

Draft Regional Walking & Cycling Strategy

for the Waikato region

2009 - 2012

Waikato Walking and Cycling Strategy



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Waikato Walking and Cycling Strategy





Chairman's for Environment Waikatoord



The Waikato region is an expansive and diverse region that offers many wonderful opportunities for walking and cycling. There are many different settlement patterns in the region from highly urbanised centres to remote rural villages each with their own walking and cycling requirements. In addition there are many significant walks in the region that are just coming of age including the Hauraki Rail Trail and the Waikato River Trails.

The Government has recently announced its support for the development of a National Cycleway and we are excited about the prospects that may bring for the Waikato Region, centred at the hub of the Golden Triangle.

Walking and cycling means many things to many people. For some cycling and walking is their main form of transport while for others it is a recreational, sports or commuting pastime. Walking and Cycling plays a very important role in keeping our citizens

healthy and we need to promote the benefits of active transport at every opportunity.

This Strategy is an expression of the walking and cycling outcomes of our Regional Land Transport Strategy. It puts in place the foundations for further development and enhancement of walking and cycling networks across the region. This Strategy will also assist us in seeking funding for important regional walking and cycling projects. As the population of our region grows at a steady pace we need to ensure that walking and cycling facilities are available to keep pace with demand.

I would like to thank the many organisations on the Working Group who have assisted in preparing this Draft Walking and Cycling Strategy. I am confident the diverse views of all of our stakeholders have been captured in this document.

I commend this draft Strategy to you and Environment Waikato looks forward to receiving your comments.

Norm Barker
Chairman Regional Land Transport Committee

Waikato Walking and Cycling Strategy





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Executive summary

Walking and cycling have many well documented benefits, where not only the individual profits, but so do communities, with a flow on effect of reducing congestion and vehicle emissions, increasing community accessibility, cohesion and public health.

New Zealand prides itself as being a nation of people that enjoys the outdoors and being active. In order to ensure that this enjoyment continues and grows, it is important to provide sound and accessible infrastructure, guidance and support so New Zealanders can continue to be active. To achieve this, planning that incorporates good urban design and traffic engineering along with involvement of pedestrians, cyclists and those requiring disability access is essential.



Walking on the Karangahake Gorge Track

Environment Waikato's role is to implement the Regional Land Transport Strategy (RLTS), develop the Regional Land Transport Programme (including walking and cycling activities), manage the regional passenger transport system and oversee the implementation of the Waikato Regional Walking and Cycling Strategy. Environment Waikato's role in regional walking and cycling is to promote, support and co-ordinate walking and cycling initiatives across

the region. The development and maintenance of walking and cycling infrastructure is the role of the NZ Transport Agency and territorial authorities.

Data gathering for this strategy began in 2004 with a series of sub-regional focus groups. A further series of focus group meetings was held throughout the region in 2008 to capture any new Waikato issues. A steering group comprising representatives from walking and cycling stakeholders was established. A further series of meetings were held to assist with shaping the strategy.

The strategy's vision was decided by the steering group – *"Walking and cycling are safe, integrated and accessible activities in the Waikato Region."* The vision is accompanied by 12 policies and 29 actions.

This strategy identifies a number of outcomes where walking and cycling networks are well connected and linked to key destinations such as work places, schools, recreational areas and tourism destinations. It is important to monitor the number of people walking and cycling which will become a benchmark for future monitoring. It is expected that numbers of pedestrians and cyclists will increase if further infrastructure is built or retrofitted. Good urban infrastructure design, alongside enforcement and education should reduce the number and severity of crashes involving pedestrians and cyclists.

With more school and workplace travel plans being developed, programmes such as 'walking school buses' will see more school students walking or cycling to school, and similarly workplaces.

For local authorities to obtain subsidies for any walking and cycling project, it is necessary they have a walking and cycling strategy.

The principal audience for this strategy is decision makers, planners, managers, road safety engineers, health agencies, police, sporting trusts, and advocacy groups particularly at the regional and local level. Members of the public with an interest in walking and cycling will also find this strategy useful.

Implementing this strategy will require a shared commitment at national, regional and local levels to ensure walking and cycling are taken seriously as alternative transport modes.



List of acronyms in this strategy

CAW	Cycle Action Waikato
CCS	CCS Disability Action
CPTED	Crime Prevention through Environmental Design
DHB	District Health Board
DoC	Department of Conservation
ENVIRONMENT WAIKATO	Environment Waikato
GPS	Government Policy Statement
HCC	Hamilton City Council
JOG	Joint Officials Group
LGA	Local Government Act
LTCCP	Long Term Council Community Plan
LTMA	Land Transport Management Act
NLTP	National Land Transport Programme
NZEECS	New Zealand Energy Efficiency and Conservation Strategy
NZTA	New Zealand Transport Agency
NZTS	New Zealand Transport Strategy
RCA	Road Controlling Authority
RLTP	Regional Land Transport Programme
RLTS	Regional Land Transport Strategy
RSAP	Road Safety Action Plan
RTSG	Regional Technical Steering Group
RMA	Resource Management Act
RPS	Regional Policy Statement
RSC's	Road Safety Coordinators
RTC	Regional Transport Committee
SPARC	Sport and Recreation New Zealand
TA's	Territorial Authorities
WAMOS	Waipa Mountain Bike Club



1 Introduction

The Regional Land Transport Strategy (RLTS) 2006-2016 sets a frame work for moving towards a more sustainable, integrated and multi-modal transport system for the Waikato region by promoting a range of alternative transport options. Walking and cycling are key transport modes that will help deliver on this goal.

The RLTS sets the policy frame work for walking and cycling in the region. The RLTS was developed under the guidance of the New Zealand Transport Strategy (NZTS) and the national walking and cycling strategy, "Getting there – on foot, by cycle". The RLTS requires Environment Waikato to develop and implement a Waikato Regional Walking and Cycling Strategy in conjunction with territorial authorities and other key stakeholders. Accordingly, this is the first walking and cycling strategy for the Waikato region and it has been developed by a steering group made up of a wide range of stakeholder representatives.

Walking and cycling is undertaken for both commuting and recreational purposes across the region. Given the many benefits of walking and cycling, there is considerable potential to increase the uptake of these active transport modes. Since the RLTS became operative, an updated NZTS 2008 has been released which contains further impetus for increasing walking and cycling modes by setting an overall target "to increase walking, cycling and other active modes to 30 percent of total trips in urban areas by 2040." The Government Policy Statement (GPS) on Land Transport Funding 2009/10 - 2018/19 has been updated in May 2009 and includes a range of anticipated 'impact statements' for the land transport system to support economic growth and productivity. The provision of walking and cycling will contribute to reducing the regional land transport energy consumption and to ensure the region's principle population centres are well connected to an integrated transport network. The Road Safety to 2010 strategy containing pedestrian and cyclist safety targets is due to be updated in 2009/10 next year.

The success of this, and the ability of the region to meet targets for walking and cycling, will rely on a multi-faceted approach that is outlined in this strategy including ensuring integrated land use and transport planning and engineering, a focus on influencing travel behaviour change, integrated network planning improvements, good urban design and ensuring pedestrian and cyclist safety.

1.1 Purpose of the strategy

The primary purpose of the Waikato Regional Walking and Cycling Strategy is to support the walking and cycling components of the Regional Land Transport Strategy and the national transport objectives of the New Zealand Transport Strategy and Government Policy Statement. Other key aims of the strategy include:

- To provide a detailed policy frame work with a range of policies and actions to guide support and coordinate walking and cycling initiatives in the region
- To encourage and promote, through a range of methods, the uptake of walking and cycling in the region.
- To co-ordinate the development of an integrated, region-wide walking and cycling network and sub-regional walking and cycling activities where appropriate.
- To provide direction to funding agencies for the allocation of funding resources to walking and cycling priorities.
- To support and coordinate with other strategies and plans that focus on walking and cycling outcomes.
- To provide a monitoring frame work which measures progress against identified targets and timeframes, which will inform the review of the RLTS.

The strategy combines both walking and cycling into one document to ensure integration and co-ordination of both modes. It is intended to review the strategy in tandem with the RLTS to ensure consistency of policy documents.



Taking children to school - Coromandel Area School



1.2 Benefits of walking and cycling

Walking has the added benefit of being an important 'linking' mode of transport, as it is often the first and last mode used in a journey. It is an inexpensive mode of transport and is suitable for many short journeys and can provide consequential health benefits. For people with impairments that restrict mobility (such as wheelchairs, walking frames, sticks and mobility scooters), blind and visually impaired people; a well designed and integrated multi-modal transport system means improved access and use of footpaths, pedestrian facilities, car-parking and public transport centres.

Cycling has the potential to replace a large percentage of car journeys, as around two-thirds of car journeys are less than 6km (Land Transport Safety Authority, 2004). As with walking, cycling can also form an important component of multi-modal journeys, and when appropriate facilities are provided in conjunction with public transport, cyclists are able to travel much further.

The development and promotion of walking and cycling can contribute to the well-being of the community in many ways, these include:

- Improved health and fitness
- Reduced congestion on roads, especially for short trips
- Reduced demand for car parking space
- Environmental sustainability – no harmful emissions, no fossil fuels burnt
- The creation of vibrant and safe streets
- The creation of opportunities for social interaction
- Social inclusion and accessibility for everyone
- Tourism, leisure and outdoor experiences
- Low user costs and value for money

1.3 Roles and responsibilities

A large number of organisations are involved in the planning, management and delivery of walking and cycling activities in the Waikato Region. Most of the territorial authorities in the region have developed, or are in the process of developing walking and cycling strategies. In addition, there are also a number of other agencies involved in promoting walking and cycling through a range of strategies and plans including the NZ Transport Agency, Sport Waikato, the Department of Conservation, NZ Police and the Waikato District Health Board. Cycle and pedestrian advocacy groups also play a role in developing walking and cycling policy in the region. Figure 1 provides a more detailed description of agencies responsible for walking and cycling implementation

The Local Government Act, 2002 and the Resource Management Act, 1991 give power to regional councils to make decisions on issues throughout their region. In terms of this strategy, Environment Waikato's role is one of providing guidance and support to territorial authorities and stakeholder groups to promote and implement walking and cycling initiatives. The role of building walking and cycling infrastructure is that of the road controlling authorities. Environment Waikato has the role of ensuring that these aims are achieved through its role of providing guidance and support to territorial authorities and stakeholder groups to promote and implement walking and cycling initiatives.

Under the Land Transport Management Act 2003 (amended in 2008), Environment Waikato co-ordinates, on behalf of the Regional Transport Committee, the process of preparing a Regional Land Transport Programme. The RLTP includes walking and cycling projects. The specific roles for Environment Waikato are outlined in the implementation plan in section 3.

Due to the more local nature of walking and cycling modes, it is the territorial authorities through their walking and cycling strategies and other policy plans (such as their Long Term Council Community Plans and District Plans) that have the most direct influence on walking and cycling modes. They are responsible for the detailed planning and implementation of walking and cycling infrastructure and networks.

The role of Environment Waikato is to implement the RLTS, develop the Regional Land Transport Programme (including walking and cycling activities) and to oversee the implementation of the Waikato Regional Walking and Cycling Strategy. With respect to the detail of the strategy, Environment Waikato's role is essentially to promote, support and co-ordinate walking and cycling initiatives across the region, as is reflected in the purpose of the strategy below.

Organisations that will have a role in the strategy are seen in Figure 1 below. A fuller description of each organisation and their roles can be seen in Appendix A.

1.4 Tangata Whenua

The NZ Transport Strategy (NZTS) references the Treaty of Waitangi (p.18) noting;

"The government is committed to upholding the principles of the Treaty. Central to the Treaty principles is that Maori have a special relationship with their ancestral lands, water, sites, wahi tapu and other taonga. Transport planning and decision making needs to take account of that relationship as well as the more general needs of Maori



communities. Therefore the government is committed to ensuring that Maori are involved in making decisions about transport that affect their cultural, economic, environmental and social well-being."

"The Land Transport Management Act 2003, provides specific opportunities for Maori to participate in decision making processes about land transport and for approved organisations to foster the development of Maori capacity to contribute to these processes."

The overriding vision of the Treaty of Waitangi is that of – Mahi tahi – working together in partnership.

It is the intention of this Strategy to effectively engage with Tangata Whenua to identify opportunities for walking and cycling aligning with their own tribal strategic documents. The outcome of the engagement with Tangata Whenua will be to enable iwi to contribute to decision making on walking and cycling planning exercises.

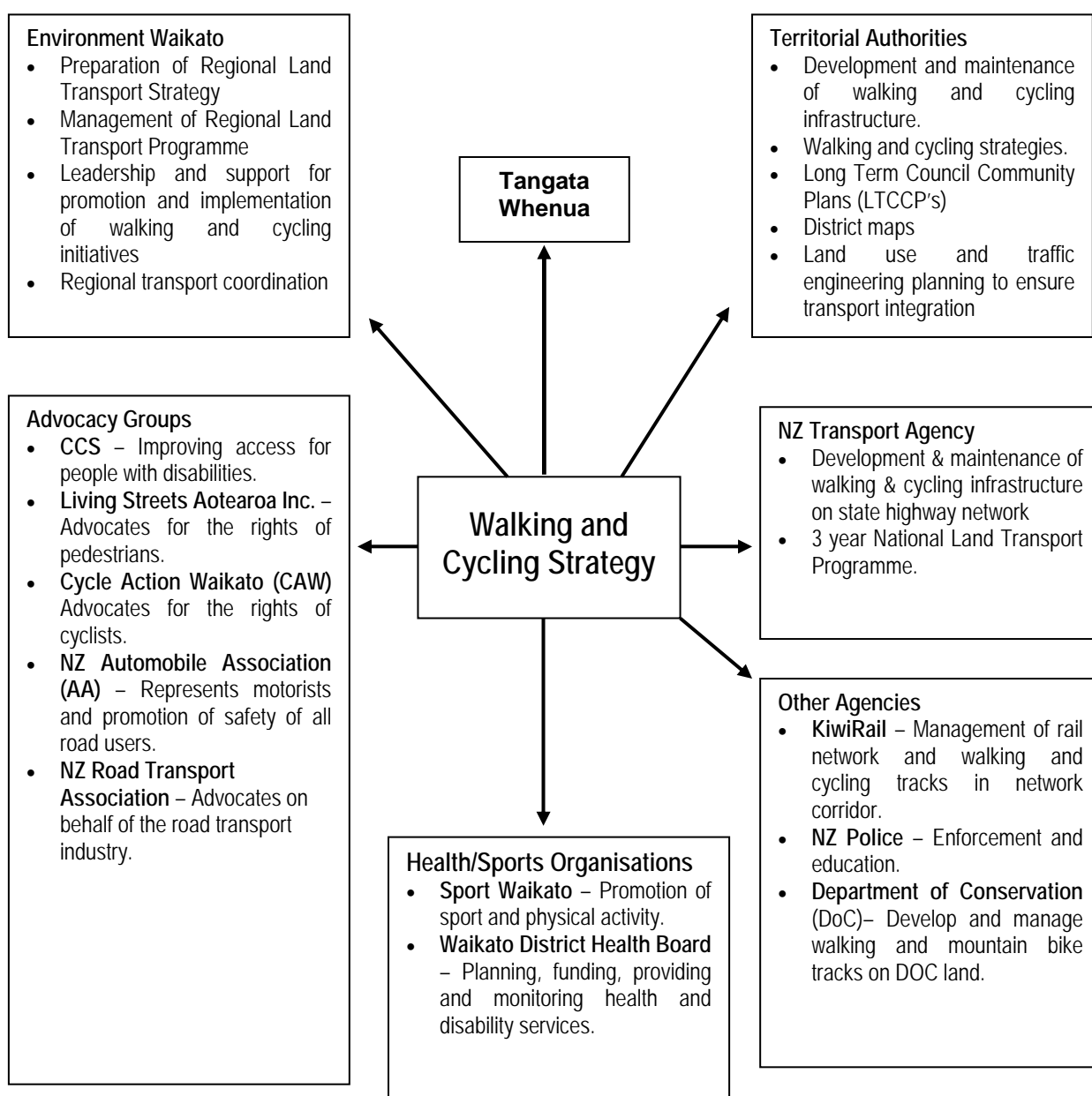


Figure 1 Key roles and responsibilities relevant to the regional walking and cycling planning and implementation.



