

A scenic landscape featuring a wooden walkway, a large tree, and a river in a valley. The walkway is made of light-colored wooden planks and curves through a lush green valley. A large, spiky tree with a thick trunk stands prominently in the foreground. In the background, a river flows through a valley, surrounded by dense green vegetation and hills. The sky is clear and blue.

Vision, policies, implementation actions and outcomes

Te Waihou Walkway, south Waikato.

5 Vision, policies, implementation actions and outcomes

This chapter outlines the vision for the Waikato Regional Walking and Cycling Strategy, regional policies for walking and cycling and a corresponding implementation programme of actions to meet desired outcomes for walking and cycling that are based upon the RLTS.

The Waikato Regional Walking and Cycling Strategy is intended to support and implement the RLTS. Consequently, Section 5 is set out in the same manner as policies and actions in the RLTS. For each of the nine key RLTS outcome areas, specific policy has been developed for walking and cycling. The RLTS outcome areas include:

- economic development
- safety and personal security
- access and mobility
- public health
- environmental sustainability
- integration
- responsiveness
- energy efficiency
- funding.

A table of implementation actions, identifying responsibilities and timing for development is then presented. The outcomes we expect to achieve from implementing the policies and actions are then noted.

It is important to consider the policies and actions as a whole. Policies are placed under the outcome area where they most logically fit, however, many policies will relate to more than one outcome area.

5.1 Visions, policies, actions

The Regional Walking and Cycling Steering Group (RWCSG) were specifically tasked with developing a vision and outcomes for the strategy. The resulting vision and outcomes, which are used as a basis to develop walking and cycling policy, have arisen from information gained from a series of stakeholder workshops held across the region in 2004 and 2008 and from national, regional and local strategies.

The vision for this strategy is set out below.

Vision

Walking and cycling are safe, integrated and accessible activities in the Waikato region.

5.1.1 Regional walking and cycling policies, actions and outcomes

This section sets out policies, actions and expected outcomes for each of the RLTS outcome areas.



5.1.2 RLTS outcome area: economic development

The RLTS's desired outcome for economic development is "A transport system that promotes continued growth and economic development of the region and provides for the efficient, affordable movement of people and goods in and through the region".

Walking and cycling contributes to economic development by increasing fitness and decreasing health costs. Walking and cycling also assists retail trade through the sale of bikes and walking/running shoes and apparel. Benefits also accrue to smaller rural communities where bike trails are located, such as food and accommodation businesses.

The Regional Walking and Cycling Strategy will contribute to this desired outcome by way of the following policies and actions.

Policies

- P 1 Support the construction and maintenance of accessible walking and cycling infrastructure throughout the region for transport, recreation and tourism purposes.
- P 2 Promote travel demand management and travel behaviour change initiatives that assist walking and cycling in relieving urban congestion and improving journey time reliability.
- P 3 Recognise the role that walking and cycling can play in the economic development of the region.



From old rail to new trail.

Table 4: Economic development implementation actions

Action number	Actions and lead agency	Support agencies	Timing
A 1	Waikato Road Controlling Authorities (RCA's) to construct, maintain and integrate walking and cycling networks in key urban areas (including state highways) and where appropriate collaborate to ensure cross boundary linkages.	Environment Waikato.	Ongoing.
A 2	Environment Waikato to coordinate the planning of a regional network of cycle and walkways which will ensure consistency with the New Zealand cycle trail.	Territorial authorities, advocacy groups and interest groups, NZTA, DOC, iwi, ONTRACK.	2010 – ongoing.
A 3	Territorial authorities to plan for, develop and implement school, tertiary and workplace travel plans where appropriate.	Environment Waikato , Sport Waikato, Police, NZTA, schools, tertiary institutes, workplaces.	Ongoing.
A 4	Regional Walking and Cycle Steering Group to explore opportunities to promote the region's walking and cycling routes and trails for visitors.	Hamilton International Airport – Regional Tourism, Environment Waikato.	2010 – ongoing.

