



E mahi ngatahi e pai ake ai te taiao



Working with our communities for a better environment

BAY OF PLENTY REGIONAL WALKING AND CYCLING STRATEGY

**ENVIRONMENT BAY OF PLENTY
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Foreword

This walking and cycling strategy is a first for Environment Bay of Plenty. While we support walking and cycling in our Regional Land Transport Strategy (RLTS), this strategy provides more focused assistance for these environmentally-friendly modes of transport to help reduce our dependence on private motor vehicle travel and enhance our quality of life.

The strategy expands on and adds value to the RLTS, while supporting the walking and cycling strategies of our constituent councils. It also encourages those councils that have not yet completed walking and cycling strategies to do so. In addition, it supports a number of other important plans and strategies, including "Healthy Eating, Healthy Action" (HEHA) plans (through our two district health boards) and sport and recreation plans. The strategy also promotes the provision of walking and cycling facilities in transportation projects, and the inclusion of walking and cycling projects in Long Term Council Community Plans (LTCCPs) and state highway programmes.

The strategy's vision is that: *walking and cycling are an integral part of daily life in the Bay of Plenty*. This vision is supported by about 20 policies and an implementation plan. The strategy also has a series of targets to be used as performance indicators.

The strategy recognises that many agencies contribute to this vision in a variety of practical and financial ways. Environment Bay of Plenty's role is to help co-ordinate these efforts and funding.

I offer my thanks and congratulations to staff from the many agencies who have worked hard to achieve this strategy. This is the first step of a journey we must all take together, for the health and prosperity of our communities and ourselves!



Andrew von Dadelszen
Chairman
Walking and Cycling Strategy Hearings Committee

Date: 5 March 2009

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Chapter 1: Introduction

1.1 Why have a regional walking and cycling strategy?

Walking and cycling are modes of travel that have many benefits both for individuals and the Bay of Plenty region. When more people walk or cycle rather than use private motor vehicles they help to mitigate traffic congestion and environmental pollution. Also, people who walk and cycle are healthier and less likely to suffer from a variety of health issues including, or stemming from, obesity and physical inactivity. Walking and cycling help domestic and overseas visitors experience the beauty of our region in an active and sustainable way.

A wealth of studies now show that the crash risk to pedestrians and cyclists decreases as the number of people using these modes increases. Walking and cycling are cost effective alternatives to private motor vehicle use (especially as fuel prices continue to rise) and, when given an appropriate environment, are enjoyable, social activities. A walking and cycling strategy is a tool that helps improve the provision for, and encouragement of, walking and cycling.

In the Bay of Plenty, we are committed to encouraging walking and cycling as safe, sustainable, healthy and enjoyable travel options. Most local councils already have strategies (or draft strategies) addressing walking and cycling. Those currently available are:

- Bike Rotorua (2005)
- Integrated Transport Strategy for Tauranga (2006)
- Whakatane District Council Walking and Cycling Strategy (2007)
- Kawerau District Council – Walking and Cycling Strategy (2008)
- Western Bay of Plenty District Council Walking and Cycling Strategy (in preparation)
- Opotiki Draft Walking and Cycling Strategy (in preparation)

In addition, other agencies, such as the Police, the New Zealand Transport Agency (NZTA), Lakes and Bay of Plenty district health boards, and Sport Bay of Plenty are all working on improving opportunities for walking and cycling through a variety of plans and actions. This regional strategy reinforces existing local initiatives by improving co-ordination amongst stakeholders, including walking and cycling groups, across the region.

While the strategy implements Action 4.8 in the Bay of Plenty Regional Land Transport Strategy (RLTS), it is not just a regional council document. It has been developed by a range of walking and cycling stakeholder organisations through a working group process. The strategy outlines (through its Implementation Plan) what we will do collectively to make it easier and safer for people to walk and cycle, so that walking and cycling can become an integral part of daily life in the Bay of Plenty.

1.2 Is there official support for walking and cycling?

A national walking and cycling strategy was produced in 2005 called "Getting there – on foot, by cycle". This confirms central government's commitment to promoting active modes of transport. Potential national sources of financial support for local projects include government agencies for health (via the HEHA¹ programme), conservation (through EECA) and recreation (SPARC). Funding of transport projects by councils is also supported through financial assistance from the New Zealand Transport Agency. The Highways and Network Operations group of NZTA should use the strategy as an indication of regional preferences when prioritising walking and cycling projects on state highways as part of the Regional Land Transport Programme.

Many documents attest to the increasing importance of walking and cycling in national, regional and local affairs. The key documents related to walking and cycling at national, regional and local levels are illustrated in Figure 1 and listed in Appendix 1, along with the internet addresses, where available. This strategy is consistent with the identified national, regional, sub-regional and local documents.

