cycling Club has about 250 cycle races each year – some at the Te Awamutu Velodrome, and some on the District's roads. Map 2 in Appendix A shows the rural roads on which the Club races, or which are used for training purposes.

The Club's major event is the TA Junior Tour, which is held at or near Easter. This is a national selector's road racing event and attracts participants from throughout New Zealand and Australia. The Club will stage the New Zealand National Road Racing Championships in autumn 2009.

Over the summer months, the club hosts a ride from Te Awamutu around Mount Kakepuku and back every Tuesday evening. On occasions this ride can attract over 250 cyclists. Except when there is a major cycling event elsewhere in the Region, the Club also organises road racing every Saturday in summer and every Sunday in winter. Many cyclists from Hamilton train regularly in Waipa District.

### C.8 Mountain Biking

As at September 2008, the only existing mountain bike tracks were on Mount Kakepuku and Mount Pirongia. The Waipa Mountain Bike Club was established in August 2008. The objectives of the club are to encourage participation in mountain biking and to promote, develop and maintain mountain biking trails in the Waipa District. The club has 40 members on its mailing list and runs a regular series of club rides. It is currently investigating options for new mountain biking trails in the Waipa District.

### C.9 Cycle Touring

In summer cycle tourists, mainly from Europe, are seen cycling via State Highway 3 to and from the Waitomo Caves.

### C.10 Leisure Cycling

There are two informal leisure cycling groups in the District comprising mainly professional and business people in their fifties and their families. Typically, the participants will drive their motor vehicles to a country café, cycle for a couple of hours, then return to the café for lunch. These groups can attract up to fifty riders at a time.

### C.11 Cycle Education, Encouragement and Safety Programmes

Council works in partnership with national and regional organisations and local community groups to promote road safety. These partners and the roles they play include:

- **Environment Waikato** - provides a regional overview of road safety and coordinates the Regional Road Safety Plan
- **New Zealand Police** - enforcement and education
- **New Zealand Transport Agency** - a government authority responsible for managing land transport information and revenue
- **Accident Compensation Corporation** - provides strategies, programmes and funding to promote road safety
- **New Zealand Transport Agency** - manages State Highways
- **Community Boards** - consultative
- **Iwi** - consultative
- **Road users** - consultative
- **Rate payers** - consultative
- **Community groups** - consultative, or programme deliverers.

Annually, Council's Road Safety Coordinator prepares and updates a *Road Safety Education Action (Plan)* to reflect the key road safety issues in the District. The Plan identifies road safety education projects, including some focused on cyclists, and is prepared following a review of road safety statistics and community consultation. Community groups can also access funding to carry out road safety education initiatives that are pertinent to their own community. The Plan's outcomes are monitored and evaluated annually.

Funding for the Road Safety Coordinator's salary and the proposed road safety education activities is provided by New Zealand Transport Agency through the National Land Transport Programme. Council and local stakeholders also contribute towards the cost of these programmes.

## APPENDIX D: KEY ISSUES

Table D.1 lists the issues identified during the Steering Group Workshop and possible measures to address these issues.

Table D.1: KEY ISSUES & POSSIBLE MEANS TO ADDRESS THEM

Item	Issue	Possible Measures to Address the Issues
<b>Infrastructure</b>		
	Narrow carriageways, pinch-points (especially at bridges), and lack of dedicated space for cyclists on roads.	Retro-fit cycle lanes, or, in appropriate locations, off-road paths. Make narrow streets one-way for motor traffic. Provide underpasses at major junctions. Make provisions for cyclists at junctions.
	Lack of continuity in cycle routes.	Review current infrastructure, identify gaps in network and route discontinuities, and barriers to cycle travel. [The process for development of this Strategy does this].
	The traffic volume and number of heavy commercial vehicles on State Highways, and the lack of dedicated space for cyclists on the State Highways deters potential cyclists from travelling on, or across these Highways.	Provide cycle lanes on State Highways.
	Safety risks for cyclists using roundabouts.	Educate cyclists and motorists on shared use of roundabouts. Provide off-road paths around the outside of two-lane roundabouts, particularly for young or inexperienced cyclists.
	Traffic speed is too fast in urban residential areas.	Lower the speed limits in urban residential areas.
	Safety issues for pedestrians associated with shared-use pedestrian/cycle paths.	Consider providing separated pedestrian/cycle paths, rather than shared-use paths.
	Lack of formal cycle parking, which results in haphazard parking of cycles (for example, at shops), which can look untidy and create safety hazards for pedestrians.	Review the existing provisions for, and provide more, cycle parking and storage.
	Lack of secure cycle parking facilities at bus terminals and Hamilton Airport.	Provide secure cycle parking facilities where required.
	Lack of directional signage for cyclists on roads and tracks.	Investigate, plan and provide additional directional signage where required.
	Poor running surfaces for cyclists, for example, large chip size, loose material, debris, pot-holes and surface discontinuities at service covers.	Identify and implement appropriate construction and maintenance standards.
	Lack of end-of-trip facilities at workplaces, for example: changing facilities, showers, lockers, secure and covered cycle parking.	Encourage employers to provide appropriate end-of-trip facilities, for example, secure cycle parking, showers and lockers. Waipa District Council to lead by example. Consider best practice guidance – see, for example, that prepared by Waitakere City Council and Sport Waikato.
	A lack of information for cycling tourists about cycle routes.	Make information about cycle routes available at Tourist Information Centres and in tourist guides and brochures.
	The on-going development and redevelopment of infrastructure that does not encourage or support cycling; District Plan rules lag behind initiatives to encourage active transport modes.	Ensure that requirements for appropriate infrastructure are included in the Waipa District Plan and Development Manual.
	Cost of new infrastructure.	Prioritising projects, so those that will provide the most value are undertaken first.
	It would be inappropriate to promote cycling given the standard of the existing cycling environment.	Develop an appropriate implementation plan for the strategy.
	There are too many car parks in the towns. This makes it easy and convenient for people to make short trips by car.	Reduce the number of car parks, and enforce parking restrictions.