Expected results

- Increased connected and integrated walking and cycling networks to key destinations.
- Improved safety of the infrastructure environment for walking and cycling and therefore fewer crashes and reduced social costs.
- Increased number of school, tertiary and work trips by walking and cycling.
- Reduced health costs.
- Individuals choosing alternative modes.

5.1.3 RLTS outcome area: safety and personal security

The RLTS's desired outcome for safety and personal security is "Substantial improvement of safety and personal security within all modes of transport".

The Waikato Regional Road Safety Strategy details policies and actions to achieve improved safety for all road users, including those most vulnerable.

The Regional Walking and Cycling Strategy will contribute to this desired outcome by way of the following policies and actions.

Policies

- P 4 Promote the improvement of the physical environment for safer walking and cycling.
- P 5 Promote and support safety and personal security for vulnerable road users through education and enforcement programmes.



Safe underpass for walkers and cyclists.

Table 5: Safety and personal security implementation actions

Action number	Actions and lead agency	Support agencies	Timing
A 5	Territorial authorities to develop and maintain safe and connected routes through the promotion of 'best practice' urban design (including CPTED) and engineering standards (including signage).	NZTA, CCS Disability Access, Environment Waikato.	Ongoing.
A 6	Regional Road Safety Steering Group (RRSSG) to analyse regional crash data and prioritise regional strategies to improve the safety of pedestrians and cyclists.	All RRSSG member agencies.	Annually.
A 7	Road Safety Action Plan (RSAP) groups to ensure that vulnerable road user issues are addressed through engineering, enforcement and education interventions at the local level.	All five regional RSAP groups.	Quarterly.
A 8	RCA's and event organisers to ensure cyclist and pedestrian safety during events by promoting sound traffic management practices.	Police, RCA's, event organisers.	As appropriate.
A 9	NZTA to assist and advise local authorities on implementing cycle skills and pedestrian safety programmes (including wheeled pedestrian programmes) where appropriate.	Territorial authorities, Police, Environment Waikato.	Annually.

Expected results

- Reduction in the number and severity of crashes involving cyclists and pedestrians.
- All road users have improved awareness of the safety issues facing pedestrians and cyclists.
- Increased uptake of skills and safety programmes.
- Safer walking and cycling amenities will be an incentive to choose alternative transport, and contribute to less crashes.

5.1.4 RLTS outcome area: access and mobility

The RLTS's desired outcome for access and mobility is "A transport system that is inclusive, accessible and affordable".

Part of this strategy is to ensure that the network is developed and managed in an integrated way and provides transport choices for pedestrians (including wheeled) and cyclists.

The Regional Walking and Cycling Strategy will contribute to this desired outcome by way of the following policies and actions.

Policy

P 6 Ensure walking and cycling is inclusive and accessible, including the promotion of disability access for all members of the community.

Table 6: Access and mobility implementation actions

Action number	Actions and lead agency	Support agencies	Timing
A 10	Environment Waikato and CCS Disability Access to advocate for comprehensive design and construction standards for disability access.	Territorial authorities.	Ongoing.
A 11	RCA's to consider walking and cycling facilities (including disabled access) in the design of new and upgraded roading projects and town centres and maintenance (including reseal programmes).	CCS Disability Access, Environment Waikato.	Ongoing.
A 12	Environment Waikato and territorial authorities to develop regional and sub-regional walking and cycling route maps and make available to the public and sector groups.	RWCSG.	2010/11.
A 13	Where appropriate, territorial authorities and advocacy groups to investigate and promote the safe use of disused and active rail corridors for long distance walking and cycling trails, (ensuring protection and maintenance of rail corridors for future use).	ONTRACK, territorial authorities, Environment Waikato, Cycle Action Waikato (CAW), Living Streets.	Ongoing.

Expected results

- More people choose to walk or cycle for transport, leisure and exercise.
- Application of urban design standards that will result in increased walking and cycling.
- Planning and provision of walking and cycling opportunities within new developments.
- Regional and sub-regional maps will provide information on all walking and cycling locations.