1.5 Strategy structure

Sections one to six outline the key components of this strategy. These include the purpose of the strategy, policy context, the current position in the Waikato, the vision, objectives and actions for walking and cycling, and how these will be achieved through a set of targets and monitoring indicators. The sections in the appendices provide background information for the strategy.

1.6 Strategy preparation process

In April 2004 a series of workshops were held across the region with key stakeholders and interest groups to identify key issues in relation to walking and cycling.

The outcomes of these regional workshops helped to inform the development of the RLTS along with identifying the key issues for the Regional Walking and Cycling Draft Strategy.

A further series of sub-regional workshops were held in 2008 to ensure that local and region wide issues recorded in 2004 were still relevant, plus capture any new issues.

A Walking and Cycling Steering Group was formed to assist with the strategy development. While all local authorities were informed about the strategy, for logistical reasons one representative from each sub-region was invited to participate on the steering group, with the responsibility to disseminate information to neighbouring local authorities. The steering group representatives are identified in the 'acknowledgements' section of this strategy. Figure 2 shows the strategy development process.



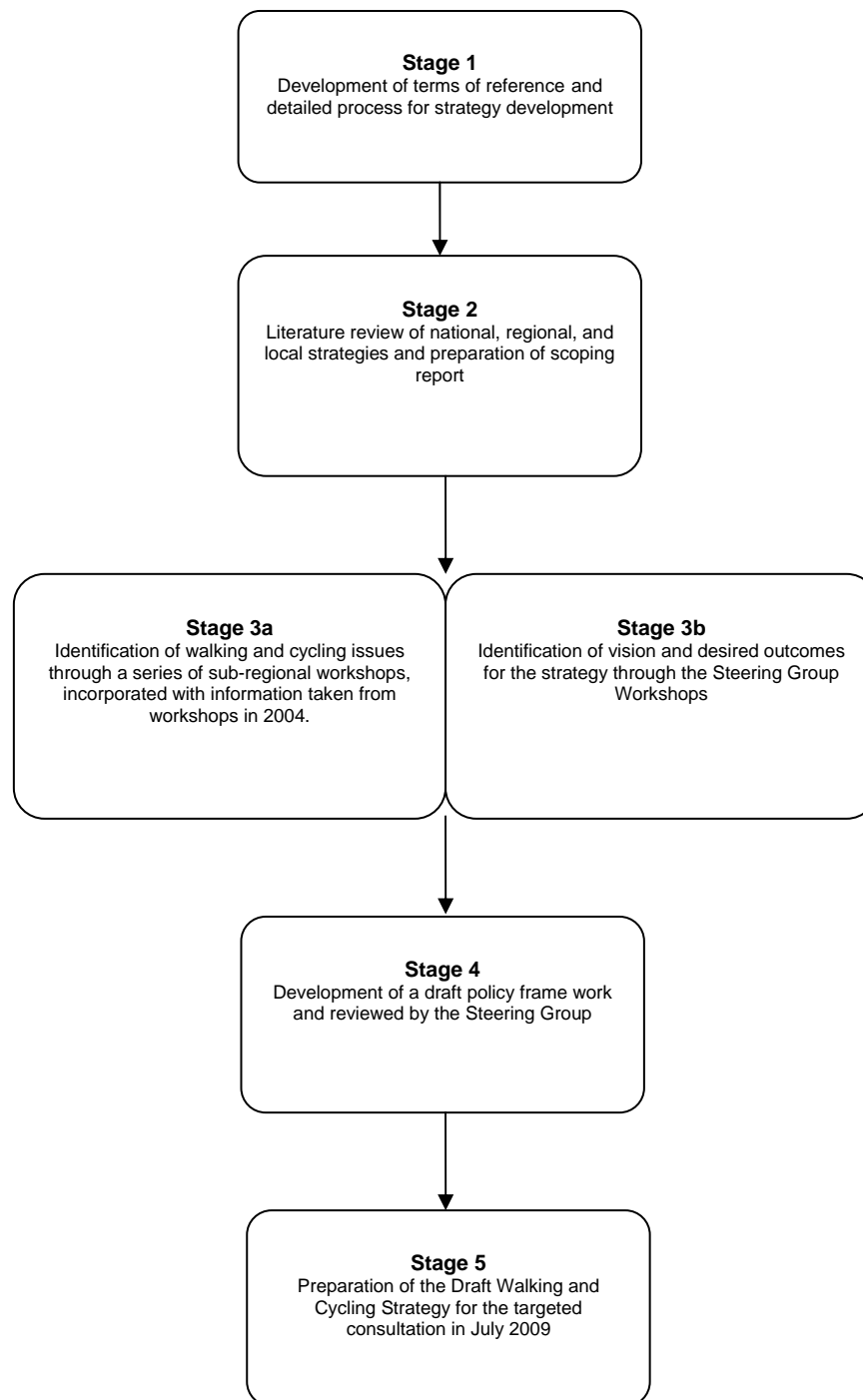


Figure 2 Strategy preparation process

1.7 Strategy legislative context

There are key national and regional policy drivers that provide the frame work for the regional cycling and walking strategy. The relationship is shown in figure 3.

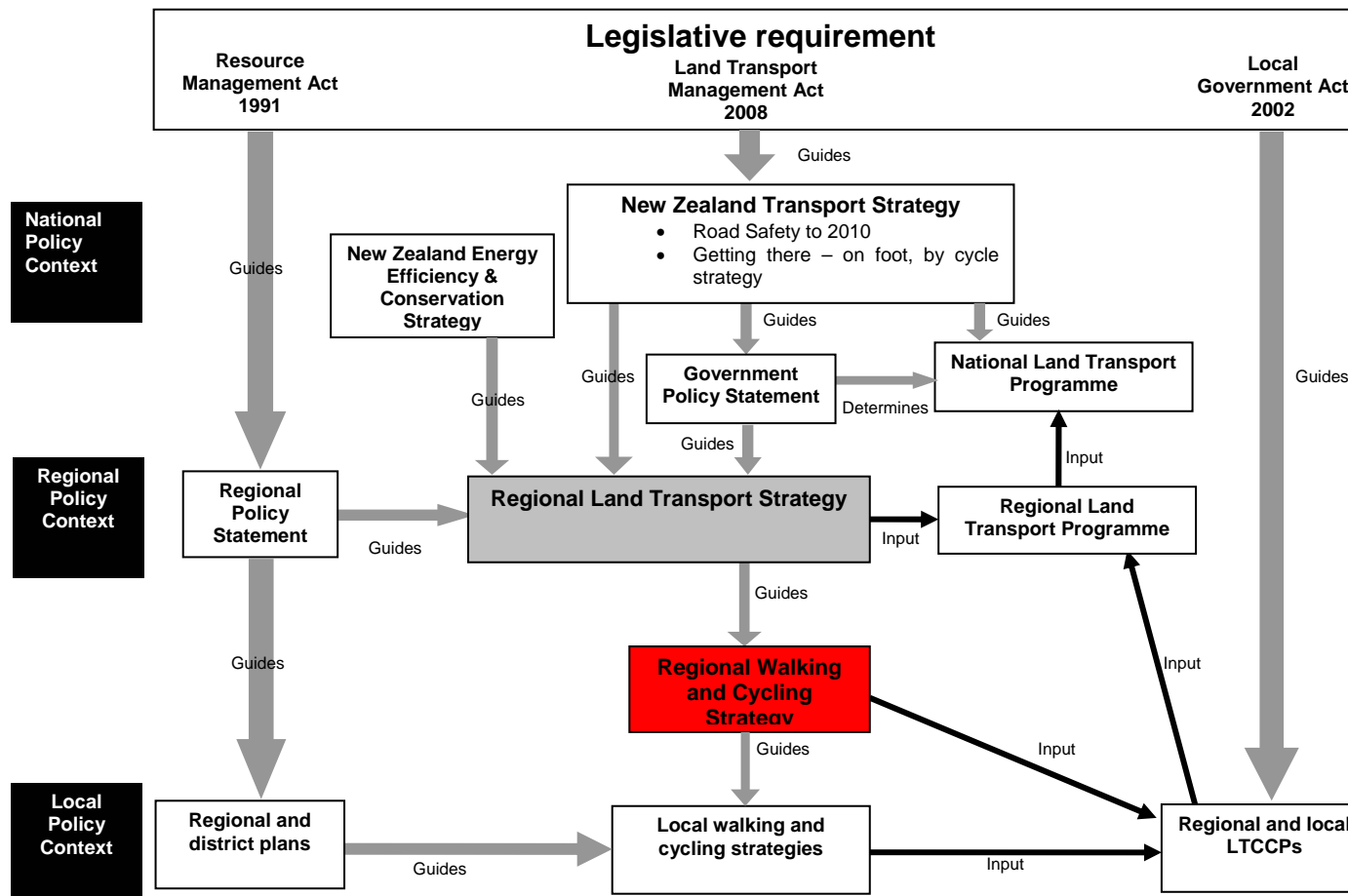


Figure 3 Key policies and strategies

1.7.1 Land Transport Management Act (LTMA)

The Land Transport Management Act (LTMA) articulates the legislative requirements of the New Zealand Transport Strategy to achieve an integrated, safe, responsive and sustainable land transport system.

1.7.2 Resource Management Act 1991

The Resource Management Act 1991 is New Zealand's overriding environmental legislation. Its purpose and principles are defined under section five of the Act. Its principal objective is to "promote the sustainable management of natural and physical resources". The responsibility of implementing the RMA falls largely on New Zealand's regional and territorial authorities. It is for this reason that all council strategies need to be written in a way which ensures all activities within regional and territorial authority boundaries are carried out in accordance with the Acts primary purpose and principles. This includes all walking and cycling strategies.

1.7.3 Local Government Act 2002

The Local Government Act 2002 outlines what needs to be included within Long-Term Council Community Plan (LTCCP). LTCCP's provide a broad overview of what a community wishes to achieve within a 10 year time-frame and how council intend to respond and achieve these outcomes. LTCCP's are the instrument by which councils allocate funding to implement their community strategies. Included in these strategies are those for walking and cycling.

1.8 National policy context

1.8.1 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 interventions are also outlined which will be an important area of 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 New Zealand Transport Strategy 2008 is to 'increase walking, cycling and other active modes to 30 percent of total trips in urban areas by 2040'. The Ministry of Transport is developing regional targets, and these will be taken into account when the Waikato Regional Walking and Cycling Strategy is reviewed



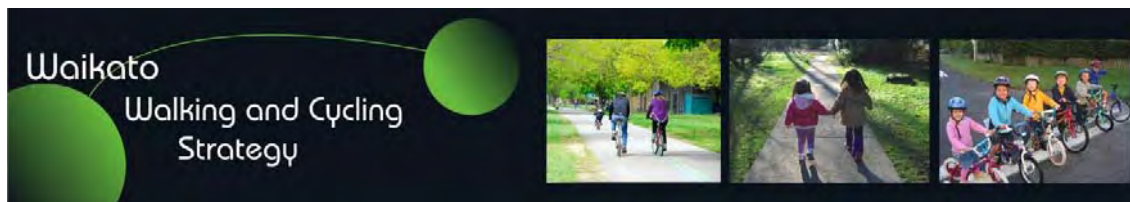
The NZ Transport Strategy aims to increase the use of walking and cycling

1.8.2 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 Strategy was reviewed in October 2007 and identified 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 Strategy recognises the role that both central and local government can play in leading the integration of sustainable energy outcomes. The Strategy includes objectives, targets, policies and how these are to be achieved.



1.8.3 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 being updated in 2009/10.

1.8.4 National Walking and cycling Strategy – Getting there – by foot, on cycle

“Getting there – on foot, by cycle”, sets out a national strategy to advance walking and cycling in New Zealand. The strategy is integral to achieving the objectives of the NZTS and articulates the

Government’s vision of a New Zealand where people from all sectors of the community cycle and walk for transport and enjoyment.

The vision is supported by three goals:

- Community environments and transport systems that support walking and cycling
- More people choosing to walk and cycle, more often
- Improved safety for pedestrian and cyclists.

“Getting there – on foot, by cycle” has actions on 10 priorities, across four focus areas outlined in Table x1 below

Table 1 “Getting there – on foot, by cycle” actions on 10 priorities, across four focus areas

Focus	Priorities for Action
One – Strengthening foundations for effective action	Encourage action for walking and cycling within an integrated, sustainable approach to land transport.
	Expand our knowledge and skill base to address walking and cycling.
	Encourage collaboration and coordination of efforts for walking and cycling.
Two – Providing supportive environments and systems	Encourage land use, planning and design that supports walking and cycling.
	Provide supportive environments for walking and cycling in existing communities.
	Improve networks for long-distance cycling.
Three – Influencing individual travel choices	Encourage positive attitudes towards and perceptions of walking and cycling as modes of transport.
	Encourage and support individuals in changing their travel choices.
Four – Improving safety and security	Improve road safety for pedestrians and cyclists.
	Address crime and personal security around walking and cycling.

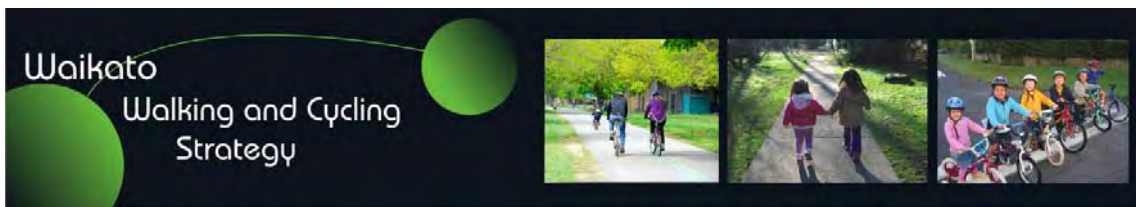
The Road Safety to 2010 strategy and National Energy Efficiency & Conservation Strategy are also important national policy frameworks for walking and cycling modes.