Education		
	Children and adults lack on-road cycling skills. Cycling is perceived as dangerous, and children are discouraged from cycling to school.	Teach children and adults how to cycle on the road safely.
	Real and perceived safety concerns.	Raise awareness, and encourage use, of safety gear, such as helmets and high-visibility vests. Inform the public regarding which routes are the safest.
	A lack of integration between agencies.	Agencies to collaborate.
	People don't want to cycle in wet weather.	Raise the public's awareness of the availability of good quality wet-weather gear suitable for use when cycling.
	Inappropriate driving by motorists makes cycling hazardous.	Educate motorists to share the road safely with cyclists. Educate motorists regarding the restrictions relating to their use of cycle lanes.
	Lack of awareness of the health and environmental benefits of cycling.	Inform the public of these benefits. Link cycling to other environmental issues such as climate change and "saving the polar bears". Health agencies to spread the word.
	Professionals and stakeholders lack specialist knowledge regarding how to provide for and promote cycling.	Provide a free road code every three years with telephone directories. Lack of road code knowledge.
Promotion		
	Low numbers of students cycling to schools.	Schools to use external agencies' programmes, for example Sport Waikato's Bikewise Road Show, to promote active transport to schools.
	The perception by some that cycling is "uncool".	Few high school students cycle to and from schools. Is it worth trying to change their attitudes or more cost-effective to educate and promote cycling to the younger age group who potentially will carry on into adulthood cycling?
	The perception that it is difficult to cycle to work.	Educate/encourage employers to provide end-of-trip facilities. Implement incentive programmes that reward people who ride to work.
	Overcoming the perception that it is unsafe to cycle on roads populated with cars, milk tankers, cattle trucks and freight trucks.	Provide safe cycleways. Encourage cycling for enjoyment through cycling clubs and "champions".
	The community perceive cars as efficient and rely on them as the travel mode of first choice.	Raise drivers' awareness of cycling as a viable alternative. Car free days/walk to town days/cycle to town days. Advocate multi-modal transport. Mayoral cycle challenge.
	Health issues in society.	Promote the health benefits of active transport. Establish linkages with the obesity campaign.
	Sustainability issues.	Piggy-back the promotion of cycling on sustainability campaigns.
	Petrol cost increases.	Promote cycling as a cheap alternative.
	Cycle usage is currently very low.	Overseas experience has shown that increasing the numbers of cyclists on the road actually increases cyclist safety.
	Over-use of work cars.	Include bicycles in business vehicle fleets, and require their use for short trips.