¹ HEHA – Healthy Eating, Healthy Action

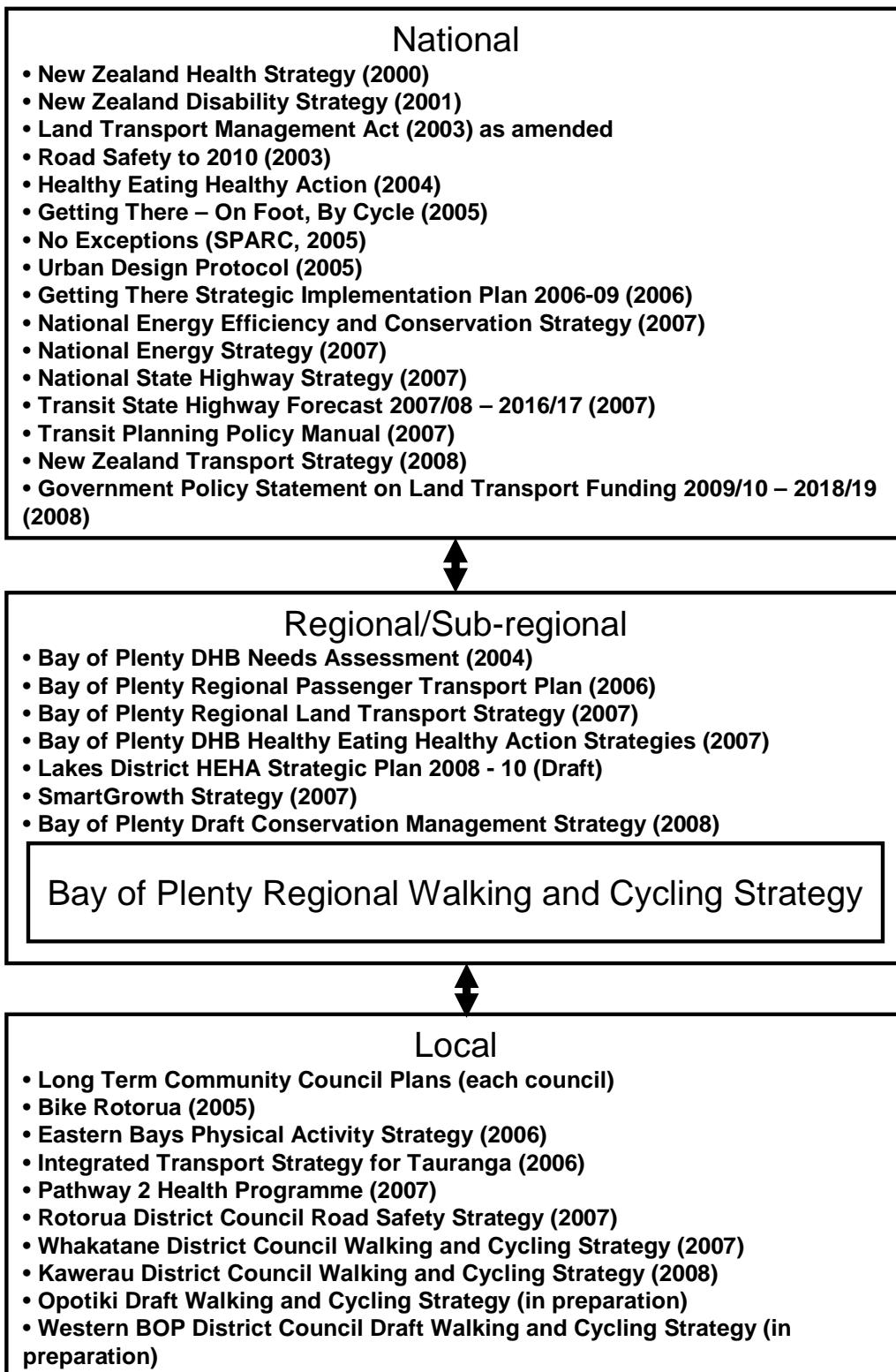


Figure 1 Relationships between relevant strategies and plans

1.3 What kinds of walking and cycling are covered?

This strategy includes all types of walking and cycling, such as trips to and from school and work, family recreation, sports training and sports events. For the purposes of the strategy, “walking” covers a range of activities rather than just travel by foot. Here, those who “walk” (pedestrians) are all those who travel on footpaths, including those who use non-motorised small-wheeled devices (for example wheelchairs, skate boards and push scooters), those pushing prams or riding on mobility scooters, as well as all those who walk in the conventional sense. We recognise that pedestrians, including joggers, the young and the not-so-young, and those who have impaired vision or hearing have varied abilities and needs. A glossary of terms is included at the end of the strategy.

All roads and footpaths are included in the strategy, which offers ideas and actions to make our roads and streets more user-friendly for individuals, families and children who choose to walk or cycle. The strategy encourages people to consider walking as much as possible for trips less than 2 km and cycling for trips less than 10 km. It tries to ensure that people feel they have the option to walk or cycle. The strategy also supports on-road cycling for competitive and training purposes and long-distance on-road cycling for recreation or tourism; however the emphasis is on urban utilitarian trips under 10 km. The strategy is less concerned with purely off-road recreational walking and cycling activities such as mountain biking and tramping.



1.4 What actions are promoted?

Network improvements such as safer road crossings for pedestrians, cycle lanes and off-road cycle paths are all important. Route audits are a useful tool for identifying and addressing barriers to walking and cycling. Consistent engineering standards using national guidelines for all transport infrastructure projects, but especially for walking and cycling facilities, should be employed throughout the region. Opportunities for integrating walking and cycling into all conventional transport projects should become the norm. Traffic calming and slow streets make walking and cycling safer and more pleasant. Good support facilities include seating, trees and verandas for shade. Water fountains, toilets and cycle parking also encourage walking and cycling. See Appendix 3 for a list of the relevant national standards and guidelines endorsed by this Strategy.