1.8.5 Government Policy Statement, May 2009

The Government Policy Statement (GPS) on Land Transport Funding was released in May 2009, and 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. The GPS

contains seven impacts the Government wishes to achieve. These are:

- Improvements in the provision of infrastructure and services that enhance transport efficiency and lower the cost of transportation through:
 - Improvements in journey time reliability
 - Easing of severe congestion
 - More efficient freight supply chains
 - Better use of existing transport capacity
- Better access to markets, employment and areas that contribute to economic growth
- A secure and resilient transport network
- Reductions in deaths and serious injuries as a result of road crashes



- More transport choices, particularly for those with limited access to a car where appropriate
- Reductions in adverse environmental effects from land transport
- Contributions to positive health outcomes

1.9 Regional policy context

1.9.1 Regional Land Transport Strategy

The Regional Land Transport Strategy (RLTS) provides the regional framework for the development of the Waikato Regional Walking and Cycling Strategy. The RLTS sets the direction for the promotion and advancement of walking and cycling as transport modes in the region. The strategy recognises the benefits that these modes can offer now and in the future and has set regional policies and actions to promote walking and cycling in a number of the nine outcome areas discussed in section 3 of this strategy. The outcomes particularly relevant to walking and cycling are:

- Safety and personal security (including development of safety initiatives and road safety programmes for pedestrians and cyclists)
- Access and mobility (a focus on ensuring there are a range of mode choices available)
- Public health (including promotion of cycling and walking, through the development and implementation of regional and local strategies and inter-agency collaborative projects)
- Integration (key focus on integrating transport and land use planning to achieve a mode shift, including more people walking and cycling)
- Energy efficiency (including encouraging modal shift and developing more energy efficient transport options in the region, such as walking and cycling)

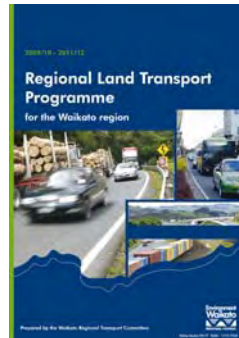
1.9.2 Regional Land Transport Programme

The Regional Land Transport Programme (RLTP) is a statutory document prepared under the Land Transport Management Act 2003 (LTMA). The purpose of this document is to prioritise all of the land transport activities in the Waikato for submission to the NZ Transport Agency (NZTA) for funding. The RLTP for the Waikato region is prepared for the Waikato region by the Regional Transport Committee (RTC) for approval by the Regional Council.

The RLTP is then submitted to NZTA for inclusion in the National Land Transport Programme (NLTP). The NLTP identifies government funding for transport

activities. If an activity is not included in the RLTP it is ineligible for government subsidy. Combining the land

transport activities for the region into a single



programme allows the region to address known transport issues in a comprehensive way and also allows comparison to be made against national and regional targets for the transport sector. Development of the RLTP requires a collaborative effort

between the territorial authorities of the region, the NZTA and the regional council and is prepared every three years.

Environment Waikato consulted on the Draft Regional Land Transport Programme 2009-2012 in May 2009. The final programme will be adopted by the RTC in June 2009. The implementation methods and actions from the Regional Walking and Cycling Strategy will be reflected in the next RLTP review which is scheduled in 2012.

1.9.3 Long Term Council Community Plan

The Long Term Council Community Plan (LTCCP) is prepared under the Local Government Act, by the regional council every three years, and contains planning and financial information for the next 10 years. The LTCCP describes how the council will deliver the outcomes agreed to by the community in respect to social, economic and environmental well being, and the council's intended contribution towards those outcomes. Of particular relevance to walking and cycling are the following community outcomes:

- *"We have reliable, efficient and well planned infrastructure and services, including transport that is safe, interconnected, and easy to get and use"*
- *"We can participate in recreation and leisure activities that meet our diverse needs and we have opportunities to enjoy the Waikato region's natural places and open spaces in responsible ways"*

Other key legislation, strategies and plans are included in Appendix C

2 Walking and cycling in the region

2.1 Current position

The Waikato region is diverse in settlement types, from large and relatively highly populated urban areas, to very small and isolated rural settlements. Due to this diversity, walking and cycling play varying roles throughout the region.

Cycling and walking infrastructure is well developed in the Waikato region catering for:

- urban areas footpaths, street crossings, shared paths, on-road cycle lanes and river walks
- non-urban needs such as tramping tracks, mountain bike parks, BMX parks, rail trails and river trails

Many rural settlements have developed paths accessing schools and in many cases local communities

Local Authorities are required to have a walking and cycling strategy to qualify for funding applications. Appendix D shows the current status of walking and cycling strategies

There is opportunity for local authorities to include planning for walking and cycling in Waikato urban developments.

A number of school travel plans and walking school buses have been developed throughout the region, along with a small number of business travel plans. Schools, tertiary institutions and larger employers will be targeted to increase business travel plans. Figure 4 shows the region's school travel plans and walking school buses.

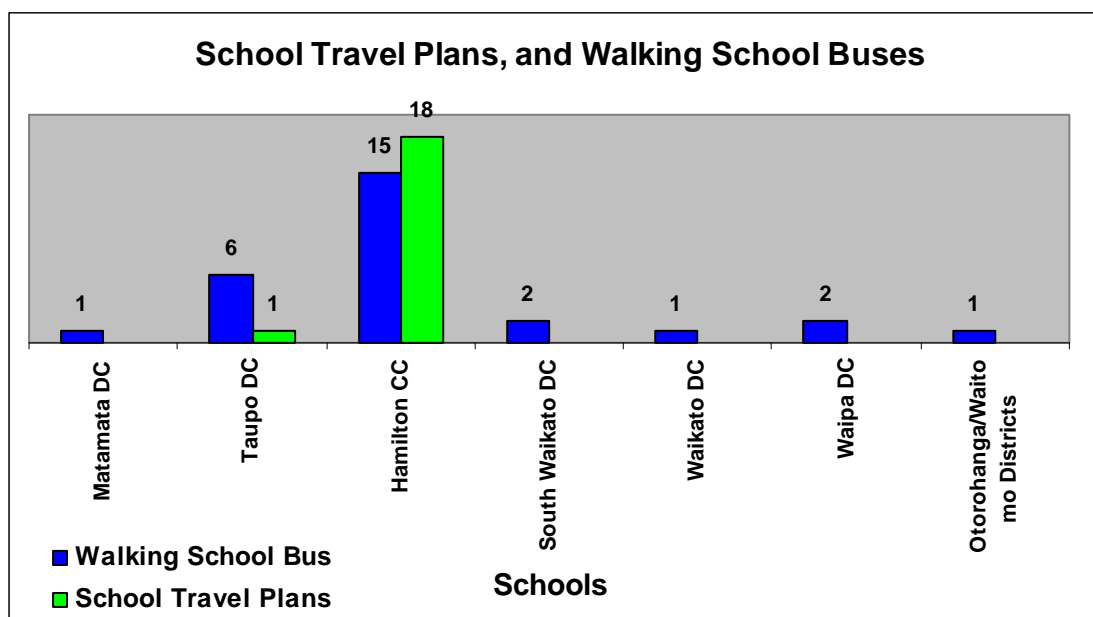


Figure 4 Numbers of Regional School Travel Plans and Walking School Buses

The Waikato region is made up of 12 local authorities including Hamilton City. For the purpose of transport, Franklin and Rotorua are not considered as part of

the Waikato Region under the LTMA. The remaining ten local authorities have been divided into four sub-regions as outlined in Figure 5.

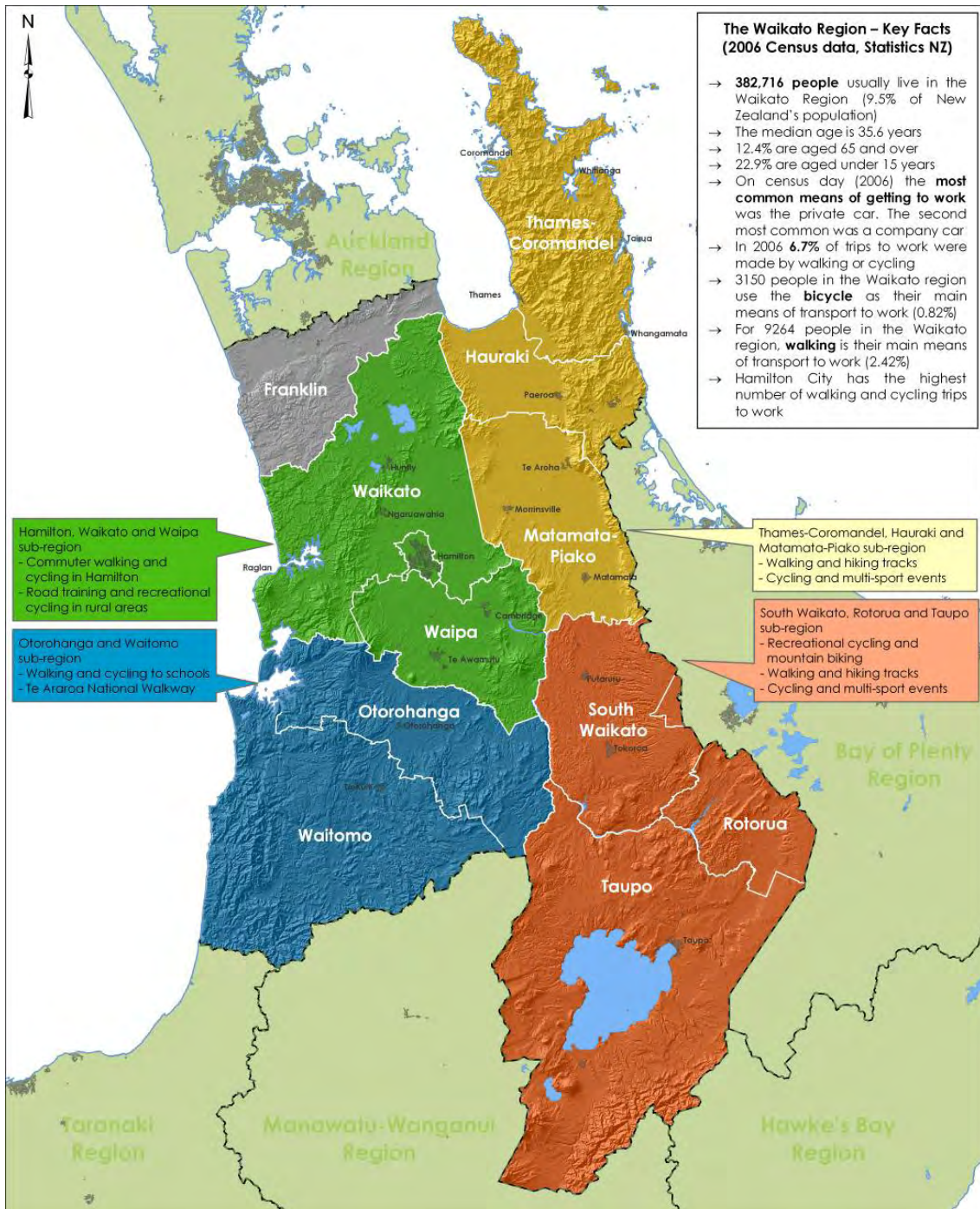


Figure 5 Waikato Region and 12 local authorities

The following sections describe the current position for the national, regional and sub-regional areas. Each sub-regional area will describe individual local authorities and their current position for walking and cycling.

2.2 Of national importance

The Waikato Region hosts a number of walkways and rail trails that are of national importance.

2.2.1 Te Araroa – National Walkway

The Te Araroa project aims to establish a walking trail that follows the length of New Zealand. The Te Araroa Trust was set up to promote the idea, and the trust has since established eight regional trusts, including Te Araroa Waikato Trust, charged with fund-raising and development in their region. The project crosses many district and regional boundaries throughout the country, and involves a wide cross-section of stakeholder groups. The cross-boundary nature of the project in the Waikato calls for regional



coordination, and thus there is a regional role in supporting the regional trust in the promotion and advancement of the Te Araroa project. The completed project will enhance and extend walking connections throughout the Waikato region. Te Araroa is shown on the regional map in Appendix B.



Te Araroa, Gaine Rd, 5km West of Otorohanga



One of the many spectacular views from the Waikato River trail

2.2.2 National Cycleway

In February 2009, the National Government held an Employment Summit to discuss a means of stimulating jobs in the current economic climate. One of the key outcomes of the summit was the development of a national cycleway which could potentially assist with generating revenue and employment opportunities in New Zealand. The vision for the National Cycleway is 'to create a variety of riding experiences that collectively would cater to three market segments'. These are:

1. the urban cycleways focussed on reducing traffic congestion and providing leisure activities;
2. the mountain bike trails for those seeking a challenge; and
3. the 'Great Rides' of New Zealand for the families and older travellers seeking an interactive experience.

Early indications suggest that to begin with, existing or proposed cycleways will be investigated to assess locations and feasibility and their potential for linking to a network of national routes. In 2009, fifty million dollars was approved for the national cycleway which will be available for regions, councils or community groups to conduct feasibility work and co-fund the building of Regional Projects. For the Waikato Region there are several prominent choices for consideration for the region including The Hauraki Rail Trail, Waikato River Trails and Hamilton City which have been identified in this strategy.

2.3 Of regional importance

2.3.1 Regional Walking and Cycling Network

The Waikato Region has a number of sealed rural roads that are utilised by the more serious cyclist for longer distance riding because they are not so busy. The purpose of the regional cycling network is to identify long distance cycling opportunities on and off road. The regional network would enable routes to be connected across district authority boundaries to enable improved route connections for long distance cycling.

The New Zealand Transport Agency (NZTA) has made applications to the Land Transport Funding Programme (LTP Online) for a number of walking and cycling projects for the Waikato Region totalling \$7,015,500.

Walking and cycling can be broken into a number of categories, see table 2.

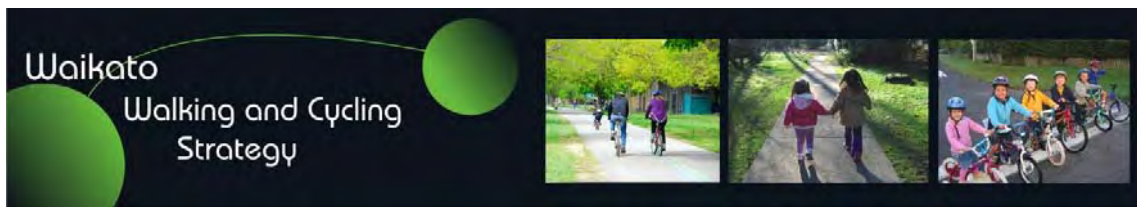


Table 2 Walking and cycling types

Walking types	Cycling types
Commuter/school	Commuter/school
Organised (eg clubs, walking school buses)	Organised (eg clubs)
Short trips (eg. The dairy)	Recreational
Tramping	Mountainbiking
Events, usually connected to running event.	BMX
	Events

2.3.2 Waikato River Trails

The Waikato River Trails Trust was formed in 2006 with the purpose of planning, developing, constructing, promoting and maintaining river trails within the South Waikato and wider Waikato region. Some sections of the project are already established. The Waikato River Trail for walking and cycling is planned to follow 100km, from Horahora in the north to Atiamuri in the south. The trails are a regionally significant tourism and active recreation project. The trails provide for walking in all section and mountainbiking in most section.