RTC committee member, G Pomeroy, at the Accessible Journey Project launch.

5.1.5 RLTS outcome area: public health

The RLTS's desired outcome for public health is "A transport system that promotes positive public health outcomes".

Providing people with integrated walking and cycling opportunities has the potential to have significant positive effects on community well-being and health.

The Regional Walking and Cycling Strategy will contribute to this desired outcome by way of the following policies and actions.

Policies

- P 7 Promote the development and uptake of walking and cycling modes to achieve positive public health outcomes.
- P 8 Promote and support inter-agency collaborative projects for active transport.



Newstead walkway on the outskirts of Hamilton.

Table 7: Public health implementation actions

Action number	Actions and lead agency	Support agencies	Timing
A 14	Territorial authorities to promote and encourage walking and cycling for transport and leisure activities through: <ul style="list-style-type: none"> • promotion of new infrastructure • workplace and school travel plans • walking school buses • neighbourhood accessibility plans • cyclist skills training • other active transport, health and safety initiatives • events and campaigns. 	Environment Waikato, Advocacy Groups, WDHB, Waikato HEHA, Sport Waikato.	Ongoing.
A 15	Sport Waikato to coordinate the implementation of the Waikato Regional Physical Activity Plan and to support the ongoing development of sub-regional physical activity plans.	WDHB, Environment Waikato, territorial authorities, schools, Waikato HEHA.	Ongoing.
A 16	WDHB in conjunction with Environment Waikato to undertake a health impact assessment of the next Regional Walking and Cycling Strategy.	Territorial authorities.	2015.

Expected results

- Improved fitness and general health, particularly for school aged children.
- Increased number of people participating in walking and cycling promotional events (such as Bikewise month).

5.1.6 RLTS outcome area: environmental sustainability

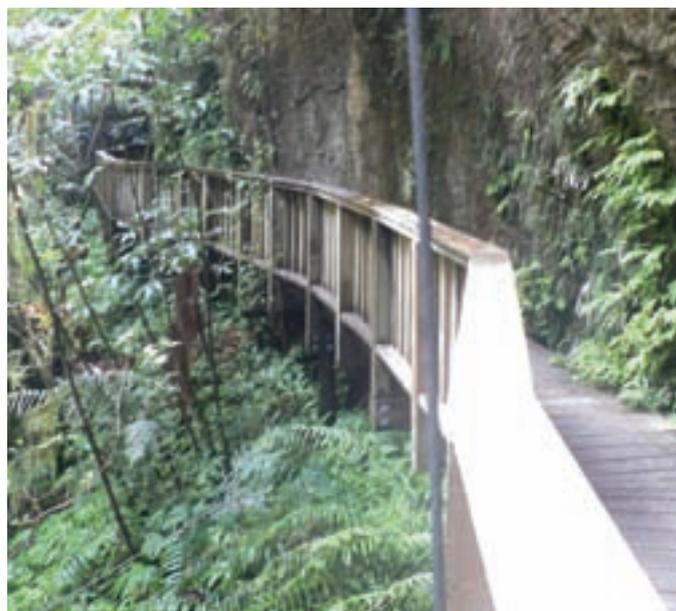
The RLTS's desired outcome for environmental sustainability is "A sustainable transport system that minimises adverse effects on the environment."

Providing walking and cycling facilities can reduce adverse effects on the environment through encouraging transport options.

The Regional Walking and Cycling Strategy will contribute to this desired outcome by way of the following policies and actions.

Policy

P 9 Promote the uptake of walking and cycling to reduce the overall impact on the environment.