The strategy is not just about infrastructure. Information about new walking and cycling facilities, including signs and maps for the public, are useful tools that enable more people to walk and cycle. Health and sport promotion and events play a key

role in getting more people more active. District plan changes requiring subdivisions and developments to provide for and promote walking and cycling are also important. Good urban design can create places that people enjoy without the need for motor vehicles.

Travel demand management (TDM) is an increasingly important area for Environment Bay of Plenty and walking and cycling stakeholders. Significant efficiencies can be generated by managing growth in travel by private motor vehicles. Walking, cycling and public transport will need to play a role in reducing our dependence on cars. Simply providing more road capacity to solve congestion can have a perverse effect of encouraging more travel; TDM can help reduce the need for expensive road-building.

The strategy acknowledges that people (particularly children) need to be trained to use the roads safely as pedestrians and cyclists, and motorists should be encouraged to treat people walking and cycling with care and respect.

Some projects are already included in other programmes (by local councils, NZTA, health boards or sport agencies, for example). This strategy aims to identify programmes and projects that might otherwise "slip through the cracks" and to find an agency or agencies prepared to take responsibility for these. In some cases, Environment Bay of Plenty will take the lead, but other agencies will lead where it is more appropriate to do so.

1.5 What's been happening to walking and cycling?

NZ Census data indicate that the levels of walking and cycling for trips to work in the Bay of Plenty have steadily declined from 1986 to 2006. Walking trips to work have declined from 10.1% of total trips to work to 5.1%. Cycling trips to work have declined from 7.0% to 2.4%. These levels vary throughout the region, as shown in Figure 2. Nationally, walking trips to work have declined from 10.3% to 7.0% and cycling trips from 5.7% to 2.5% for the same period. Note: Census data only captures trips to work on a single day once every five years. There is currently no robust regional data available to measure all walking and cycling trips.

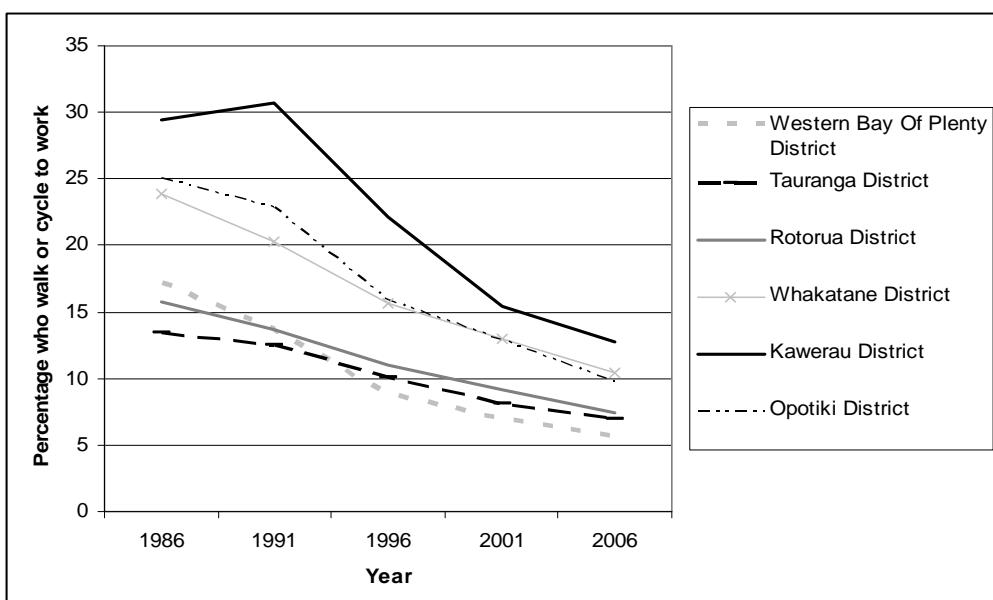


Figure 2 Proportion of people who walk or cycle to work

The New Zealand Transport Strategy (2008) contains a national target of 30% for walking and cycling in urban areas (all trips, not just trips to work) by 2040. The Government Policy Statement on Land Transport Funding 2009/10 – 2018/19 also contains a national target of increasing the number of walking and cycling trips by 1% per year through to 2015. Although there is some discrepancy between the data available (journey to work) and the targets (all trips), recent trends will clearly need to change.

The RLTS has targets for mode share of all trips for walking, cycling and public transport for the Rotorua and Tauranga urban areas as shown in Figure 3. It aims for significant growth for public transport (to around 5% of mode share by 2011, compared with 2001 levels of under 1%).

Urban area / Time	Public Transport	Cycling	Walking	Total Non-Car Based
Rotorua 2001	0.9%	3.5%	5.7%	10.1%
Rotorua 2011	5.0%	4.0%	6.2%	15.2%
Rotorua 2021	6.0%	5.5%	6.5%	18.0%
Tauranga 2001	0.5%	3.3%	4.6%	8.4%
Tauranga 2011	5.5%	4.0%	5.0%	14.5%
Tauranga 2021	10.5%	5.0%	5.5%	21.0%

Figure 3 RLTS targets for walking, cycling and public transport in urban areas

By contrast, desired rates of growth for walking and cycling are much more modest, with 2001 levels of about 3.5% (cycling) and 5% (walking) targeted to increase to 4% (cycling) and over 5% (walking) by 2011. Few data are available on trends for walking and cycling to school, but, it appears that these modes have declined significantly over the last 20 years.