<b>Enforcement</b>		
	Speed of traffic near schools.	Establish school zones with reduced speed restrictions.
	Riding on the footpath is currently prohibited by a local bylaw.	Allow cycleways and cycling on footpaths by children and adults.
	Enforcement officers need to appreciate the issues that a cyclist must face and understand the rules.	Educate the enforcement officers regarding these matters.
	Cyclists not wearing cycle helmets.	Enforce cycle helmet rules.
	Mechanical safety of bicycles. There is no requirement for a warrant of fitness.	Conduct cycle safety checks at schools.
	Seemingly low priority given to enforcement of laws relating to walking and cycling.	Enforce regulations that reduce safety risks for cyclists.
<b>Strategy Implementation</b>		
	Developing new facilities and implementing new programmes will require funding.	Make financial provisions for implementing the Strategy, for example, in the LTCCP.
	In order to secure financial support for Strategy implementation, there needs to be stakeholder and community buy-in.	Obtain stakeholder and community support for the Strategy before attempting to implement it.
	What should be done first in order to maximise benefits and the likelihood of receiving funding?	Prepare a carefully prioritised implementation plan. Develop a cycling network that links origin and destination nodes.
	A multi-faceted approach to promoting cycling is required, including efforts focused on engineering (that is, infrastructure), education, enforcement and encouragement.	Collaborate in order to coordinate efforts.
	The necessary infrastructure has to be in place first before significant effort is put into encouraging cycling.	Initially, Strategy implementation could concentrate on developing this infrastructure.
	Lack of progress in developing a shared use path between Kihikihi and Te Awamutu.	Work with NZTA to secure funding.
<b>Monitoring and Review</b>		
	The environment will change over time, and the Strategy may no longer be relevant.	Review the Strategy, in conjunction with the LTCCP, so that it remains meaningful to the community.
	How will we know whether or not the Strategy is working?	Identify specific indicators to measure progress towards outcomes. Collect benchmark data against which change/progress can be measured. Regularly repeat the data collection, for example, annual cycle counts at selected sites and counts of bikes in school cycle sheds. Conduct user satisfaction surveys, possibly through cycling clubs. Collect community feedback.
	Duplicating existing effort in data collection.	Make maximum use of existing data collection systems available, for example, census data.



## APPENDIX E: PLANNING AND DESIGN GUIDES

Austrroads. (1999). *Austrroads Guide to Traffic Engineering Practice Part 14: Bicycles*. Sydney: Austrroads.

Land Transport Safety Authority. (2004). *Cycle Network and Route Planning Guide*. Wellington: Land Transport Safety Authority. Available at: <http://www.ltsa.govt.nz/roads/cycle-network/index.html>

NZTA (2004). *Fundamentals of Planning & Design for Cycling: Training Course Notes*. Wellington: NZTA New Zealand.

Transit New Zealand. (2008). *New Zealand Supplement to the Austrroads Guide to Traffic Engineering Practice Part 14 Bicycles*. Wellington: New Zealand Transport Agency New Zealand.

## APPENDIX F: COMPONENTS OF CYCLING ROUTES

Components of the cycle routes include: kerbside cycle lanes, cycle lanes next to car-parking, contra-flow cycle lanes, wide kerbside lanes, sealed shoulders, bus-bike lanes, transit lanes, carriageways with mixed traffic, unpaved roads and paths, exclusive cycle paths, shared use paths, separated paths, links at road closures, advanced stop boxes, hook turn facilities, traffic signals, grade separation (underpasses and overpasses), bridges, traffic calming measures and restricted traffic areas.

Components of the cycle routes also include all associated pavement markings and traffic signs as well as complementary facilities such as: directional, distance and approximate travel-time signs, seats, shelter, drinking water supply, toilets, bins for litter and dog excrement, and end of trip facilities, such as cycle parking facilities, lockers, and showers.

## APPENDIX G: SOURCES OF FUNDING

### G.1 Council Funding

Council's 2006-2016 *LTCCP* makes financial provisions for footpath construction, footpath rehabilitation, and walking/cycling tracks. Each year Council prepares and consults the community about its Annual Plan, which sets out the proposed spending during the coming year.

### G.2 New Zealand Transport Agency

The NZTA's policies and procedures for developing and managing RLTPs and the NLTP are set out in its *Planning, Programming and Funding Manual* (PPFM) which is available at: <http://www.landtransport.govt.nz/funding/ppfm/index.html>

The following sections indicate the range of facilities and services at the regional or local level relating to walking and cycling for which NZTA funding is available. These sections generally comprise only a brief summary of some key relevant information provided in that PPFM. Refer to the manual for full details.

### G.2.1 Transport Planning

#### G.2.1.1 Walking and Cycling Studies and Strategies

The NZTA will provide funding assistance for the cost of the preparation (including reviews) of approved strategies to promote walking and/or cycling as viable modes of transport.

### G.2.2 Demand Management and Community Programmes

The funding assistance policy for demand management and community programmes is still being developed. Applicants should discuss proposed activities with NZTA's regional staff as early as possible.

#### G.2.2.1 Demand Management

The objectives of demand management are to:

- Modify travel decisions to reduce negative impacts of transport
- Encourage private motor vehicle users to use alternative, more sustainable means of transport, while also reducing total vehicle kilometres travelled.

Work Category<sup>24</sup> 421 provides for:

- Road pricing and tolling
- Parking pricing and management
- Land-use change, including access management.