Waikato River Trail - Arapuni

The Waikato River Trails offers a range of terrain such as majestic river views, swing bridge near Arapuni, wheelchair access on the southern section near Atiamuri, old ruins and many more.

2.3.3 Hauraki Rail Trail

The Hauraki Rail Trail project began in 2004 and is administered by a trust. The project aims to provide a shared use for walking & cycling trail on the former railway lines between Te Aroha and Thames (60 kilometres), and Paeroa to Waihi (22 kilometres). Possible future links could include Morrinsville and

Hamilton in the west and Katikati or Athenree in the East.

The trail currently operates between Karangahake-Waikino as part of the Karangahake Historic Walkway, developed in 1980. Work is about to commence starting at Paeroa joining the Karangahake Gorge section. The trail will offer a number of benefits:

- Economic opportunities
- Recreational opportunities & health benefits
- Safe off-road routes
- Preservation of heritage areas
- Tourism benefits

2.3.4 Central North Island Rail Trail

This trail is located in the central North Island, and will eventually connect the historic logging settlements of Ongarue and Pureora, encompassing virtually the length of the Hauhungaroa Range on the west side between these two settlements. The 65 kilometre trail will offer shared use opportunities for recreational walking and cycling, crossing district boundaries. The trail presents another regionally significant tourist attraction, with economic and recreational opportunities for the people of the Waikato Region. Environment Waikato can play a role in the coordination and promotion of the trail at a regional level.

2.3.5 Department of Conservation reserves

The Waikato Region is home to many DoC reserves, offering tramping and some mountainbike options. Some of the major DoC tracks are located nearer urban settlements requiring less travel time to access, see Table 3

Table 3 DoC Reserves located near urban settlements in the Waikato

Bridal Veil Falls, on Kawhia Road, <i>walking</i>	Pukemokemoke Bush Loop Track, 10km past Gordonton, Hamilton, <i>walking</i>
Hakarimata Scenic Reserve and Walkway near Ngaruawahia	Te Toto Lower Gorge Track, near Raglan, <i>walking</i>
Bryant Memorial Track, near Raglan, <i>walking</i>	Waitomo Caves Walkway
Kakepuku Track, <i>walking</i>	Te Whanganui-a-Hei (Cathedral Cove) marine reserve, near Whitianga, <i>walking</i>
Karamu Walkway, Hamilton/Raglan Road	Karangahake Gorge Historic Walkway near Paeroa – <i>walking and cycling</i>
Karioi Summit tracks, Near Raglan, <i>walking</i>	Pureora Forest accessed in the East from Taupo and the West from Te Kuiti – <i>walking and cycling</i>
Maungakawa Scenic Reserve tracks, near Cambridge, <i>walking</i>	Activities in the Kauaeranga Valley on the Coromandel, <i>mostly walking with mountain-bike permits for events</i>
Pirongia's Mangakara Nature Walk, plus many other tramping tracks <i>cycling tracks in development</i>	Kauri Block Track, near Coromandel Town, <i>walking</i>

2.4 Of sub-regional importance

The Waikato Region consists of four sub-regions. Hamilton City is nestled in between the sub-region of Waikato and Waipa District Councils, and is New Zealand's fourth largest urban area, and the country's seventh largest territorial authority, and for this reason, the city is described separately from the sub-region it would normally fit with.

As urban growth increases, especially Hamilton City, so too does traffic congestion. Alternative transport modes such as walking, cycling and public transport will assist with the reduction of congestion, whilst promoting health through active transport.

A map showing existing and proposed walking and cycling networks in Hamilton City, along with a regional map showing walking and cycling facilities can be seen in Appendix B

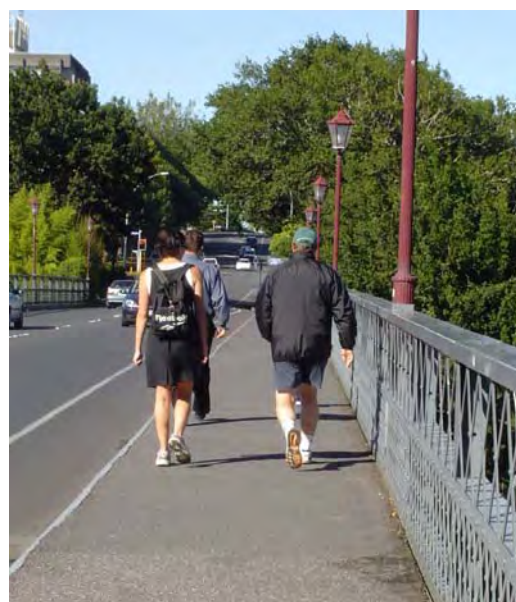
Each of the sub-regions are described 'at a glance' below, and includes District Authorities who have funding applications in Land Transport Programme Online (LTP Online) for walking and cycling projects.

2.4.1 Hamilton City

Hamilton City offers many facilities for walking and cycling, with opportunities to link trips with the bus network, all of which is designed towards more integrated multi-modal transport hubs assisting schools and workplaces with travel options along with recreational choices for active transport.

Hamilton City is now implementing a 10 year plan (2006-2016) to retrofit cycle routes and pedestrian improvements to existing roads, parks and reserves for access and links which will offer safer off-road options. The plan includes facilities being built by

developers in new subdivisions and includes commitments made by the NZTA Highway Network Operations unit to construct walking and cycling on state highways. There is a multi-party agreement to the 10 year plan. There are general aspirations to extend the Hamilton river trail which already operates as the spine of the Hamilton walking and cycling network.



Hamilton bridges provide access to east and west riverside walkways

At a glance:

- Hamilton City Council has a total of \$8,327,000 funding application with Land Transport Funding Online (LTP Online) for 2009/12 for retrofitting existing collector and arterial roads. HCC is also self-funding \$500,000 in 2009 for the shared off-road walking and cycling network, covering 40 projects.



- NZTA has a total of \$1,500,000 funding application with LTP online for 2009/12 for a state highway cycling network within the city boundary.
- Hamilton City currently has 18 school travel plans with 15 walking school buses (see Figure 4). As more schools subscribe to school travel plans, walking school bus numbers will increase, as will cycle skills training, park and walk and cycle trains
- There is currently approximately 110 kilometres of on-road cycle lanes, with more being planned
- A number of arterial roads in Hamilton have had extensive road upgrades in the past two years, all of which accommodate pedestrian/cyclist facilities including underpasses allowing for safe journeys and signalisation. Any future urban planning will incorporate pedestrian and cycling needs.
- NZTA have funding applications for the following projects:
 - Kahikatea Drive/Greenwood St, walking and cycling facilities
 - Te Rapa – Wintec walking and cycling
 - Avalon Drive cycleway
 - Lorne St to Cobham Drive, walking and cycling
 - Cobham Drive, pedestrian facility
 - Ohaupo Road, Lorne to Dixon Streets, cycle lanes
 - Massey Street, cycle lane
- Pedestrians and cyclists can access Hamilton's shared river path which tracks along the Waikato River covering in excess of 26 kms. The river path will soon have links to SH1, with cycle lanes to be constructed along Church and Pukete Roads, completion of which is expected in 2013/14. The Hamilton Mountain bike club's track at the Pukete Farm Park can be accessed from this link.



RTC Committee member, G Pomeroy, at the Accessible Journey Project launch

- Hamilton's Lake Rotoroa has an extensive board walk/path around the entire lake accommodating disability access linking to existing footpaths, allowing for an uninterrupted walk around the lake of approximately four kilometres for pedestrians.



Disability access around Lake Rotoroa, Hamilton

The Accessible Journey

In a partnership between Environment Waikato, Hamilton City Council, CCS Disability Action, New Zealand Transport Agency and NZ Foundation for the Blind, the free CBD Shuttle bus route in Hamilton was upgraded to provide a fully accessible journey. This bus route circles Hamilton CBD and connects parking areas with shops, while helping to reduce the distance that the mobility impaired or elderly need to walk to access city centre services.

The intention of the project was to help to provide a higher quality of life for those who were forced to use taxis to access services.

- The Taitua Arboretum is located on the western outskirts of Hamilton City, offering a one and a half kilometre circuit to run or walk. A shared cycling/walking cycle network has been established from the suburb of Dinsdale to the Arboretum.
- Hamilton boasts a number of active walking and cycling organisations within the city. The Pukete Farm Park has a network of approximately 10km of trails for The Hamilton mountain bike club, which has a membership of in excess of 200.
- The Hamilton mountain bike club is located in Pukete with a membership of in excess of 200. The success of this club appears to be the easy access to the park which is located inside the



city boundary, with approximately 10 kilometres of trails and accommodates novices to expert riders. Maintenance and development of new tracks is ongoing and undertaken by the Hamilton Mountain Bike Club.



Minogue Park is popular for BMX biking

- A BMX track is located at Minogue Park which hosts several regional and national events each year.
- Many walking/running, cycling clubs

2.4.2 Sub-region – Waikato and Waipa District

Waikato District includes the urban areas of Huntly, Ngaruawahia and Raglan

At a glance:

Waikato District Council has a \$793,000 funding application with LTP Online for 2009/12 for pedestrian facilities district wide

- Lake Hakanoa walkway, a four kilometre walk near Huntly
- The new 1.5 km Hakarimata Rail Trail along the Hakarimata range, an extension of the Hakarimata Walkway, developed in partnership with Department of Conservation
- Newstead Walkway, a 1 km walk that may be started at either Morrinsville Road or Vaile Road in Newstead, and leads to some of the tallest eucalyptus trees in New Zealand



Eucalyptus tree on the Newstead Walkway

- A walkway from Hamilton to Taitua Arboretum developed in conjunction with Hamilton City Council
- On-going walkway development within Tamahere, as identified within the Tamahere Structure Plan

Waipa District comprises Cambridge and Te Awamutu, with a number of smaller towns and growing number of lifestyle developments. This sub-region offers extensive rural roads that are utilised by road cyclists ranging from recreation to Olympic ability.

At a glance:

Waipa District Council has a \$746,000 funding application with LTP Online for 2009/12 for walking facilities in the district

- NZTA have funding applications for the following projects:
 - Te Awamutu Pedestrian Facilities
 - Karapiro Stream Bridge widening
 - Mangapiko Bridge footpath widening
 - Ohaupo Road 3 kilometres (Lorne to Dixon Roads), walking and cycling
- Mountainbike tracks are located at Te Miro on the south eastern outskirts of Cambridge, and also at Mt Kakepuku and Mt Pirongia
- Cambridge and Te Awamutu both have BMX tracks
- Cycle velodrome in Te Awamutu



Velodrome, Te Awamutu

- Larger and smaller walks in this sub-region include:
 - Maungatautari Mountain has always held great symbolic significance for Maori, the present iwi of which have been here for at least 500 years
 - Heritage (Cambridge Domain) includes river walk and Lake Te Ko Utu
 - Maungakawa (Sanatorium Hill)
 - Heritage Walk (Te Awamutu)
 - Lake Ngaroto near Te Awamutu
 - Yarndleys Bush near Te Awamutu
 - Walter Schott Reserve near Te Awamutu
 - Cambridge Tree Trail
- A proposed shared use walking and cycling path from Leamington to Lake Karapiro of approximately 4.5 kilometres

2.4.3 Sub-region – Thames Coromandel, Hauraki and Matamata-Piako Districts

Thames Coromandel District comprises smaller urban towns including Thames, Coromandel, Whitianga, Tairua, Pauanui and Whangamata, most of which are popular tourism spots, hosting many tracks to walk or cycle, along including cycling tourists. There a number of large regional parks in this sub-region under the supervision of the Department of Conservation who continue to increase and upgrade their walking tracks.



Bike rack at Coromandel Area School

At a glance:

- Thames-Coromandel District Council has a \$1,735,000 funding application with Land Transport Funding Online (LTP Online) for 2009/12 for new footpath construction
- Linkages with existing and proposed walking and cycling routes are included in the Kopu Bridge construction project due to commence in July 2009
- Thames has recently constructed a shared use walkway/ way of approximately two kilometres following the Firth of Thames
- National/Regional walking and cycling routes planned that link the Thames-Coromandel District with the region include the Hauraki Rail Trail and the 'Muddy Feet' walking and cycling route between Kaiaua and Thames
- Thames offers numerous heritage sites which can be incorporated into a walking or cycling excursion
- The Thames-Coromandel District hosts a number of cycling events including the K2 cycle race, Colville Connection mountain bike races and multisport events including the Mighty Moehau and Kauri Run.

Hauraki District Incorporates a number of smaller rural towns including Paeroa, Waihi and Ngatea



Karangahake Gorge - The Hauraki Rail Trail goes 'from rail to trail'

At a glance:

- Hauraki District Council has a \$269,000 funding application with Land Transport Funding Online (LTP Online) for 2009/12 for walking and cycling facilities in Ngatea, Turua, Waihi and Paeroa, with most of the funding being allocated to pedestrian facilities
- Hauraki Rail Trail – refer to section 2.3.3 for a full description of this project which presents an opportunity to showcase and protect regionally significant heritage areas
- The Muddy Feet Project is a concept of a walking and cycle track using the stopbanks around a significant wetlands of the coastal marine area in the southern Firth of Thames, and is recognised by the Hauraki Gulf Forum as a model for integrated, ecosystem-focused action in the Gulf.



Matamata-Piako District incorporates a number of smaller rural towns including Morrinsville, Te Aroha and Matamata

At a glance:

- Ongoing footpath maintenance and construction programmes in all towns which will include identifying linkages
- Long term plans to construct a shared use path for walking and cycling alongside the Waihou River in Te Aroha
- Matamata offers a two kilometre shared use path for walking and cycling to the Tower Museum along Tower Road, and a three kilometre shared path around Centennial Drive which is utilised by commuters and students
- Te Aroha offers a number of mountainbiking and heritage shared use walking and biking trails all accessed from the town centre
- A proposed development for walking, cycling and kayaking trails at Te Miro Forest, between Morrinsville and Cambridge comprising 40 hectares, that will be based on a vision of Rotorua's Redwood Grove

2.4.4 Sub-region - South Waikato, Taupo and Rotorua Districts

South Waikato District is home to Putaruru, Tirau and Tokoroa and characterised by small rural communities.

At a glance:

- Te Waihou Springs walkway, located northwest on the outskirts of Putaruru offering a three hour return walk, with amazing scenery.
- The Lorraine Moller Arboretum also located northwest on the outskirts of Putaruru, offering disability access
- The Jim Barnett reserve located off Waotu South Road has a series of walking tracks through native plantings.
- Lake Moana-nui is encircled by a paved walking and cycling track.
- Tokoroa hosts a popular mountainbike track close to the town
- The Waikato River Trails beginning south at Atiamuri and tracking north of Arapuni, following the Waikato River, headquarters of which are located in Tokoroa. See section 2.3.2 for a fuller description of the trail. Most of the trails are shared use, with parts not suitable for cycling

Taupo District is Waikato's second largest urban area, with a population of approximately 21,000, and is a key tourist and event destination. Taupo's two smaller rural communities, include Turangi and Mangakino. Taupo has advocacy groups for both walking and cycling.