The proportions of pedestrians and cyclists injured in crashes have fluctuated over the last 10 years. Overall, pedestrians and cyclists have been involved in 11.6% and 8.6% of all injury crashes respectively but there is no clear trend over time for these rates. Because it is unclear as to how much walking and cycling is currently taking place, it is hard to quantify crash rates per kilometre or per hour of travel. The strategy suggests ways of improving our understanding of walking and cycling trends in future by setting targets and monitoring performance against them.

Chapter 2: Vision, Purpose and Policies

2.1 Vision

The vision of this strategy is:

***Walking and cycling are an integral part of daily life
in the Bay of Plenty***

2.2 Purpose

The purpose of this strategy is to support the vision by:

- Providing a policy framework to encourage increased levels of walking and cycling in the region
- Improving coordination between road controlling authorities, other agencies involved in encouraging walking and cycling, interest groups and other stakeholders
- Reinforcing existing local walking and cycling initiatives through improved coordination and communication
- Identifying a regional cycling network, and promoting the relevant standards for developing this network
- Providing funding agencies with regional preferences when considering applications for walking and cycling activities.

2.3 Policies

Walking and cycling are an important part of land transport in the region and this strategy is intended to support and implement the Bay of Plenty Regional Land Transport Strategy (RLTS). Consequently, the regional walking and cycling policies in this section have been developed according to the eight key outcomes sought by the RLTS:

- Integration
- Economic Development
- Safety and personal security
- Energy efficiency

- Responsiveness
- Access and mobility
- Sustainability
- Public health

While a number of the policies relate to more than one outcome, they have been structured according to the outcome they primarily support. The intention is to incorporate the policies and actions from this strategy into the next RLTS. The RLTS outcomes, and the policies that have been developed for this strategy to support them, are shown in Table 1.

Table 1 Regional walking and cycling policies

Outcome (RLTS)	Policy (this strategy)
1 Integration	<p>The following policies will support integration by improving coordination of walking and cycling with other land transport modes, land use and relevant plans, documents and practices:</p> <ol style="list-style-type: none"> 1 To achieve strategic alignment between this strategy and the RLTS and all other relevant strategies and plans. 2 To identify and promote opportunities for integration between walking, cycling, public transport and other sustainable transport options. 3 To support development of off-road and on-road facilities and links for walking and cycling that help integrate the walking and cycling networks within and between districts. 4 To promote, implement, monitor and maintain this strategy.
2 Safety and Personal Security	<p>The following policies will support safety and personal security by ensuring the protection from harm of people walking and cycling, and deterring crime through increased natural surveillance:</p> <ol style="list-style-type: none"> 5 To support education and enforcement programmes for all road users that enhance the safety and awareness of pedestrians and cyclists. 6 To adopt relevant standards and guidelines (Appendix 3) for the planning, design, construction, operation and maintenance of walking and cycling facilities. 7 To use CPTED (crime prevention through environmental design) principles which will encourage people to feel safe while walking and cycling. 8 To support the development and use of processes and systems by RCAs that include the needs of pedestrians and cyclists. These systems include "safety management systems" and the Code of Practice for Temporary Traffic Management (COPTTM). 9 To promote local area traffic management plans, traffic calming, low speed environments and shared space in urban areas where appropriate.

Outcome (RLTS)	Policy (this strategy)
3 Responsiveness	<p>The following policies will support responsiveness by promoting a land transport system that continually evolves to better suit the region's needs as they change:</p> <ul style="list-style-type: none"> 10 To retain and enhance transport alternatives to private motor vehicle travel. 11 To encourage public participation in the planning, design and management of the transport system, including walking and cycling. 12 To implement good urban design and provide support facilities for walking and cycling, including seating, water fountains, toilets, cycle parking, facilities in new developments (e.g. showers, lockers and drying facilities), and trees and verandas for shade and shelter.
4 Sustainability	<p>The following policies will support sustainability by providing for the present needs of people and communities without compromising the foreseeable needs of future generations:</p> <ul style="list-style-type: none"> 13 To provide for walking and cycling in all significant new transport projects, including mitigation of "severance" effects (barriers to travel between locations) caused by new motorways and major roads. 14 To support the development and implementation of school, community and workplace travel plans that help minimise private motor vehicle travel and broaden choice to more sustainable transport options. 15 To implement measures that incorporate walking and cycling in daily operations, at individual, community and organisational levels.
5 Economic Development	<p>The following policies will support economic development by helping the region to prosper:</p> <ul style="list-style-type: none"> 16 To develop inter- and intra- regional cycling and intra-regional walking links for utility, recreation and tourism purposes. 17 To contribute to improving travel times by promoting walking and cycling as viable alternatives to private motor vehicle use.
6 Energy Efficiency	<p>The following policies will support energy efficiency through land use and transport provisions:</p> <ul style="list-style-type: none"> 18 To promote walking and cycling as transport modes with minimal energy, greenhouse gas and environmental impacts. 19 To ensure that land use planning and resource consent processes require provision for walking and cycling in all new subdivisions and developments.