#### G.2.2.2 Community Programmes

Work Category 432 provides for the development and implementation of community programmes relating to safe and sustainable use of the land transport system, including:

- Employment of coordination resources for community programmes
- Consultation with a community to assess safety and accessibility issues, and develop appropriate solutions
- Provision of integrated advice, information and support to community groups
- Education and training for coordinators and community groups
- Preparation and implementation of travel plans and neighbourhood accessibility plans

<sup>24</sup> Refer to PPFM

- Delivery of education initiatives defined in travel plans or neighbourhood accessibility plans
- Workshops, seminars and public meetings promoting local land transport safety, accessibility or sustainability issues
- Small-scale information-gathering activities about a locally identified land transport issue
- Advertising (e.g. displays, billboards, local print media, radio or television advertising)
- Evaluation and reporting of community programmes.

### G.2.3 Walking and Cycling Facilities

#### G.2.3.1 Funding Criteria

In order to qualify for NZTA financial assistance, pedestrian and cycle facilities must:

- Form part of a transport network
- Integrate walking or cycling with other transport modes
- Be identified either specifically or generically in a current walking, cycling, or walking and cycling strategy or implementation plan, preferably supported by the NZTA
- Induce higher numbers of pedestrians or cyclists (or reduce the rate of decline)
- Improve safe access for pedestrians and/or cyclists.

#### G.2.3.2 Pedestrian Facilities

Work Category 451 provides for construction/ implementation of new or improved pedestrian facilities including:

- New or improved footpaths, including on an existing bridge
- Pedestrian crossing features, including kerb crossings, kerb protrusions, central refuges and pedestrian platforms
- Pedestrian crossing controls, including zebra crossings, kea crossings and pedestrian traffic signals
- Signage
- Altering kerb lines to improve pedestrian access
- Pedestrian shelters (excluding shelters that are primarily provided for waiting for, or getting to or from, passenger transport)
- Pedestrian overbridges/underpasses
- Pedestrian crossings of railways
- All markings, traffic signals, lighting, etc necessary to bring the facility into service

- New pedestrian facilities costing \$1.0 million or more on new roads.

#### G.2.3.3 Cycle Facilities

Work Category 452 provides for construction/ implementation of new or improved cycle facilities including:

- Shared pedestrian and cycle paths
- Bicycle parking/racks
- Kerb crossings
- Signage
- New or improved cycle lanes, including on existing bridges
- Separate cycle paths by widening the existing carriageway to provide cycle lanes
- All markings, traffic signals, lighting, etc necessary to bring the facility into service
- New cycle facilities costing \$1.0 million or more on new roads.

#### G.2.3.4 Works Not Subsidised

Pedestrian or cycling facilities used purely for recreational purposes.

### G.2.4 Public Transport Services and Infrastructure

#### G.2.4.1 Passenger Transport Shelters

Construction of new, improved or replacement passenger transport shelters and facilities:

- Up to a value of \$20,000 each: Work Category 514
- Over the value of \$20,000 each: Work Category 531.

These categories exclude:

- Adshell subsidised shelters
- Facilities not owned by an approved organisation, where there is no agreement on changes to use and ownership.

#### G.2.4.2 Facilities on Buses, Trains and Ferries

Provisions	Work Categories for provisions on passenger services		
	Buses	Ferries	Trains
Provision of cycle and pram facilities on the services	511	512	515



**G.2.4.3 Pedestrian and cycle access to rail stations**

Work Category 531 provides for pedestrian and cycle access to rail stations.

**G.2.5 Maintenance and Operation of Roads**

**G.2.5.1 Traffic Services Maintenance**

Work Category 122 provides for the routine care of:

- Traffic signs
- Cycleway markings on non-separated road surfaces
- Carriageway and pedestrian crossing lighting, including operation, maintenance and power costs.

**G.2.5.2 Operational Traffic Management**

Work Category 123 provides for the operation, maintenance and power costs of Local Area Traffic Management Schemes (LATMS), including speed control devices and threshold treatments.

**G.2.5.3 Cycle Path Maintenance**

Work Category 124 provides for the operation, maintenance and renewal of the pavement and facilities associated with cycle paths, including the operation of associated lighting. Cycle facilities are eligible for funding assistance provided the facilities are consistent with a relevant cycling or walking and cycling strategy or plan. Cycle paths and facilities used for purely recreational purposes are not eligible for funding assistance.

**G.2.5.4 Pedestrian and Cycle Counts**

Work Category 151 provides for pedestrian and cycle counts.

**G.2.5.5 Emergency Reinstatement**

Work Category 141 provides for unforeseen significant expenditure for restoration of eligible pedestrian and cycle facilities that arises from a defined, major, short-duration natural event.

**G.2.6 Renewal of Roads**

**G.2.6.1 Structural Component Replacements**

Work Category 215 provides for renewal of components of:

- Footpaths on road structures
- Pedestrian overbridges/underpasses

**G.2.6.2 Traffic Services Renewals**

Work Category 222 provides for the renewal of:

- Cycleway markings on all non-separated road surfaces
- Belisha beacons and lighting at pedestrian crossings

- Local area traffic management schemes (LATMS), including speed control devices and threshold treatments
- Amenity lighting is not eligible for funding assistance.