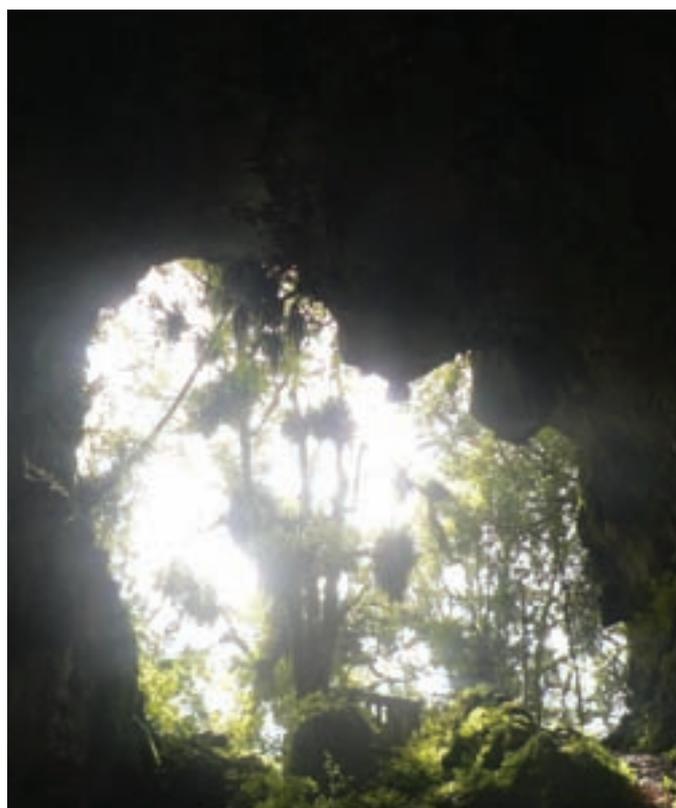
Mangapohue Natural Bridge Walk, Marokopa Road.

Table 8: Environmental sustainability implementation actions

Action number	Actions and lead agency	Support agencies	Timing
A 17	Environment Waikato to advocate for a reduction in carbon emissions through greater use of walking and cycling.	Territorial authorities, Waikato HEHA, Sport Waikato, DOC, Waikato Tourism, WDHB, schools, Living Streets, CAW, NZTA.	Ongoing.
A 18	Environment Waikato to promote the environmental, health and sustainability benefits of walking and cycling.	Territorial authorities, Waikato HEHA, Sport Waikato, DOC, Waikato Tourism, WDHB, schools, Living Streets, CAW, NZTA.	Ongoing.

Expected results

- Reduced congestion at peak times and therefore vehicle emissions.
- An increased awareness of environmental, health and sustainable benefits of walking and cycling.



Mangapohue Natural Bridge Walk, Marokopa Road.

5.1.7 RLTS outcome area: integration

The RLTS's desired outcomes for integration are
"Integrated land use and transport planning."
"Integrated transport modes".

The Regional Walking and Cycling Strategy will contribute to these desired outcomes by way of the following policies and actions.

Policy

P 10 Ensure that transport and land use planning results in walking and cycling facilities that are well integrated with other transport modes.



Scooting home from school.

Table 9: Integration implementation actions

Action number	Actions and lead agency	Support agencies	Timing
A 19	Environment Waikato and territorial authorities to review growth strategies, district plans, transport plans, structure plans and town centre plans to ensure the adequate provision of walking and cycling modes.	NZTA, WDHB.	Ongoing.
A 20	RCA's to provide for multi-modal connections and transport hubs for commuter and tourism trips.	Environment Waikato, Hamilton International Airport – Regional Tourism.	Ongoing.
A 21	Territorial authorities to provide sufficient trip-end facilities for walking and cycling such as cycle parking at appropriate facilities.	Environment Waikato, NZTA.	Ongoing.
A 22	RCA's to address severance issues that deter walking and cycling, such as railway line crossings, state highways and roundabouts.	ONTRACK, NZTA.	Ongoing.
A 23	Environment Waikato to investigate the potential of 'Bikes on Buses' as part of the Regional Passenger Plan review.	Hamilton City Council, territorial authorities.	Ongoing.