Outcome (RLTS)	Policy (this strategy)
7 Access and Mobility	<p>The following policies will support access and mobility by enhancing connectivity for people walking and cycling:</p> <ul style="list-style-type: none"> 20 To ensure that people of all abilities living in urban² areas have good walking and cycling access to a full range of goods and services, including health, education, employment, shopping and leisure. 21 To promote the auditing of walking and cycling routes to identify and address physical barriers to walking and cycling. 22 To promote the provision of footpaths along urban roads in accordance with the New Zealand Pedestrian Planning and Design Guide.
8 Public Health	<p>The following policies will support public health by increasing exercise through walking and cycling:</p> <ul style="list-style-type: none"> 23 To promote health benefits of walking and cycling such as maintaining healthy body weight, decreased heart disease, easier breathing and improved cardio-vascular effects. 24 To advocate walking and cycling as valuable active living opportunities for community and family social cohesion and holistic wellbeing.

² "Urban" includes suburban. Urban roads are those with speed limits less than or equal to 70 km/h.

Chapter 3: Targets

Progress made in realising the vision, outcomes and policies of this strategy will be measured using these targets³ or indicators:

- (a) To establish approved⁴ walking and cycling strategies for all districts by the end of the 2008/09 financial year; and to review existing strategies every three years.
- (b) To increase the proportion of people walking to work (as recorded in Census “Travel to Work” data⁵) as follows:
 - Rotorua urban area: 6.2% by 2011 and 6.5% by 2021;
 - Tauranga area: 5.0% of trips to work by 2011 and 5.5% by 2021.
- (c) To increase the proportion of people cycling to work (as recorded in Census “Travel to Work” data) as follows:
 - Rotorua urban area: 4.0% by 2011 and 5.5% by 2021;
 - Tauranga urban area: 4.0% by 2011 and 5.0% by 2021.
- (d) To reduce annually from 2009 the proportion of pedestrians (11.6% between 1997 and 2007) and cyclists (8.6% in the same period) injured in crashes with motor vehicles on BOP roads, relative to the total number of casualties.
- (e) To increase physical activity levels regionally by 5% to 2012 from 47.5%⁶ in 2007/08 (as recorded in the Sport, Recreation and Physical Activity Profile: Bay of Plenty Region).

Progress towards these targets will be reported in the Bay of Plenty RLTS Annual Report.

³ Targets should be SMART – specific, measurable, achievable, realistic and time-related.

⁴ A number of existing strategies have “draft” status.

⁵ Census data are based on those who travel to work (i.e. excludes those who worked from home or did not travel to work).

⁶ In 2007/08 47.5% of BOP adults achieved 30 minutes of moderate intensity physical activity on at least five out of seven days. Nationally 48.2% of adults achieved this level of exercise in 2007/08. SPARC targets for 2002 to 2006 were to increase physical activity levels nationally by 5%.



Chapter 4: Walking and Cycling Network Plans

An indicative regional cycle network is included in Appendix 4. The plan shows potential regional cycling routes that have been identified during the development of this strategy. Implementation of any improvements to the regional cycle network will be the responsibility of the relevant road controlling authority. The regional cycle network plan does not show many of the cycling routes in urban areas, as these are best shown (and managed) in local council strategies. Those local network plans that are available are included in Appendix 5 but the original sources for these (the relevant territorial authority) should be checked if the latest version is required.

Environment Bay of Plenty will work with road controlling authorities to refine and then periodically review and update the regional cycle network. Environment Bay of Plenty will also promote the use of the standards in Appendix 3 in any planning, design, construction, operation and maintenance of the regional cycle network.

There is no regional walking network plan at this stage, as walking is generally limited to occurring within a district rather than at an inter-district level. Some territorial authorities are developing walking networks as part of their walking and cycling strategies. These network plans are included in Appendix 5. Walking facilities should be on every urban street. Thus a regional walking network plan would show every street with its footpaths as well as road crossing facilities, other features important for walking and areas where “walkability” is considered especially important. Key walkability areas might include local residential areas, school catchments, sports fields, reserves, city centres and shopping centres. This level of detail is better covered in local council plans and strategies. Future consideration could be given, however, to identifying areas where walkability is to be enhanced, but specific initiatives should come from local councils rather than as a regional directive.

Policies in this strategy attempt to ensure that the needs of pedestrians are accommodated at a strategic level, rather than by the identification of individual facilities. See Appendix 3 for the pedestrian facility standards and guidelines endorsed by this strategy.



Chapter 5: Regional Implementation Plan

5.1 Roles and Responsibilities

Key partners responsible for actions in the plan need to be clear on their respective roles if the strategy is to be implemented effectively. Table 2 identifies the roles and responsibilities of key partners involved in the strategy. An additional responsibility applying to each key partner is to implement walking and cycling within their own organisations to achieve the vision of this strategy.