**G.2.6.3 Preventative Maintenance**

Work Category 241 provides for non-routine work required to protect the serviceability of eligible cycle facilities from natural phenomena such as sea or river damage, slips, or unstable slopes.

**G.2.7 Improvement of Roads**

**G.2.7.1 New Traffic Management Facilities**

Work Category 321 provides for new facilities and equipment to assist with the management of the road network including:

- Traffic signals
- Local area traffic management schemes (LATMS), including speed control devices and threshold treatments.

**G.2.7.2 Minor Improvements**

Work Category 341 provides for the construction/ implementation of low cost/low risk improvements. The value of individual projects/activities is limited to a maximum of \$250,000. All projects require the approval of NZTA's regional staff prior to commencement. Examples of qualifying activities include:

- Small, isolated geometric road and intersection improvements
- Traffic calming measures
- Lighting improvements for safety
- Sight benching to improve visibility
- Pedestrian facilities that comply with the definition for Work Category 451
- Cycle facilities that comply with the definition for Work Category 452
- Minor engineering works associated with community programmes.

**G.2.8 Road Policing**

**G.2.8.1 Strategic Road Policing**

Work Category 711 provides for NZ Police strategic road policing activities, including:

- Speed control activities
- Road code and traffic law enforcement relating to pedestrians and cyclists.

### G.2.9 Community Engagement in Land Transport

Work Category 714 provides for NZ Police community services, including:

- Community road safety liaison and consultation (attendance at meetings, the provision of information, etc)
- Involvement with the development and delivery of road safety action plans
- Participation in community programme activities as agreed and planned at the local level
- NZ Police involvement in school road safety education.

### G.2.10 Administration

NZTA provides financial support for administration activities to Territorial and Regional Authorities as an on-cost of the total allocation to that authority.

### G.3 Sport and Recreation New Zealand (SPARC)

SPARC is another potential source of funding for projects that promote walking and cycling. Through its Active Communities scheme, SPARC seeks to invest in projects that are strategic and offer innovative solutions to problems of inactivity and low participation in sport and physical recreation. Territorial Authorities, regional sports trusts, recognised national sports or recreation organisations can apply for this investment, as part of, or on behalf of, wider stakeholder consortia. For more information visit:

<http://www.sparc.org.nz/investment/active-communities/overview>

### G.4 Community Trusts

Funding may be available from community trusts for walking and cycling projects provided a set of criteria can be met. Information requirements may vary between trusts, however central requirements could be descriptions of the proposal and how it contributes to road safety, and how the project will be managed and sustained.

### G.5 Bike Wise

Bike Wise has been running since 1995, and currently comprises Bike Wise Week, Go by Bike Day, Bike Wise Battle and the Mayoral Challenge. Responsibility for coordinating the programme has passed to NZTA.

In 2008 a review of the Bike Wise Programme began. The aim of the review was to examine the programme goals, format and outcomes, and to determine whether these are still appropriate. The review also looked at ways the programme can be improved and enhanced.

Once the review is complete, the information will be used to determine the future look of the programme. Any changes to the programme will be signalled to key stakeholders groups via existing Bike Wise and NZTA communication channels.

### G.5.1 Bike Wise Community Partnership Programme

This Bike Wise programme, first introduced in 2005, provides funding to help organisations plan, implement and evaluate events and programmes promoting cycling. Groups and organisations, including community groups, sporting and active transport organisations, health services and local Government authorities, are able to apply for funding for projects that aim to increase the use of cycling as a transport option for adults and children for short trips (no longer than 5km). The programme can sponsor a maximum of \$1000 (plus GST).



## APPENDIX H- RESOURCES AVAILABLE TO SUPPORT WALKING AND CYCLING

### H.1 Pedestrian and Cyclist Road Safety Framework

The Pedestrian and Cyclist Road Safety Framework - outlines a comprehensive approach for effectively reducing the risk to, and improving the safety of, pedestrians and cyclists. It is available at: <http://www.transport.govt.nz/pedestrian-and-cyclist-road-safety-framework-2/>

### H.2 Neighbourhood Accessibility Plans

Details of neighbourhood accessibility planning are available from: <http://www.landtransport.govt.nz/road-user-safety/walking-and-cycling/neighbourhood-accessibility-planning.html>

The following resources are also available:

- Summary posters of neighbourhood accessibility plan projects undertaken in Nelson, Papatōetoe and South Dunedin
- *Neighbourhood Accessibility Plan Operation Policy:* <http://www.landtransport.govt.nz/road-user-safety/walking-and-cycling/docs/neighbourhood-accessibility-plans-operational-policy.pdf>
- *Information for Local Authorities Starting Projects:* <http://www.landtransport.govt.nz/road-user-safety/walking-and-cycling/docs/nap-information-for-local-authorities.pdf>
- Guidelines for facilitators. <http://www.ltsa.govt.nz/sustainable-transport/travel-behaviour-change/planning-for-community-programmes/6.html>
- Terms of reference template: neighbourhood accessibility plan - investigation stage: <http://www.landtransport.govt.nz/road-user-safety/walking-and-cycling/neighbourhood-accessibility-planning-terms-of-reference.html>
- Terms of reference template: neighbourhood accessibility planning - prioritisation study: <http://www.landtransport.govt.nz/road-user-safety/walking-and-cycling/neighbourhood-accessibility-planning-tor-prioritisation.html>

### H.3 School Travel Plans

New Zealand Transport Agency aims to increase the number of School Travel Plans (STPs) nationwide by encouraging Approved Organisations (AOs) to promote and develop STPs with local schools. New Zealand Transport Agency will provide AOs assistance and advice on, and funding for, STPs, including funding for staff to be School Travel Planners. A school travel plan co-ordinator's guide is available at: <http://www.landtransport.govt.nz/sustainable-transport/guidelines/school-travel-plan.pdf>

### H.4 Workplace Travel Plans

A Workplace Travel Plan (WTP) sets out steps to encourage staff to travel to and from work by public transport, on foot, by bike or by car share, and to improve access for a particular workplace. New Zealand Transport Agency aims to increase the number of WTPs nationwide by encouraging AOs to promote and develop them with local workplaces. New Zealand Transport Agency will provide assistance and advice on, and funding for, WTPs. Various guidance, tools and resources, such as the online survey tool, audit forms and report templates are available from New Zealand Transport Agency's website:

Workplace travel plan resources and case studies are available at: [www.landtransport.govt.nz/travel/work/index.html](http://www.landtransport.govt.nz/travel/work/index.html)

*The Workplace Travel Plan Coordinators Guide* is available at: <http://www.landtransport.govt.nz/sustainable-transport/guidelines/workplace-travel-plan.pdf>

### H.5 Walking School Bus

Details of walking school buses are available at: [www.landtransport.govt.nz/travel/school/walking-school-buses/index.html](http://www.landtransport.govt.nz/travel/school/walking-school-buses/index.html)

A Walking School Bus Resource Kit can be ordered from [order@landtransport.govt.nz](mailto:order@landtransport.govt.nz). The contents of the kit are listed at: <http://www.landtransport.govt.nz/travel/school/walking-school-buses/resource-kits.html>

### H.6 Feet First

Feet First, Walk to School Week is an annual event held in early March that promotes the benefits of regularly walking to, and from, school. Students and adults are encouraged to continue to walk to school on an ongoing basis. Details of Feet First are available at: [www.feetfirst.govt.nz](http://www.feetfirst.govt.nz)

Feet First resources are sent directly to participating schools. Previous resources can be viewed at: <http://www.landtransport.govt.nz/feet-first/>

### H.7 Walking Wednesday

Walking Wednesday is a component of the Feet First, Walk to School Week. It started on Walk to School Day, Wednesday 5 March 2008, and happened every Wednesday until Wednesday 2 April. On those Wednesdays, children at participating schools were encouraged to join walking school buses or walk to and from school with their caregivers or friends. Classes aimed to win one of the main Walking Wednesday class prizes by having the most students walking on the assigned Wednesdays. This is based on the percentage of the class walking on all five of the assigned Walking

Wednesdays. Further details can be obtained from:  
<http://www.landtransport.govt.nz/feet-first/walking-wednesdays/>

#### H.8 Bike Wise

See Appendix G.5 above. Information about Bike Wise and its review can be obtained from:

<http://www.bikewise.co.nz/Site/review/default.aspx>  
<http://www.bikewise.co.nz/Site/Default.aspx>

#### H.9 Share the Road

Share the Road campaigns aim to support a culture in New Zealand where motorists, pedestrians and cyclists respect each other's differing needs and share the transport environment in a courteous, co-operative and safe manner. Resources regarding how to run campaigns and examples of successful national and international projects are available at:

<http://www.landtransport.govt.nz/road-user-safety/walking-and-cycling/share-the-road/>

#### H.10 Cycle Skills Training

Cycle Skills Training: A guide for the set-up and delivery of cyclist training in New Zealand is available at:

<http://www.landtransport.govt.nz/road-user-safety/walking-and-cycling/docs/cyclist-skills-training.pdf>

#### H.11 Safety Information

Information about walking beside the road, crossing the road, teaching children road safety, and information about walking school buses:

<http://www.landtransport.govt.nz/road-user-safety/walking-and-cycling/safety-ped.html>

Safety information for schools:

<http://www.landtransport.govt.nz/road-user-safety/walking-and-cycling/safety-schools.html>

Safety information for cyclists:

<http://www.landtransport.govt.nz/road-user-safety/walking-and-cycling/safety-cyclists.html>

#### H.12 Cycle Counting

Information about various types of cycle traffic counting, including continuous, automatic and manual counts is available at:

<http://www.landtransport.govt.nz/road-user-safety/walking-and-cycling/docs/cycle-counting-in-nz.pdf>





**APPENDIX 1: PRIORITISATION PROCESS FOR FOOTPATHS**

Improving the connectivity of the footpath network through residential areas is one of the key objectives of this Strategy. The following parameters have been used to prioritise the construction and upgrade of residential footpaths, in the main urban areas in the Waipa District (Te Awamutu, Kihikihi, Cambridge, Pirongia and Ohaupo):

Priority Level	Parameters
A	Streets within 250m of school
B	Streets within 250m of parks or reserves
C	Streets within 500m of schools
D	Streets within 500m of parks or reserves
E	Other urban streets

Figure A2.1 TE AWAMUTU PRIORITY ZONES

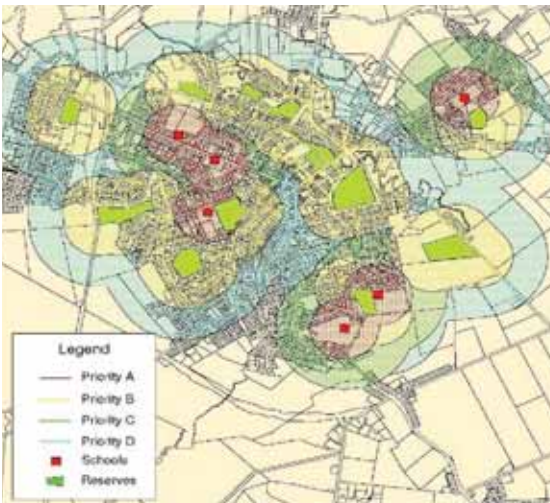
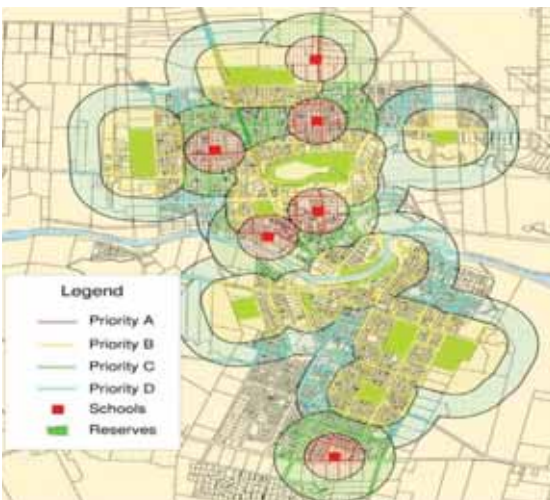


Figure A2.3 CAMBRIDGE PRIORITY ZONES



Applying these parameters using a technique called activity mapping in a Geographical Information System (GIS) program allows us to show which zones fall within each of the priority levels. Priority zones within the main urban centres are shown in Figures A2.1-2.5 below.

The next step was to identify where roads within each priority level currently have no footpaths. This was done by overlaying the existing footpath network over the road network, and effectively ‘erasing’ from the map sections of road that have footpaths along at least one side. The remaining sections of road identified where footpaths will need to be constructed in each urban priority zone. Finally, a ‘reality check’ was carried out to finalise required locations of footpaths in the urban network.