Taupo hosts the largest annual cycling race in NEnvironment Waikato Zealand

At a glance:

- Taupo District Council has a \$2,174,000 funding application with Land Transport Funding Online (LTP Online) for 2009/10 for walking and cycling
- Currently six walking school buses and assisting one school with a travel plan in Taupo
- 31km on-road cycle lanes and 6.5km of shared use paths (off-road) for walking and cycling. See Appendix B for map of existing and proposed cycling and walking tracks and shared paths
- Great Lake shared use path (along lakefront) walking and cycling
- Huka Falls shared walking and mountainbike path
- The Whakaipo to Kinloch Track (W2K) recently opened
- Crown Rd off road cycle skills course, aimed at school student training



Crown Road, skills training facilities



- A number of proposed new projects include
 - New Waikato subdivision known as the East Urban Lands (EUL) taking on a more liveable street feel
 - East Taupo Arterial (ETA) - shared path for walking and cycling and bridleway to be constructed
 - SH5 footpath from Lake Terrace to De Bretts Hotel (two stages)
 - Footpath programme
 - Commercial and Industrial Structure plan will mean CBD upgrade and new look
 - Pedestrian/cycle bridge over Waikato River – Nukuhau to Riverside Park
 - Improving walkways (links between road reserves) as part of the Mangakino street upgrade programme every 2 years
- The largest cycle event in New Zealand consists of 160km bike ride around the lake each November with cyclist numbers in excess of 10,000 riders.
- Mountain biking is also popular with some of New Zealand's finest tracks for recreation and racing. Taupo has utilised many gullies for walking and cycling, cutting through urban areas providing a safe off-road environment. Trails are also located on the town's fringe leading to Huka Falls connecting to the famous 'Craters of the Moon' mountain bike trails.
- The annual 'Round Taupo Relay' for walkers and runners attracting in excess of 5,000 participants
- The annual New Zealand Ironman Championships each March
- Turangi offers a number of walking trails near the town.
- Mountain bike trails are located south and west of Turangi, and access to the Pureora Forrest on the western side of Lake Taupo

Rotorua District Council is essentially affiliated with the Bay of Plenty Regional Council, while some territory is included in the Waikato Region. Almost all walking and cycling facilities are located nearer Rotorua urban area which is located in Environment Bay of Plenty's territory. Rotorua is a tourist destination and has a number of recreational walking and cycling opportunities.

At a glance

- Rotorua is home to the Redwoods, with many kilometres of walking and mountainbike trails with numerous competitions on offer
- Rotorua hosts New Zealand's longest running marathon

2.4.5 Sub-Region – Otorohanga and Waitomo Districts

The Otorohanga and Waitomo Districts have two main urban centres, a number of small rural communities, and growing rural lifestyle development in the north. Walking and cycling initiatives will focus mainly on key pedestrian and cyclist generating areas in the two main centres. This sub-region is currently developing a joint walking and cycling strategy.

At a glance:

- Otorohanga District Council has a \$113,700 funding application with Land Transport Funding Online (LTP Online) for 2009 for new footpath construction



Marokopa waterfalls

- Waitomo District Council has a \$154,50000 funding application with Land Transport Funding Online (LTP Online) for 2009/12 for walking and cycling implementation
- The Waitomo Caves is located between Otorohanga and Te Kuiti, on SH37, and is a national tourist attraction, with the Waitomo Walkway nearby taking about two hours to walk the complete track
- The 46 kilometres between SH37 to Marakopa on the West Coast, offers a number of attractions, all of which involve walking



Brook Park, Te Kuiti

- The Pureora Forest Park is located between Te Kuiti and Taupo and offers extensive walking

and mountainbike trails with many heritage interests

- Kiwi Park, a national tourist attraction with short walking tracks

2.5 Trends

2.5.1 Journey to work

Over the past two to three decades there has been a significant increase in private vehicle ownership and usage and a corresponding decrease in walking and cycling trips in the Waikato region. The 'journey to work' figures show that cycling trips comprise of 2% of trips, and walking/jogging trips comprise of 5% (Statistics New Zealand).

Between 1996 and 2006 there has been a 41% decline in cycling with the exception of Thames Coromandel district which has shown a slight increase since 2001 (Figure 6). Hamilton City is the main urban centre and whilst it has the largest number of cyclists has shown a decrease in people cycling to work, from 2841 cyclists in 1996 to 1716 in 2006 (40% decrease). This is also reflected in Hamilton City Council's annual cycle cordon count, which shows that the number of school cyclists entering the central area has declined overall since 1980 by around 80%. Both the number of school children entering the CBD and the number observed in suburban areas has declined since 2006.

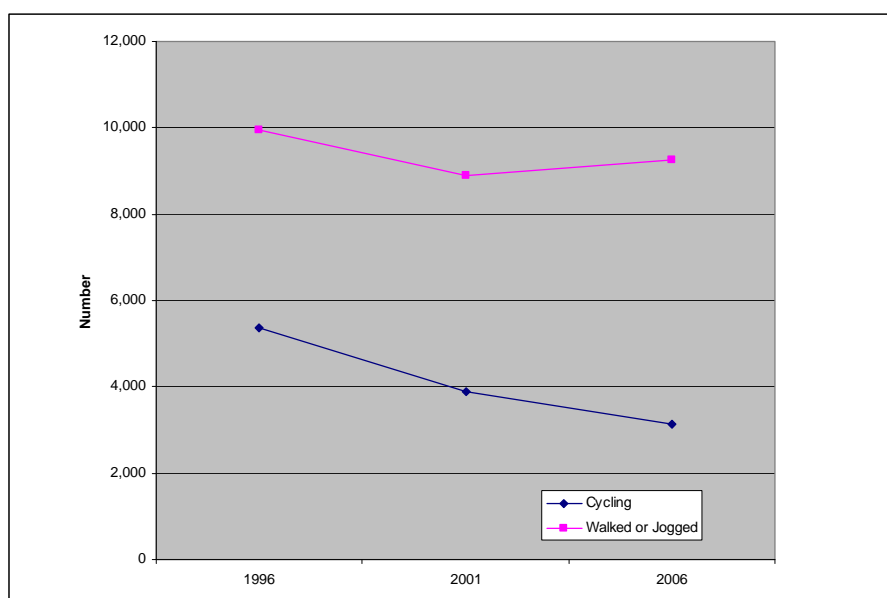


Figure 6 Main Means of Travel to Work: Cycling and Walking in the Waikato Region 1996-2006

Walking as a means of transport to work has also declined overall between 1996 and 2006 by 7% (see Figure 6). However, walking trips did have a slight increase from 8892 people in 2001 to 9264 people in 2006, despite the overall decline.

2.6 Cyclist and Pedestrian Crash Statistics

Figure 7 shows NZ Transport Agency Crash Analysis Data (CAS data) on pedestrian and cyclist crashes in the Waikato Region between 1995 and 2006.

Crashes have remained reasonably constant over the past 10 years, despite declining walking and cycling trips.

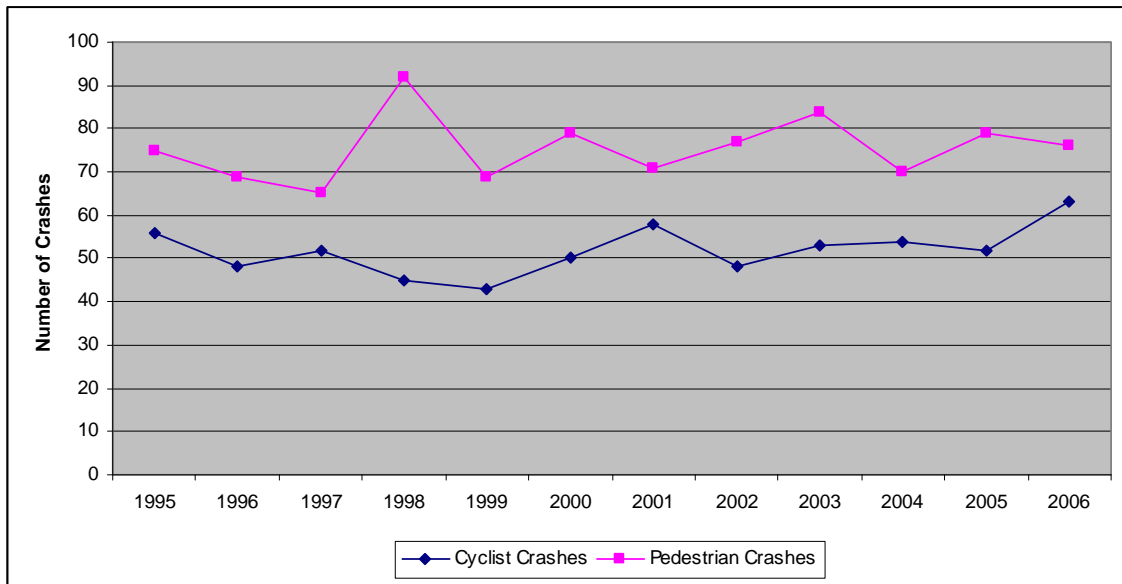


Figure 7 Waikato Region Cyclist and Pedestrian Crashes 1995-2006

Over the past 5 years (2002-2006), pedestrians in the age groups 5-9, 10-14 and 15-19 are the most commonly recorded in crashes. The most common vehicle/driver factor was poor observation (74) and the most common pedestrian factor was crossing the road heedless of traffic (172 crashes). Almost half of pedestrian crashes occurred on minor urban roads (47%), with 24% on state highways (16% urban and 8% rural) and 19% on major urban roads. Of those pedestrian crashes reported in 2006, 5 (6%) were fatal, 19 (25%) were serious and 52 (68%) were minor.

In comparison, over the past 5 years (2002-2006) cyclists in the age groups 10-14, 15-19 and 40-44 are the most commonly recorded in crashes. The most common vehicle/driver factors include poor observation (48) and failing to stop/give way (43). The most common cyclist crash factors included cycling on the footpath (21 crashes) and failing to see/look when required to give way to traffic from another direction (16 crashes). Almost half of cyclist crashes occurred on minor urban roads (44%), 20% on State highways (13% urban and 7% rural), 24% on major urban roads and 11% on other rural roads. Of those cycling crashes reported in 2006, 2 (3%) were fatal, 12 (19%) were serious and 49 (78%) were minor.

2.7 School travel

There have been a number of initiatives to promote walking and cycling to school aged children, including walking school buses and school travel plans. Currently the Waikato region has 20 school travel plans, (18 of which are in a pilot stage with Hamilton City Council), and 28 walking school buses. The region's school children have also participated in a number of health related campaigns such as Project Energise.



Woodstock School Walking School Bus, 2009

As more schools and workplaces incorporate travel plans, alternative transport modes such as walking, cycling and public transport will increase, as has been the case in the Auckland Region.



Ruben the Road Safety Bear visits schools and preschools throughout the region, educating children on key road safety messages through his stories, songs and fun interactive classroom sessions. Ruben also supports regional Walking School Bus initiatives and assists the Police and other key stakeholders groups to deliver at road safety events.

2.8 Workplace travel plans

As part of a drive to reduce single occupancy vehicles at commuting peak times, the concept of workplace travel plans has been introduced. A workplace travel plan 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. A workplace needs to consider facilities such as showers and secure bike lock up/racks. A number of key organisations in the region have developed work place travel plans.



Advice is available from Environment Waikato on where to find information on workplace travel plans

2.9 Other initiatives

- Every year Bikewise takes place throughout the country where people are challenged to bike to work as an alternative transport mode. Hamilton City Council and the University of Waikato host a breakfast during Bikewise month. Each year numbers have steadily increased for the breakfasts. Many towns in the Waikato Region organise their own bike events for Bikewise month.
- The New Zealand Transport Agency has introduced a cyclist skills training programme comprising three levels, and is one of the 10 initiatives in the 'Getting There – on foot, by cycle strategy and implementation plan. Trainees progress to the next level after they have shown competence, with a recommended 10 hours of cycle training involved.

2.10 Issues for this strategy to address

There are a number of issues that prevent people from walking and cycling in the Waikato. A number of these were identified in walking and cycling workshops undertaken by Environment Waikato in 2004 and the sub-regional focus group meetings held in 2008 in preparation of this strategy.

The issues identified were grouped under the headings: infrastructure, integrated transport and land use, safety and personal security, advocacy and promotion and coordination. The Issues are shown in Table 3 below.

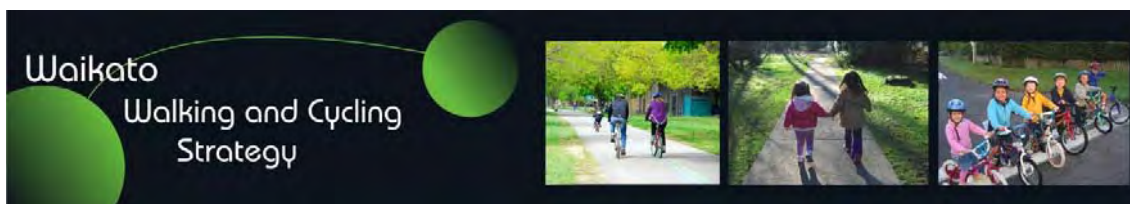
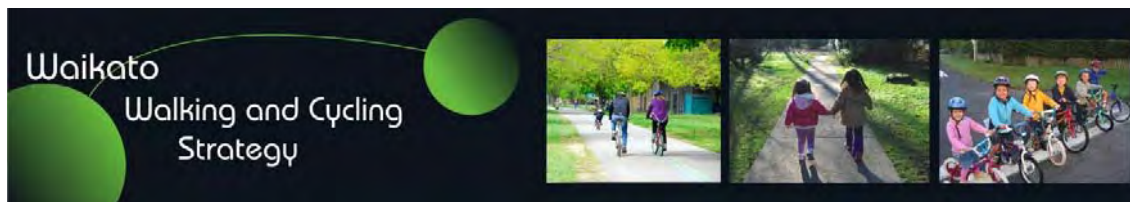


Table 4 Walking and cycling issues identified in the region

<p>Infrastructure</p>	<ul style="list-style-type: none"> • Lack of designated, well-designed, integrated (between on and off road trails) and maintained cyclist and pedestrian facilities and paths, particularly for disabled and elderly people, and which cater for different user groups (e.g. on-road for competent cyclists and off-road cycle facilities for new/novice cyclists) • Lack of secure cycle parking and facilities (e.g. facilities at workplaces) • Lack of funding towards upgrading and maintaining safe, practicable, efficient, visually pleasing walking/cycling networks and facilities to suit variable conditions and people (e.g. on-road for competent cyclists and off-road cycle facilities for novice cyclists) • No facilities on rural roads (narrow shoulders) including and one-lane bridges • Lack of safe crossings points on the State highways and rail-way lines creating severance • Lack of consistency in signage • Lack of pedestrian accessibility in town areas
<p>Integrated Transport and Land Use</p>	<ul style="list-style-type: none"> • Lack of walking and cycling facilities for new subdivisions • Urban sprawl creating longer distances to walk and cycle
<p>Safety and Personal Security</p>	<ul style="list-style-type: none"> • Popular perception that walking and cycling are dangerous, particularly in recreation areas/off-road paths • Poor urban design creating unsafe environments • High volumes and speeds of motor traffic • Concerns about cycle and pedestrian safety during events • Multi-lane roundabouts are a barrier for some cyclists • Unsafe driving and drivers without licences • Need for some cyclists to have improved skills
<p>Advocacy and Promotion</p>	<ul style="list-style-type: none"> • Lack of promotion of walking and cycling routes, activities and benefits • Walking and cycling are perceived by many as unattractive and socially unpopular
<p>Coordination</p>	<ul style="list-style-type: none"> • Need for more coordination of routes and activities across the region • The needs of pedestrians and cyclists have often been overlooked in transport infrastructure and land use planning • Lack of provision for cycling/walking in local government planning and policy documents • Lack of leadership and effort towards promoting and maintaining regular cycling/walking habits • Lack of coordination between planning and engineering departments within Councils



3 Vision, policies, implementation actions & outcomes

This chapter outlines the vision for the Waikato Regional Walking & 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 & Cycling Strategy is intended to support and implement the RLTS. Consequently, section X (policies, implementation actions and outcomes) is set out in the same manner as policies and actions are set out 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.