Table 2 Roles and Responsibilities of Key Partners

Partner	Roles and Responsibilities
NZTA	<ul style="list-style-type: none"> • Provides Approved Organisations with funding for walking and cycling activities. • Promotes and provides guidance on national policy for walking and cycling. • Planning, design, funding, construction, operation, and maintenance of walking and cycling infrastructure on the state highway network.
Environment Bay of Plenty	<ul style="list-style-type: none"> • Regional planning and co-ordination of walking and cycling activities. • Regional co-ordination of campaigns to encourage walking and cycling, and promote safety.
Territorial Authorities	<ul style="list-style-type: none"> • Local planning and co-ordination of walking and cycling activities. • Planning, design, funding, construction, operation and maintenance of walking and cycling infrastructure. • Delivery of education and encouragement programmes for walking and cycling.
Sport BOP	<ul style="list-style-type: none"> • Delivery of education and encouragement programmes with an emphasis on walking and cycling for sport, recreation and active living. • Seeks funding for new initiatives to promote walking and cycling for sport, recreation and active living.
Health sector	<ul style="list-style-type: none"> • Education and promotion of the public health benefits of walking and cycling. • Provides a public health perspective on planning for walking and cycling. • Seeks funding for new initiatives to promote walking and cycling to improve public health outcomes.

Cycle Action Groups	<ul style="list-style-type: none"> • Encourage cycling for all purposes. • Advocate for the needs of all cyclists.
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5.2 Regional Implementation Plan

A number of actions have been suggested by the working group or requested by members of the public and interested groups and are included in the Regional Implementation Plan. Funding (i.e. financial commitment) to undertake the actions is subject to the appropriate LTCCP, annual plan or other budget documents. Projects or action items identified for implementation are shown in Table 3:

Table 3 Regional Implementation Plan

Action	Responsibility	Start Year	Approx Annual Cost (see note)	Related Policies
1 Develop, implement and monitor district level walking and cycling strategies	TAs	2008/09	\$\$	1, 2, 3, 6, 7, 8, 9, 11, 12, 14, 15, 16, 17, 18, 20, 21, 22
2 Identify and prioritise improvements to the regional cycling network	Environment Bay of Plenty, RCAs	2009/10	\$	1, 2, 3, 6, 7, 10, 11, 12, 13, 16, 21
3 Implement any improvements to the regional cycling network	RCAs	2009/10	\$\$\$	3, 6, 7, 8, 9, 10, 12, 16, 22
4 Provide regional coordination to manage delivery of the strategy	Environment Bay of Plenty	2008/09	\$\$	All
5 Consider modal shift targets for smaller urban areas in the next RLTS review	Environment Bay of Plenty, TAs	2009/10	\$	1, 4, 17, 21
6 Develop and implement a regional walking and cycling monitoring programme	Environment Bay of Plenty	2008/09	\$	1, 4, 17, 21
7 Develop and implement local walking and cycling monitoring programmes	TAs	2008/09	\$\$	1, 11, 21
8 Develop and implement pedestrian and cyclist road safety, awareness and promotion programmes (e.g. Bike Wise, Feet First, walking school buses, caterpillar feet)	TAs, Sport BOP, Toi te Ora, DHBs, Environment Bay of Plenty	2008/09	\$\$\$	2, 4, 5, 9, 11, 14, 15, 17, 18, 23, 24
9 Establish and maintain a regional walking and cycling forum	Environment Bay of Plenty	2008/09	\$	1, 2, 4, 6, 11, 13, 15, 16, 19, 20, 23, 24
10 Review stopbanks and railway corridors for opportunities to enhance walking and cycling networks	Environment Bay of Plenty	2010/11	\$\$	2, 3, 4, 6, 7, 10, 16, 21, 24
11 Develop methods of integrating cycling with public transport	Environment Bay of Plenty	2008/09	\$	2, 12, 13, 15, 17, 20

Action	Responsibility	Start Year	Approx Annual Cost (see note)	Related Policies
12 Investigate feasibility of a "bikes on buses" bike rack trial project	Environment Bay of Plenty	2008/09	\$	2, 12, 13, 15, 17, 20
13 Provide bike sheds and cycle parking facilities in more locations	All	2008/09	\$\$	2, 6, 7, 8, 9, 12, 13, 15, 19, 21
14 Investigate, implement and actively support district plan changes that promote walking and cycling	TAs	2008/09	\$\$	1, 3, 6, 8, 9, 11, 13, 15, 19, 22, 24
15 Investigate opportunities to replicate and implement successful district walking and cycling initiatives across the region (e.g. City on It's Feet, Re-cycle, Active Transport)	Sport BOP, DHBs, TAs, Toi Te Ora	2009/10	\$\$\$	1, 2, 5, 11, 14, 15, 17, 18, 21, 23, 24
16 Support and implement Active Communities projects across the region	TAs, Sport BOP, Toi Te Ora, DHBs	2009/10	\$\$\$	1, 2, 5, 11, 14, 15, 17, 18, 21, 23, 24
17 Work with adjoining regions to ensure there are connections between neighbouring regional cycling networks	Environment Bay of Plenty	2009/10	\$	1, 3, 13, 16, 17

Note: Cost refers to total cost across implementing agencies. \$ means up to about \$10,000; \$\$ means up to about \$100,000; and \$\$\$ means over \$100,000.

Acronyms: BOP – Bay of Plenty; DHB – District Health Board; RCA- Road Controlling Authority; TA - Territorial Authority.



Chapter 6: Monitoring and Review

Periodic monitoring and review of this strategy will be important to determine whether desired outcomes are being achieved and the reasons for this. An important part of monitoring will be to evaluate performance against targets. Revisions may be required to update the strategy itself, the Implementation Plan or resource levels (including funding and staff), and other action may be needed outside the scope of the strategy. Monitoring is included in the Implementation Plan to ensure that this activity is funded and undertaken.