Figure A2.2 KHIKIHI PRIORITY ZONES

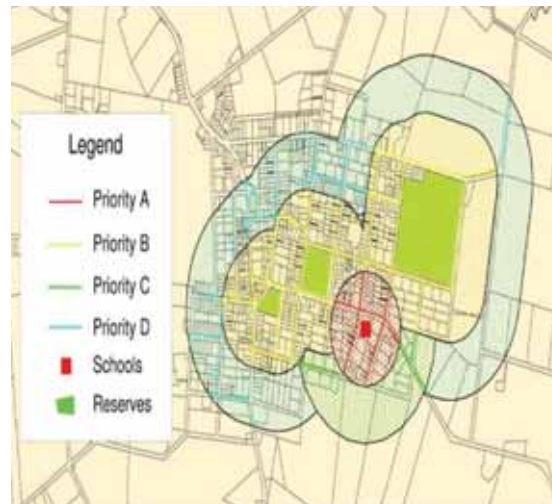


Figure A2.4 PIRONGIA PRIORITY ZONES

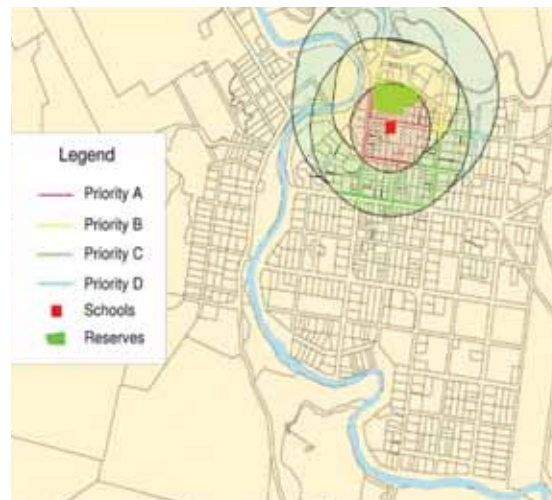
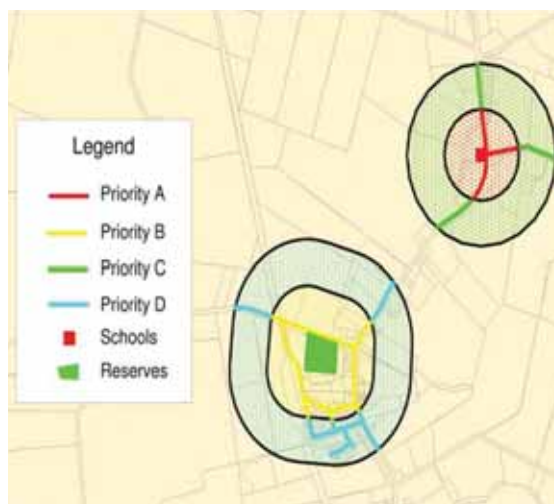


Figure A2.5 OHAUPO PRIORITY ZONES



Width	User Functions
1000mm	Adequate for people with ambulant disabilities
1200mm	Adequate for people who use wheelchairs
1500mm	Allows a wheelchair and a pram to pass
1800mm	Allows two wheelchairs to pass
2400mm	Adequate for high pedestrian volumes

## APPENDIX 2: EXAMPLES OF STANDARDS

### Urban

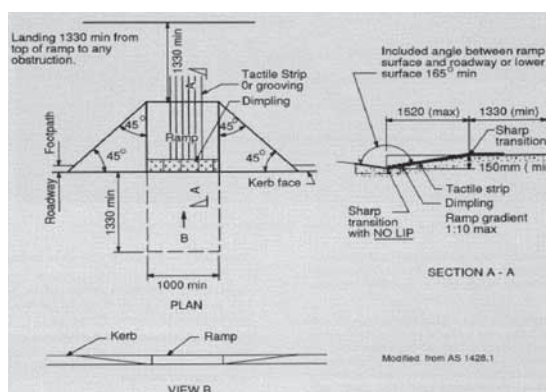
#### Existing Standards

Council currently has a set of engineering standards that it applies to urban footpaths. These standards include the following:

- The width of footpaths should normally be between 1.2m and 1.5m.
- Footpaths in shopping areas and near other busy pedestrian locations should be specifically designed for the particular circumstances.
- Pram crossings should be provided in the kerblines at all intersections.
- The lip at pram crossings shall be flush with the invert of the channel.

#### Austrroads Standards

Austrroads (1995) provides guidelines for pedestrian facilities in urban areas. Examples of standards are outlined in the following column. For a complete list of relevant guidelines refer to Austrroads Guide to Traffic Engineering Practice: Part 13 Pedestrians.



### Rural

- As rural areas have smaller populations and therefore lower number of pedestrians, it is not appropriate to spend large amounts of money constructing a footpath network to urban standards.
- Within new rural subdivisions, provision should be made within the road reserve for pedestrians and other non-vehicular users as appropriate. This could include leveling of the roadside as a minimum, to the formation of a pathway.
- On existing roads, within rural and other developed areas, verges should be mown from the edge of seal to the boundary to enable its use by the residents in the area. Consideration should also be given to earthworks at the time of road improvements to ensure that the road is left in a level state, to improve the potential use of verges and the ability for these areas to be mown. Crossfalls in these areas should be adequate to facilitate drainage, but should not exceed 1:40 (2.5%).
- Where practicable, footpaths in rural areas should comply as far as possible with Austrroads guidelines.

### Walkways

Walkway standards are more difficult to define. Constructing or upgrading all walkways to cater for least able pedestrians would be a costly undertaking and is not feasible given available funding.

Council will align with new walkway standards detailed in SNZ HB 8630:2004 Tracks and Outdoor Visitors Structures.



**APPENDIX 3: WAIPA DISTRICT  
PEDESTRIAN CRASHES 1999-2003**