Expected results

- Desired walking and cycling outcomes are integrated into land use and transport planning projects.
- Commitments to the inclusion of walking and cycling objectives, policies, rules, networks and standards in relevant plans.
- Ease of access to multi-modal travel (such as cycle, pedestrian, passenger transport combinations).

5.1.8 RLTS outcome area: responsiveness

The RLTS's desired outcome for responsiveness is "A transport system that responds to the needs of the community".

The Regional Walking and Cycling Strategy will contribute to the desired outcome by way of the following policies and actions.

Policy

P 11 Ensure walking and cycling trends are monitored so transport and land use planning is responsive to the needs of pedestrians and cyclists.

Table 10: Responsiveness implementation actions

Action number	Actions and lead agency	Support agencies	Timing
A 24	RCA's to develop, maintain and review walking and cycling strategies and implementation plans (including route maps).	Environment Waikato.	Ongoing.
A 25	RCA's and Environment Waikato to encourage and support advocacy groups' involvement in walking and cycling initiatives.	Advocacy groups.	Ongoing.
A 26	Environment Waikato to investigate, develop and undertake a pedestrian and cycle monitoring programme for the region.	Territorial authorities, advocacy groups.	Annually.
A 27	Environment Waikato to coordinate the steering group to oversee the strategy, share best practice information and provide guidance on the planning and promotion of walking and cycling.	RWCSG.	ongoing and as required.
A 28	Environment Waikato to regularly update the RTC on walking and cycling activities in the Waikato region.	RWCSG.	ongoing as required.
A 29	Environment Waikato to work with adjoining regions to ensure connections between neighbouring regional walking and cycling networks.	Neighbouring regional councils.	Ongoing.

Expected results

- Maintained partnerships, knowledge and understanding between key stakeholders.
- Monitoring the number of people walking and cycling.
- RCAs develop, implement and monitor their walking and cycling strategies.



Limestone outcrops, Ruakuri, Waitomo.

5.1.9 RLTS outcome area: energy efficiency

The RLTS's desired outcome for energy efficiency is "A transport system that is designed, constructed and operated to improve energy efficiency".

The Regional Walking and Cycling Strategy will contribute to the desired outcome by way of the following policies and actions.

Policy

P 12 Promote the uptake of walking and cycling as energy efficient modes to assist in managing travel demand, particularly in urban areas.

Table 11: Energy efficiency implementation actions

Action number	Actions and lead agency	Support agencies	Timing
A 30	Environment Waikato to promote the energy efficiency (including reduction in carbon emission) benefits of walking and cycling.	RCA's, Waikato HEHA, Sport Waikato.	Ongoing.
A 31	Territorial authorities to encourage energy efficient transport modes such as walking and cycling through their structure planning.	EECA, Environment Waikato, NZTA.	Ongoing.

Expected results

- More people are choosing energy efficiency transport modes including walking and cycling modes, particularly for short trips in urban areas.



5.1.10 RLTS outcome area: funding

The RLTS's desired outcome for funding is

"A transport system that is funded to fully implement local, regional and national strategies".

The Regional Walking and Cycling Strategy will contribute to the desired outcome by way of the following policies and actions.

Policy

P 13 Advise territorial authorities on funding opportunities for walking and cycling across the region.

Table 12: Funding implementation actions

Action number	Actions and lead agency	Support agencies	Timing
A 32	Environment Waikato to work with NZTA to assist and advise territorial authorities on funding processes for walking and cycling projects and activities.	Territorial authorities, SPARC, WDHB, DOC.	Annually.
A 33	RTC, through the RLTP to prioritise walking and cycling projects for the region.	Environment Waikato, territorial authorities, NZTA.	Annually.
A 34	RWCSG to investigate alternative sources of funding for walking and cycling projects.	Environment Waikato.	Ongoing.

Expected results

- Walking and cycling activities in the region are funded accordingly.
- The region has a coordinated front for walking and cycling priorities when developing the RLTP and when the NZTA develops the NLTP.



Waikato River Trails, swing bridge, Arapuni.