The Implementation Plan will be revised by Environment Bay of Plenty in accordance with the annual budget cycle. The strategy itself, however, will be reviewed three years after adoption by the regional council or as part of any RLTS review.



Appendices

Appendix 1 — Relevant Strategies, Policies and Plans

Appendix 2 — Regional Walking and Cycling Strategy Working Group

Appendix 3 — Relevant Engineering and Planning Standards and Guidelines

Appendix 4 — Regional Cycle Network Plan

Appendix 5 — Local Cycling and Walking Network Plans

Appendix 1 – Relevant Strategies, Policies and Plans

Document	Web Address (if available)
National	
NZ Health Strategy (2000)	http://www.moh.govt.nz/moh.nsf/ea6005dc347e7bd44c2566a40079ae6fc024d8d149d4c168cc2569b1007679ca?OpenDocument
NZ Disability Strategy (2001)	www.odt.govt.nz/documents/publications/nz-disability-strategy.pdf
Land Transport Management Act (2003)	http://legislation.govt.nz/act/public/2003/0118/latest/DLM226230.html?search=ts_act_land+transport&sr=1
Road Safety to 2010 (2003)	www.ltsa.govt.nz/strategy-2010/docs/2010-strategy.pdf
Healthy Eating – Healthy Action (2004)	www.moh.govt.nz/healthyeatinghealthyaction
Getting There – On Foot, By Cycle (2005)	http://www.transport.govt.nz/getting-there-index/
No Exceptions – SPARC (2005)	http://www.sparc.org.nz/partners-and-programmes/no-exceptions
Urban Design Protocol (2005)	http://www.mfe.govt.nz/issues/urban/design-protocol/index.html
Getting There Strategic Implementation Plan 2006-09 (2006)	http://www.transport.govt.nz/getting-there-index/
National Energy Efficiency and Conservation Strategy (2007)	www.eeca.govt.nz/eeca-library/eeca-reports/neecs/report/national-energy-efficiency-and-conservation-strategy-01.pdf
National Energy Strategy (2007)	http://www.med.govt.nz/templates/MultipageDocumentTOC_31948.aspx
National State Highway Strategy (2007)	http://www.transit.govt.nz/content_files/news/NSHS-2007.pdf
Transit State Highway 10 Year Plan (2007)	http://www.transit.govt.nz/planning/forecast/forecast-07-08.jsp
NZ Transport Strategy (2008)	http://www.transport.govt.nz/assets/Downloads/NZTS-final-PDF.pdf
Government Policy Statement on Land Transport Funding 2009/10 – 2018/19	http://www.transport.govt.nz/assets/Images/NewFolder-2/GPS-final-5-August-2008-2.pdf
Regional	
BOP DHB Needs Assessment (2004)	http://www.bopdhb.govt.nz/PlanFund.aspx
Environment Bay of Plenty Regional Passenger Transport Plan (2006)	http://www.ebop.govt.nz/Regional-Passenger-Transport-Plan.asp
Environment Bay of Plenty Regional Land Transport Strategy (2007)	www.ebop.govt.nz/Land-Transport-Strategy.asp
BOP DHB HEHA Strategies (2007)	http://www.bopdhb.govt.nz/PlanningFunding/HEHAProject.aspx
Lakes DHB HEHA Reports	http://www.lakesdhb.govt.nz/Article.aspx?Id=3027
BOP Draft Conservation Management Strategy	http://csl.doc.govt.nz/upload/documents/getting-involved/consultations/current-consultations/bay-of-plenty/draft-bop-cms-pages-1-to-10.pdf
Sub-regional	
SmartGrowth Strategy (2007)	http://www.smartgrowthbop.org.nz/
Local	
Long Term Council Community Plans (each council)	
Bike Rotorua (2005)	
Eastern Bays Physical Activity Strategy (2006)	http://www.sparc.org.nz/filedownload?id=76ceef1b-dfde-4c5b-9763-4dcdba7840e
Integrated Transport Strategy for Tauranga (2006)	http://www.tauranga.govt.nz/view-faq/tabid/1015/qid/849/tct/2174_ViewQuestion/Default.aspx
Pathway 2 Health Programme (2007)	http://www.kaweraudc.govt.nz/Pathway_2_Health/default.asp
Rotorua District Council Road Safety Strategy 2004-2009	http://www.rdc.govt.nz/NR/rdonlyres/0AB628DD-A173-4F9D-9C22-FF41A56A6AA7/0/Rotorua_Transport_Strategy_2006.pdf

Whakatane District Council Walking and Cycling Strategy (2007)	www.whakatane.govt.nz/NR/rdonlyres/E6A99275-4A83-42C1-A6C9-60CF301DE6DB/0/DraftWalkingandCyclingStrategy.pdf
Kawerau District Council Walking and Cycling Strategy	http://www.kaweraudc.govt.nz/myfiles/Kawerau_Walking_&_Cycling_Strat.pdf
Opotiki Draft Walking and Cycling Strategy (in preparation)	
Western Bay of Plenty District Council Draft Walking and Cycling Strategy (in preparation)	