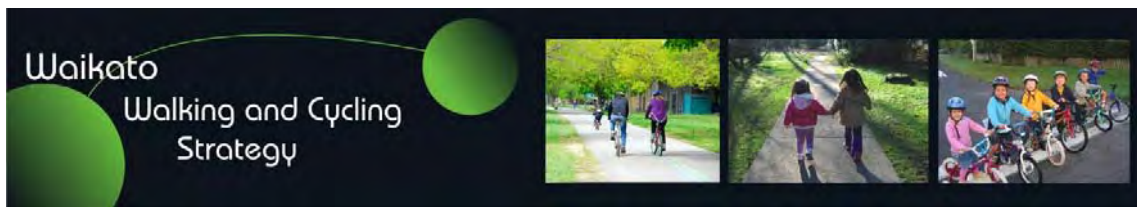
3.1 Vision

A Walking and Cycling Steering Group was 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 gleaned from a series of stakeholder workshops held across the region in 2004 and 2008 and from national, regional and local strategies.

The vision for the Waikato Regional Walking and Cycling Strategy is:

Vision:

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



3.2 Regional walking and cycling policies, actions and outcomes

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

3.2.1 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."

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

Policies

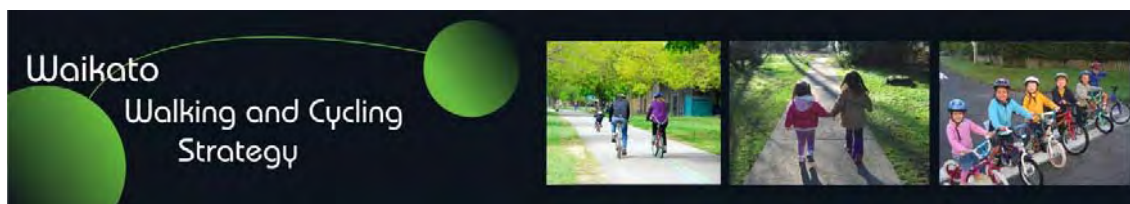
- P 1 Support the construction, maintenance and linkages of accessible walking and cycling infrastructure for transport, recreation and tourism.
- P 2 Promote travel demand management and travel behaviour change initiatives that support walking and cycling to assist in relieving urban congestion and improving journey time reliability.

Implementation actions

Action No	Actions and lead agency	Support agencies	Timing
A 1	RCA's to construct, maintain and integrate walking and cycling networks and where appropriate collaborate to ensure cross boundary linkages	ENVIRONMENT WAIKATO	ongoing
A 2	ENVIRONMENT WAIKATO to co-ordinate the development of a regional network of cycle and walkways	TA's, advocacy groups	2009 beginning with development of regional network plans
A 3	TA's to plan for, develop and implement School Travel Plans where appropriate	EECA, ENVIRONMENT WAIKATO	ongoing

Expected results

- Increased connected and integrated walking and cycling networks to key destinations
- Improved safety of the infrastructure environment for walking and cycling
- Increased number of school trips by walking and cycling



3.2.2 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 3 Improve the physical environment for safer walking and cycling.

P 4 Promote and support safety and personal security for vulnerable road users through education and enforcement programmes.

Implementation actions

Action No	Actions and lead agency	Support agencies	Timing
A 4	TAs to practice good urban design and safety engineering that incorporates the needs of pedestrians and cyclists	NZTA	ongoing
A 5	Regional Technical Steering Group (RTSG) to analyse regional crash data and prioritise regional strategies to improve the safety of pedestrians and cyclists	All RTSG members	annually
A 6	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 5 Regional RSAP groups	quarterly
A 7	RCA's and event organisers to ensure cyclist and pedestrian safety during events by promoting sound traffic management practices	Police	
A 8	NZTA to work with local authorities on implementing cycle skills and pedestrian safety programmes where appropriate	TAs, Police, ENVIRONMENT WAIKATO (Ruben)	

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



3.2.3 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."

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

Policies

P 5 Ensure walking and cycling is inclusive and accessible, including disability access for all members of the community

Implementation actions

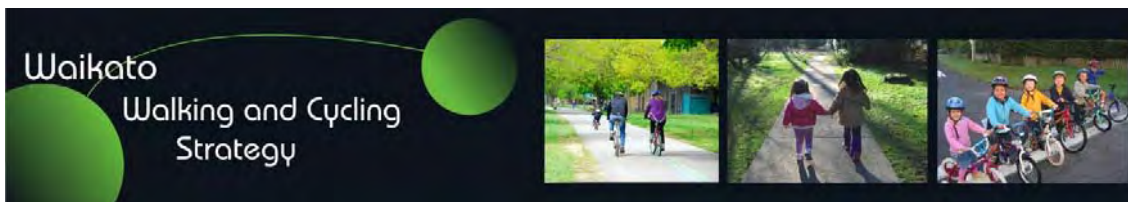
Action No	Actions and lead agency	Support agencies	Timing
A 9	RCA's to ensure walking and cycling facilities (including disabled access) are considered in the design of new and upgraded roading projects and town centres	CCS, ENVIRONMENT WAIKATO	ongoing
A 10	RCA's to recognise and adhere to "best practice" when designing, constructing and implementing walking and cycling facilities	NZTA	ongoing
A 11	Develop regional and sub-regional walking and cycling route maps and make available to the public and sector groups	ENVIRONMENT WAIKATO. TAs	2009/10

Expected results

- More people choose to walk or cycle for transport, leisure and exercise
- Urban design standards that will promote 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



Safe access to rural schools and communities



3.2.4 RLTS outcome area: Public health

The RLTS's desired outcome for public health is:

"A transport system that promotes positive public health outcomes."

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

Policies

- P 6 Promote the development and uptake of walking and cycling modes to achieve positive public health outcomes.
- P 7 Promote and support inter-agency collaborative projects for active transport.

Implementation actions

Action No	Actions and lead agency	Support agencies	Timing
A 12	TA's to promote walking and cycling for transport and leisure activities through: <ul style="list-style-type: none"> • workplace and school travel plans • walking school buses • neighbourhood accessibility plans • cyclist skills training • other active transport initiatives 	ENVIRONMENT WAIKATO	ongoing
A 13	Sport Waikato to co-ordinate the implementation of the Waikato Regional Physical Activity Plan and to support the ongoing development of sub-regional physical activity plans	WDHB, ENVIRONMENT WAIKATO, TA's, schools	ongoing
A 14	Where appropriate, advocacy groups to investigate and promote the safe use of rail corridors for walking and cycling trails (ensuring protection and maintenance of rail corridors for future use).	KiwiRail, TA's, ENVIRONMENT WAIKATO	ongoing

Expected results

- Improved public health outcomes, particularly for school aged children
- Increased number of people participating in walking and cycling promotional events (e.g Bikewise Week)



Newstead walkway in on the outskirts of Hamilton



3.2.5 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."

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

Policies

P 8 Promote the uptake of walking and cycling modes to reduce the overall impact of vehicle trips on the environment.

Implementation actions

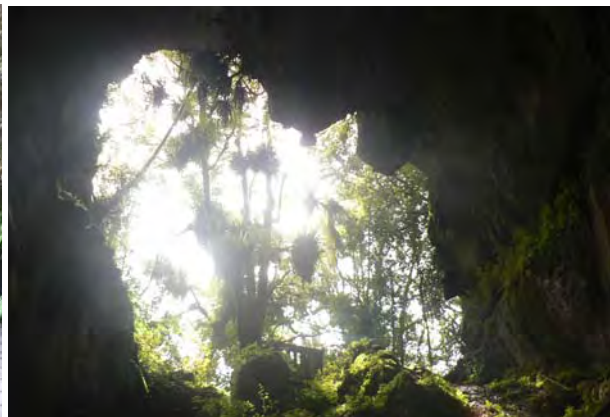
Action No	Actions and lead agency	Support agencies	Timing
A 15	ENVIRONMENT WAIKATO to advocate for a reduction in carbon emissions through greater use of walking and cycling	EECA	Ongoing
A 16	ENVIRONMENT WAIKATO to promote the environmental, health and sustainability benefits of walking and cycling	EECA	Ongoing

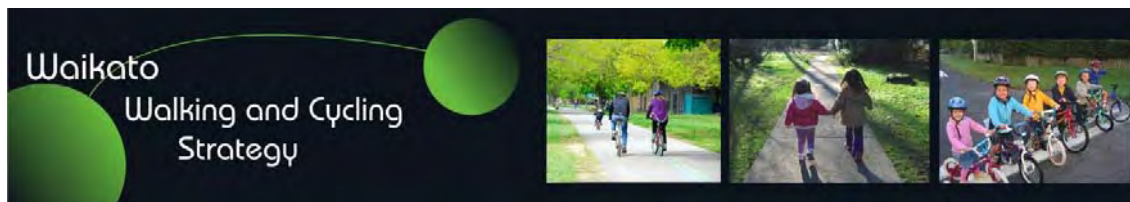
Expected results

- Reduced congestion at peak times and therefore vehicle emissions
- An increased awareness of environment and health sustainability



Mangapohue Natural Bridge Walk, Marakopa Road





3.2.6 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:

Policies

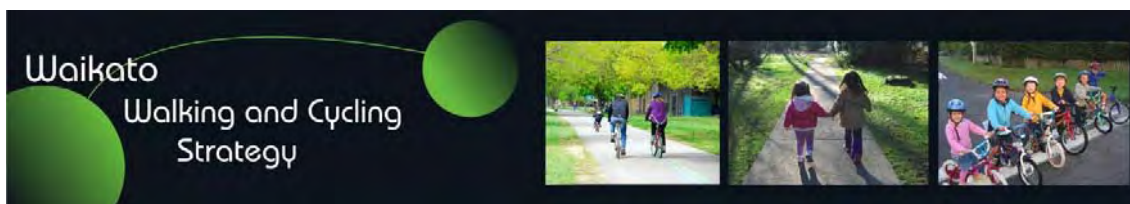
- P 9 Ensure that transport and land use planning results in integrated walking and cycling facilities with other transport modes.

Implementation actions

Action No	Actions and lead agency	Support agencies	Timing
A17	ENVIRONMENT WAIKATO and TA's to review growth strategies, district plans and structure plans to ensure the adequate provision of walking and cycling modes	NZTA	ongoing
A 18	RCA's to provide for multi-modal connections and integrated transport hubs where appropriate in integrated transport planning	ENVIRONMENT WAIKATO	ongoing
A 19	TA's to provide sufficient trip-end facilities for walking and cycling such as cycle parking at appropriate facilities		ongoing
A 20	RCA's to address severance issues that deter walking and cycling e.g railway line crossings and state highways	Kiwi Rail	ongoing
A 21	TA's to practice good urban design that encourages opportunities for the uptake of walking and cycling	ENVIRONMENT WAIKATO, NZTA	ongoing

Expected results

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



3.2.7 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:

Policies

P 10 Ensure walking and cycling trends are monitored so transport and land use planning is responsive to the needs of pedestrians and cyclists.

Implementation actions

Action No	Actions and lead agency	Support agencies	Timing
A 22	RCA's to develop, maintain and review walking and cycling strategies and or plans	ENVIRONMENT WAIKATO	ongoing
A 23	Encourage advocacy groups' involvement in walking and cycling initiatives	RCA's, ENVIRONMENT WAIKATO	ongoing
A 24	ENVIRONMENT WAIKATO to investigate, develop and undertake a pedestrian and cycle monitoring programme for the region	TA's, advocacy groups	annually
A 25	ENVIRONMENT WAIKATO to co-ordinate the Regional Steering Group during the life of the strategy and to promote other forums for the planning and promotion of walking and cycling initiatives as considered appropriate	Regional Steering Group	ongoing and as required
A 26	Regularly update the Regional Transport Committee on walking and cycling activities in the Waikato Region	ENVIRONMENT WAIKATO	ongoing required as

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.



3.2.8 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:

Policies

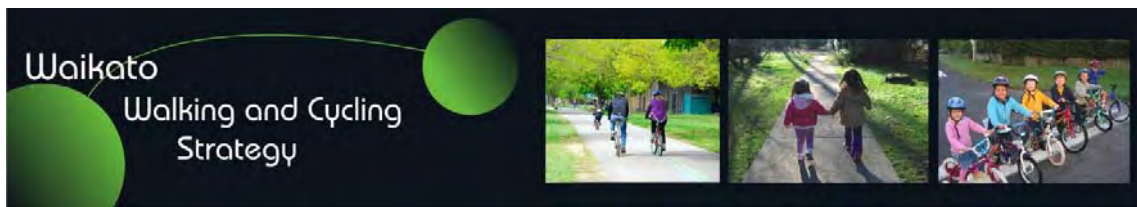
P 11 Promote the uptake of walking and cycling as energy efficient modes to assist in managing travel demand, particularly in urban areas.

Implementation actions

Action No	Actions and lead agency	Support agencies	Timing
A 27	ENVIRONMENT WAIKATO to promote the energy efficiency benefits of walking and cycling	RCA's	

Expected results

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



3.2.9 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:

Policies

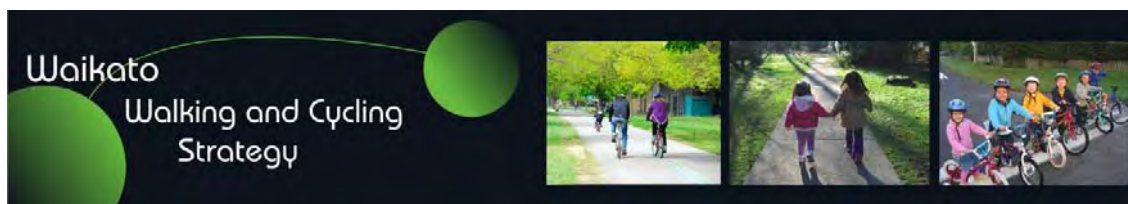
P 12 Maximise funding opportunities for walking and cycling in the region.

Implementation actions

Action No	Actions and lead agency	Support agencies	Timing
A 28	ENVIRONMENT WAIKATO to assist TA's and the NZTA with their funding processes for walking and cycling projects and activities	TA's, NZTA	annually
A 29	RTC, through the RLTP to prioritise walking and cycling projects for the region	ENVIRONMENT WAIKATO, TA's, NZTA	

Expected results

- Walking and cycling activities in the region are fully funded
- The region has a co-ordinated front for cycling and walking priorities when developing the Regional Land Transport Programme and when the New Zealand Transport Agency develops the National Land Transport Programme



4 Targets

4.1 Regional Targets

A number of targets or indicators have been identified to measure progress in implementing this strategy and achieving its vision and objectives. These targets also align with the Government Policy

Statement (GPS) and the NEnvironment Waikato Zealand Transport Strategy (NZTS) Table 5 displays the relevant targets for walking and cycling for both agencies.

Table 5 Targets

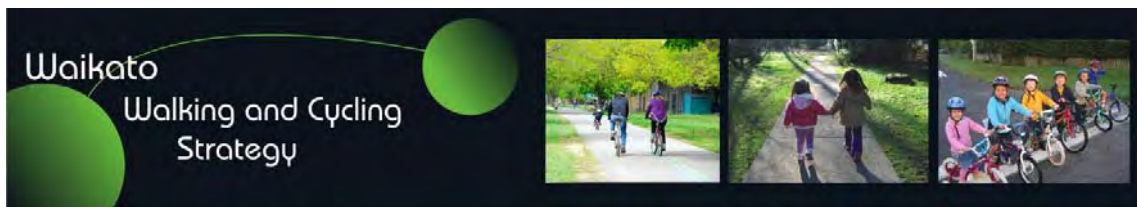
Targets	Monitoring Source	How	Timeframe for achieving target
All district councils within the region have walking and cycling strategies.	Environment Waikato	Through regional coordination role	2010/2011
Increased numbers of people walking and cycling to work.	Statistics NZ (Census Journey to Work data), NZ Household Travel Survey	Census	2011
Reduced pedestrian and cyclist crashes in the region.	NZTA Crash Analysis data	Regional Road Safety	Annually
Increase in Walking School Buses and school travel plans in the region.	Environment Waikato in conjunction with NZTA & TAs	Through regional coordination role	Annually
An annual increase in the number of cycle trips at key locations across the region.	Environment Waikato in conjunction with NZTA & TAs	Annual monitoring programme	Annually
Increased physical activity levels through the Waikato physical activity plan.	Sport Waikato in conjunction with ENVIRONMENT WAIKATO, NZTA & TAs	Waikato Regional Physical Activity Plan	Annually
Progress towards achieving the regional walking and cycling strategy	Environment Waikato in conjunction with NZTA and TAs	Through regional coordination role	Annually

Government Policy Statement, Impacts –May 2009

The May 2009 GPS outlines the government's desired outcomes and funding priorities for the use of the National Land Transport Fund to support activities in the land transport section. The GPS outlines short and medium-term impacts that contribute to economic growth and productivity that the government wishes to achieve from its

investment in land transport. Those related to walking and cycling are:

- A secure and resilient transport network.
- Reductions in deaths and serious injuries as a result of road crashes.
- Reductions in adverse environmental effects from land transport.
- Contributions to positive health outcomes.



5 Funding

5.1 Funding Roles in Strategy

The Waikato Regional Walking and Cycling Strategy forms an integral part of the new funding process under the Land Transport Management Amendment Act ("the Act"), which took effect on 1 August 2008. Under the new planning and funding regime, each territorial authority will propose and consult on its own transport activities, including roading and activities relating to walking and cycling, and prepare its land transport programme once every three years. Territorial authorities are able to consult on this, as usual, through their long-term council community plan (LTCCP) process. Each authority will submit its land transport programme to the Regional Transport Committee (RTC) for inclusion into the Regional Land Transport Programme.

District and regional walking and cycling strategies, now form an integral part of the funding process. Approved organisations are encouraged to submit strategies to NZTA to seek support for the direction and outcomes of the strategy objectives. NZTA seeks to be involved early in the development of studies, strategies and plans, and NZTA will sign off all terms of reference. Road Controlling authorities are

encouraged to have dedicated walking and cycling strategies to assist in delivery of the GPS targets.

Appendix E indicates the range of facilities and services at the regional or local level relating to walking and cycling for which NZTA funding is available.

Territorial authorities are responsible for funding the development and maintenance of walking and cycling facilities. Environment Waikato will fund projects associated with its regional coordination and monitoring role. Other key stakeholders such as government agencies will have their own funding for activities relating to promoting walking and cycling.

It should be noted that the funding applied for in LTP Online from each District Authority may exceed the funding provision allowed for in the individual council's LTCCP. External circumstances may prevent each District Authority from implementing their anticipated work programme. Applying for additional projects allows each council some discretion and flexibility regarding the implementation of activities so that these can be developed with regard to that council's work programme.



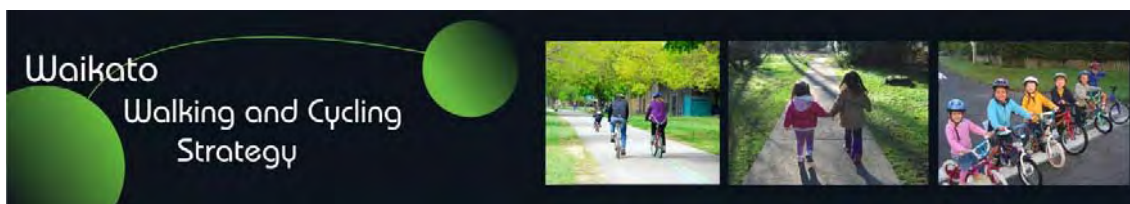
6 Monitoring

In order to determine the effectiveness of the Regional Walking and Cycling Strategy, it is important to monitor its implementation. This will ensure that the strategy is achieving its targets and the intended vision. Evaluating performance against the targets will be an important component. However, regular reviews will be undertaken consistent with the review of the Regional Land Transport Strategy.

Environment Waikato will work with territorial authorities who have walking and cycling strategies to ensure the progress of these is being monitored, and will use this information to report annually on progress region-wide.

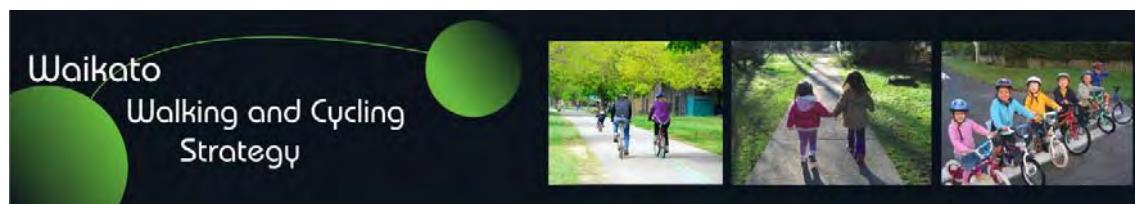
Two stakeholder groups will need to be updated bi-annually:

- The Regional Walking and Cycling Steering Group. A bi-annual forum will be held to disseminate information and share successes and issues throughout the region.
- The Regional Transport Committee. Reports will be prepared for the Committee providing updates on walking and cycling activities in the region



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Appendix A: Key Roles and responsibilities for the strategy

Territorial Authorities

Territorial Authorities (TA's) are responsible for a safe and efficient transportation network including the implementation of new infrastructure and the maintenance of existing infrastructure associated with walking and cycling projects. TA's are also required to prepare strategic planning documents (including Asset Management Plans) and Long Term Council Community Plans (LTCCPS) to guide development and growth and plan funding for their area. Included in these strategic planning documents are strategies (programmes) for land transport such as walking and cycling strategies.

One of the key motivations for preparing a walking and cycling strategy is that walking and cycling projects must be identified in a current relevant strategy to qualify for a NZ Transport Agency (NZTA) subsidy for transport-related projects. There are 12 TA's located within the Waikato region. Appendix E shows that the majority of local authorities in the region have either a draft walking or cycling strategy or combined strategy. Many of these are currently under development or in draft status and provide valuable information to inform the regional strategy.

NZ Transport Agency (NZTA)

The 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 improved guidance at the national level and the delivery of services at the regional and local level.

The NZTA has the objectives for government strategies and specific targets regarding how these will be achieved. The NZ Transport Agency has the responsibility to prepare the three-year National Land Transport Programmes (NLTP), which is prepared from submitted Regional Land Transport Programmes. The role of the NZTA also includes State Highway Network Management, funding, policy and planning.

Kiwirail

ONTRACK, on behalf of the government, owns and manages the rail network in New Zealand. ONTRACK can grant access rights for the use of the rail network, including allowing walking and cycling tracks, provided they don't affect rail operations.

ONTRACK supports walking and cycling, and has a walking and cycling policy, which aims to keep all mode users of the rail corridor safe.

New Zealand Police

The NZ Police play a role in promoting road safety in New Zealand including through enforcement and education services.

Department of Conservation

The Department of Conservation (DOC) is the central government organisation charged with conserving the natural and historic heritage of New Zealand on behalf of and for the benefit of present and future New Zealanders. Within their role, DOC develop and manage walking and mountain biking tracks across New Zealand within DOC Conservation land. These tracks offer many recreational activities for walking and cycling throughout New Zealand from tramping tracks to easily accessible walkways for wheelchairs and pushchairs. Within the Waikato, there are many popular walking tracks e.g. Cathedral Cove Walkway in Coromandel and Bridal Veil Falls Walk near Raglan.

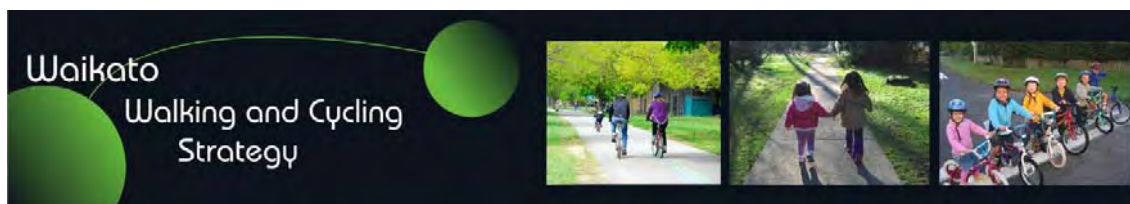
Health and Sports Organisations

Sport Waikato

Sport Waikato is a Regional Sports Trust that promotes sport and physical activity amongst the local community. Sport Waikato is a charitable trust that receives funding from a number of sources, including Sport and Recreation New Zealand (SPARC). As a promoter of physical activity, Sport Waikato prepares a Regional Physical Activity Plan and has a key role in supporting the promotion of a walking and cycling in the Waikato region

Waikato District Health Board

The Waikato District Health Board (DHB) is responsible for "planning, funding, providing and monitoring health and disability services for the Waikato population." One of their focuses is "promoting and protecting wellness". The



Strategy has many linkages and benefits for people's health, especially in terms of encouraging people to become more active and to combat obesity and links to many health programmes (e.g. Healthy Eating Healthy Action (HeHa) and Project Energise).

Advocacy Groups

CCS Disability Action

CCS Disability Action works in partnership with disabled people, their families and whanau to ensure equality of opportunity, quality of life and an environment that enhances full community integration and participation. It has had a key role in the preparation of this strategy ensuring that issues are raised to highlight and improve access for people with disabilities.

Living Streets Aotearoa Inc

Living Streets Aotearoa is the pedestrian and walking advocacy organisation for New Zealand. It evolved from Walk Wellington, a voluntary group set up in 1998 by a group of Wellingtonians with an interest in the rights of pedestrians and the benefits of walking. Living Streets Aotearoa has a strong representation in Hamilton City and advocates for the rights of pedestrians.

Cycle Action Waikato (CAW)

CAW was formed in 1995, and joined the national Cycle Advocates Network (CAN) in August 1998. CAW has a strong focus on advocating for the rights of cyclists are catered for in planning and road-related and transportation projects.

New Zealand Automobile Association (AA)

The AA is an advocacy group representing motorists, as well as cyclists and pedestrians; advocating freedom of mobility and individual choice. They work with government, industry and the media. A key element of their advocacy and policy work is enhancing the safety of all road users.

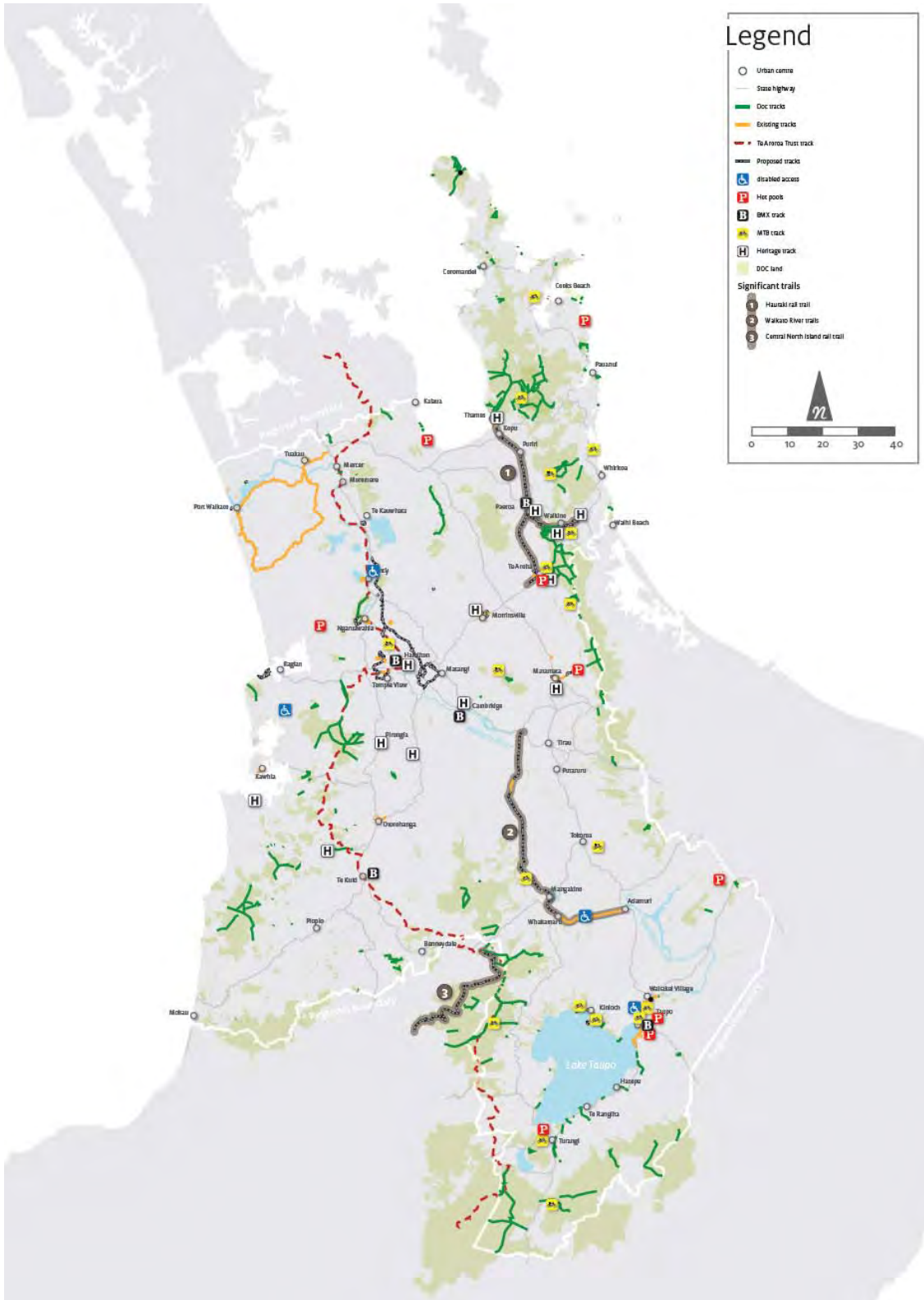
New Zealand Road Transport Association

The New Zealand Road Transport Association acts as a voice for the road transport industry. It represents a large body of road users including transport operators and firms.

Road Transport Forum New Zealand

The Road Transport Forum (RTF) is an advocacy and promotional group for the interests of the road transport industry.

Waikato Walking and Cycling Strategy





Appendix C: Other key legislation, strategies and plans

Other key national and regional policies and plans

Planning for walking and cycling in the Waikato fits into the broader context of national and regional strategies. This section outlines other key national and regional policies, and local strategies and linkages with the Walking and Cycling Strategy for the Waikato region.

i) NZTA Planning Policy and Funding Manual (PPFM) (NZ Transport Agency), 2008

The purpose of the manual is to set out in a transparent manner for all stakeholders:

- a summary of the legislative and strategic context within which the NZTA and approved organisations are required to operate
- how the NZTA will assist and advise approved organisations to formulate activities and combinations of activities that meet the statutory and policy requirements placed on the NZTA and approved organisations
- the NZTA's policies and procedures for preparing, scrutinising and assessing activities or combinations of activities, and allocating and managing land transport funds
- how the NZTA uses the provision for combinations of activities, groups of similar lower-cost activities and programmes of ongoing activities
- the arrangements the NZTA will use for monitoring, auditing and reporting on the land transport system, outcomes from the National Land Transport Programme and implementation of approved activities.

ii) New Zealand Health Strategy

This strategy provides the framework within which the District Health Boards and other organisations across the health sector will operate. The strategy contains seven principles, ten goals and 61 objectives. There are 13 population health objectives for action in the short to medium term, including reducing obesity and increasing the level of physical activity.

The promotion of walking and cycling as transport options can help to achieve both a reduction in obesity and an increase in levels of physical activity, thus helping to achieve these particular population health objectives. The Strategy supports and has linkages to the Push Play programme and Green Prescription, both of which may include cycling and/or walking as a means of getting exercise.

iii) New Zealand Disability Strategy (2001)

The key aim of this government strategy is "to eliminate any barriers people with disabilities face in taking a full part in society". The strategy contains a number of action statements particularly in relation to accessible public transport and routes for people with disabilities. This strategy also links with meeting the requirements of section 35 of the Land Transport Management Act 2003.

This strategy has a number of implications for the walking and cycling strategy, as the provision of appropriate walking and cycling infrastructure plays an important role in eliminating barriers and ensuring accessibility and mobility for all, including those who experience disability.

iv) National Rail Strategy

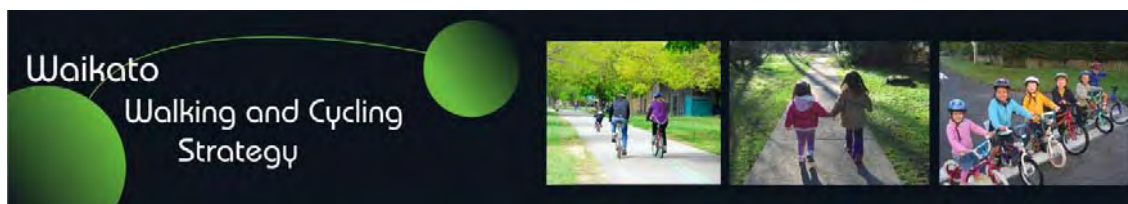
The National Rail Strategy sets strategic directions for the NZ rail network to 2015 in line with the objectives of the New Zealand Transport Strategy. In relation to walking and cycling, the strategy has identified the importance of integrating rail services with walk and cycle networks, and that passenger rail services should also promote active transport. The strategy also identifies that in some cases, rail land (not required for rail purposes) may be made available for the development of long distance walk and cycle trails and routes. It may also be possible in some situations to establish walking and/or cycling networks alongside working rail corridors.

Regional Policy Context

vi) **NZ Transport Agency Greater Hamilton Walking and Cycling Strategy** Currently under development.

vii) **Regional Passenger Transport Plan for the Waikato region 2007-2010**

The Waikato Regional Passenger Transport Plan coordinated by Environment Waikato outlines how passenger transport throughout the Waikato should be operated and funded to ensure the best quality and service level is



achieved. The plan primarily focuses on passenger transport. However, the plan does highlight a need for territorial authorities and the NZ Transport Agency "to promote integration of passenger transport networks with other modes of transport (particularly walking and cycling) through urban design". This includes walking and cycling transport networks.

viii) Waikato Community Outcomes

Environment Waikato has developed a series of community outcomes as part of its 2006-2016 Long-Term Council Community Plan (LTCCP). The purpose of the community outcomes is to outline what Environment Waikato seeks to achieve in the next 10 years. The community outcomes are summarised below:

Sustainable Environment	The Waikato region values and protects its diverse, interconnected natural environments.
Quality of Life	The Waikato region is a great place to live, providing the services and opportunities we need to live well.
Sustainable Economy	The Waikato region balances a thriving economy with looking after its people, places and environment.
Culture and Identity	The Waikato region identifies with – and values – its land, air, rivers and waterways, mountains, flora, fauna and its people.
Participation and Equity	The Waikato region builds strong informed communities and has a culture that encourages people and communities to play their part.

Figure A-1: Waikato Region Community Outcomes

ix) Waikato Regional Policy Statement

The Waikato Regional Policy Statement (RPS) sets out the resource management issues for the region and the methods that will be used to manage natural and physical resources over the ten years until 2010. The RPS will be reviewed in 2010 to provide improved integrated management of land use and infrastructure at a regional level. This will have implications for District Plans in terms of consistency with regional management issues.

The RPS review will be informed by the sub-regional growth strategy of which Environment Waikato is a key player alongside Hamilton City, Waikato District Council and Waikato District Council. The sub-regional strategy seeks to provide a long term view of land use and infrastructure as well as to provide integration between land use, infrastructure and funding. The strategy also aims to achieve coordination in approach to growth management via a new integrated planning approach through the promotion of transport corridors. The strategy is still in the early scoping phase of the project and is expected to be completed by 2009.

x) Sport Waikato Regional Physical Activity Plan / Regional Recreation Plan

This is "a strategy to advance the uptake and define the role of physical activity in the lives of people living in the Waikato Region", the vision being "more people, more active, more often - life long in the Waikato Region". The Plan aims to foster more collaboration at the regional level between various agencies in order to achieve the desired outcome of a more physically active community. This collaboration is seen as logical since there is a high level of cross over in the objectives of various programmes in health, transport, sport and education.

The Plan has ten main outcomes, one of which is "safe active transport options in all communities in the Waikato". Achieving this will involve a focus on walking and cycling with Environment Waikato acting as the lead organisation.

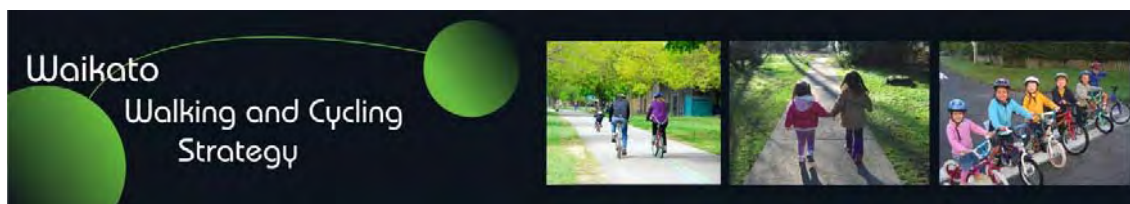
xi) Regional Travel Demand Management Strategy (under development)

xii) Regional Road Safety Strategy (under development)

In accordance with the direction set by the Regional Land Transport Strategy, Environment Waikato is currently overseeing the development of a Regional Road Safety Strategy. This strategy will direct regional resources to address agreed safety priorities with the key objective of driving down the number and severity of crashes in the Waikato. Following the lead of Central Government in the development of the 2020 Road Safety Strategy, the



Waikato regions approach to meeting the road safety challenge includes the adoption of the Safe System approach. The draft strategy will go out for consultation in August 09.



Appendix D: Status of Territorial Local Authority Walking and Cycling Strategies

Status of Territorial Local Authority Walking and Cycling Strategies

Figure C-1 identifies the current walking and or cycling strategies that have been developed by the territorial authorities in the region (as at June 2009). Eleven out of the twelve local authorities in the Waikato region have developed either a cycling, walking or combined strategy. Of those, five have combined walking and cycling strategies with one strategy under development in 2008 (Hauraki District Council). Four of the territorial authorities have separate walking strategies.

Council	Name of Strategy	Walking	Cycling	Combined
Hamilton City Council	Cycling, Walking & Mobility in Hamilton – An Active Travel Plan			Final 2008
Taupo District Council	Walking and cycling Strategy			Draft of combined walking and cycling June 2009
Waikato District Council	Walking and cycling Strategy	Draft 2007		
Waipa District Council	Waipa District Walkway Strategy			Final 2009
Thames-Coromandel District Council	Walking and cycling Strategy			Adopted December 2008
Matamata Piako District Council	Draft Track Strategy	Draft 2007		
Hauraki District Council				Under development 2008
Waitomo and Otorohanga District Council (West Waikato combined Walking & Cycling Strategy)				West Waikato Strategy Under development 2009
South Waikato District Council				

Figure C-1: Status of Cycling & Walking Strategies in the Waikato Region



Appendix E: Land transport funding for walking and cycling

In New Zealand, walking and cycling activities are generally funded by central government (NZ Transport Agency), local councils and other organisations. The following section describes the roles of each agency in terms of funding for walking and cycling activities

NZ Transport Agency Funding

The NZ Transport Agency was established under the LTMA, which took over the functions of Land Transport New Zealand and Transit New Zealand in August 2008. This New Crown entity is responsible for allocating central government funding as well as delivering its own activities (eg the construction and maintenance of state highways).

The NZ Transport provides guidelines around the use of the national land transport fund, including what activities it can be spent on and at what funding assistance rates (FARs). The following section describes the range of facilities and services at the regional or local level relating to walking and cycling for which NZTA funding is available.

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

Transport Planning

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.

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.

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 421 provides for:

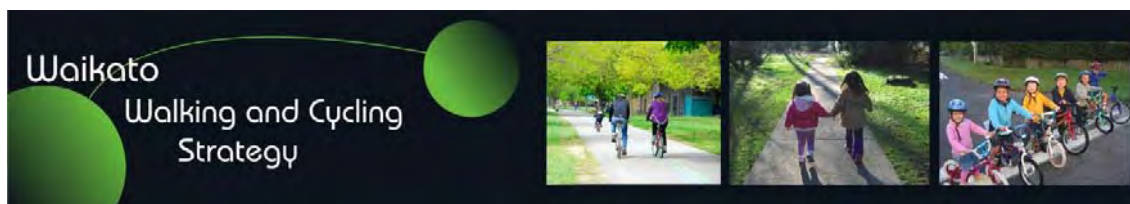
- Road pricing and tolling
- Parking pricing and management
- Land-use change, including access management.

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
- 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.

Walking and Cycling Facilities



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.

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.

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 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.

Works Not Subsidised

- Pedestrian or cycling facilities used purely for recreational purposes.

Public Transport Services and Infrastructure

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

Pedestrian and cycle access to rail stations

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

Maintenance and Operation of Roads

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.

Operational Traffic Management



Work Category 123 includes for the operation, maintenance and power costs of local area traffic management schemes (LATMS), including speed control devices and threshold treatments.

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.

Pedestrian and Cycle Counts

Work Category 151 provides for pedestrian and cycle counts.

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.

Renewal of Roads

Structural Component Replacements

Work Category 215 provides for renewal of components of:

- Footpaths on road structures
- Pedestrian overbridges/underpasses

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.

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.

Improvement of Roads

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.

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:

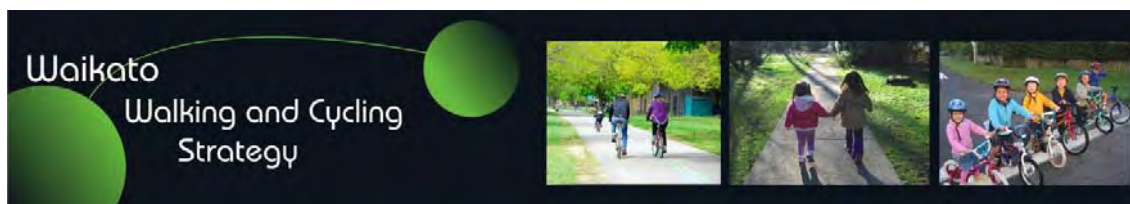
- Small, isolated geometric road and intersection improvements
- Traffic calming measures
- Lighting improvements for safety
- Sight benching to improve visibility
- facilities that comply with the definition for work category 451
- Cycle facilities that comply with the definition for work category 452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

Road Policing

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.

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.

Administration

NZTA provides financial support for administration activities to territorial and regional authorities as an on-cost of the total allocation to that authority.

Other Sources of Funding

Territorial Authorities

Sources of the local share of funding required for walking and cycling activities could include:

- Rating
- Development contributions.

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/overviEnvironment Waikato>

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.

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 passed from the Health Sponsorship Council to Land Transport NZ in mid-2007.

In 2008, Land Transport New Zealand began a review of the Bike Wise Programme. 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 Land Transport NZ communication channels post June 2008.

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).

Cycle Advocates Micro Fund



This fund is run jointly by Living Streets Aotearoa and Cycle Advocates' Network, with funding provided by NZTA. The following groups can apply, provided they support the funding goals – primarily more people walking and cycling for short trips:

- Community groups
- Sporting and active transport organisations
- Health agencies and organisations
- Local Government authorities
- Businesses operating an event/initiative on a not-for-profit basis
- The funding provided can be up to \$1000.