Appendix 2 – Regional Walking and Cycling Strategy Working Group

The draft strategy was developed with the assistance of a working group established for this purpose by Environment Bay of Plenty. Members of the group were as follows:

Name	Organisation
1 Amy Fowler	Sport Bay of Plenty
2 Andrew McKillop	Land Transport New Zealand
3 Andries Cloete	Western Bay of Plenty District Council
4 Brian Pointon	BOP District Health Board
5 Corie Claassen	Whakatane District Council
6 Edwina O'Brien	Kawerau District Council
7 Jacqueline Hayes-Kingi	Opotiki District Council
8 Jim McGuire	Transit New Zealand
9 Kevin Connole	Cycle Action Tauranga
10 Kevin Taylor	New Zealand Police
11 Kevin Thompson	Rotorua District Council
12 Maria Wood	Toi Te Ora – Public Health
13 Mathew Stewart	Transit New Zealand
14 Maurice Tooke	Whakatane District Council
15 Mike Calvert	Tauranga City Council
16 Mike Houghton	Opotiki District Council
17 Niki Carling	Rotorua District Council
18 Wendy Donaldson	Lakes District Health Board
19 Christine Waters	Environment Bay of Plenty
20 Garry Maloney	Environment Bay of Plenty
21 Andrew Macbeth	ViaStrada Ltd
22 Megan Fowler	ViaStrada Ltd

A number of other people have provided assistance and reviewed drafts of the strategy during its preparation. The assistance of all concerned is greatly appreciated.

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Photographs in this strategy have been supplied by the following:

- Amy Fowler, Sport Bay of Plenty
- Kevin Connole, Cycle Action Tauranga
- Kevin Thompson, Rotorua District Council
- Mike Calvert, Tauranga City Council
- Andrew Macbeth and Megan Fowler, ViaStrada Ltd



Appendix 3 – Relevant National Standards and Guidelines

Document	Web Address (if available)
Austroads Guide to Traffic Engineering Practice Part 13: Pedestrians (1995)	
Austroads Guide to Traffic Engineering Practice Part 14: Bicycles (1999)	
Cycle Network and Route Planning Guide, LTSA (2004)	http://www.landtransport.govt.nz/road-user-safety/walking-and-cycling/cycle-network/
Fundamentals of Planning & Design for Cycling, Training Course Notes, Transfund NZ 2004	http://viastrada.co.nz/pub/fundamentals_course_notes
LTNZ Research Report No. 274: New Zealand walking and cycling strategies - best practice	http://www.landtransport.govt.nz/research/reports/274.pdf
NZ Standard 4121:2001: Design for Access and Mobility: Buildings and Associated Facilities, Standards NZ 2001.	
NZ Supplement to Austroads Part 14: Bicycles (2005)	www.transit.govt.nz/technical/view_manual.jsp?content_type=manual&=edit&primary_key=43&action=edit
Pedestrian Planning and Design Guide (Draft) (2008)	www.ltsa.govt.nz/consultation/ped-network-plan/index.html
RTS 14 Guidelines for Blind and Vision Impaired, LTSA 2004	http://www.ltsa.govt.nz/roads/rts/rts-14-2003.pdf

Appendix 4 – Regional Cycle Network Plan

Appendix 4 and 5 maps are available as a separate PDF document.

Appendix 5 – Regional Cycle Network Plans⁷

Appendix 5.1 – Kawerau Walkways Map

Appendix 5.2 – Opotiki SH2 Town to Beach Walk/Cycleways

Appendix 5.3 – Opotiki Walking and Cycle Routes

Appendix 5.4 – SH35 Omarumutu/ Herema Rd Cycle Loop

Appendix 5.5 – Opotiki SH2 Ohiwa Loop

Appendix 5.6 – Te Kaha Walking and Cycling Routes

Appendix 5.7 – Rotorua Cycle Map and Walk to work streetlights map

Appendix 5.8 – Rotorua walkways map

Appendix 5.9 – Tauranga City Council Pathways – Tauranga

Appendix 5.10 – Tauranga City Council Pathways – Mt Maunganui

Appendix 5.11 – Whakatane Township Cycle and Pedestrian Network

Appendix 5.12 – Whakatane to Taneatua Cycle and Pedestrian Network

Appendix 5.13 – Edgecumbe Cycle and Pedestrian Network

Appendix 5.14 – Ohope Cycle and Pedestrian Network

Appendix 5.15 – Thornton to Edgecumbe Cycle and Pedestrian Network

Appendix 5.16 – Whakatane to Awakeri Cycleway Map

⁷ Note local cycle and walking network maps are constantly being updated by TAs. Western Bay of Plenty maps are currently under construction. Please contact your TA for the most recent version of these network plans.

Glossary of Terms

Term	Definition
Bicycle	A cycle with two wheels (see cycle)
BOP	Bay of Plenty
Cycle	A vehicle designed to be propelled solely by the muscular energy of its driver(s) through pedalling
Cycle lane	Part of a roadway allocated specifically for cycle use but which may occasionally be used by motor vehicles (e.g. for turning at intersections or driveways or manoeuvring into parking spaces)
Cycle network	A network of cycle routes represented on a publicly available plan
Cycle path	A physically separated, off-road path for cycles to which motor vehicles do not have access
Cycle route	A recommended route for cyclists comprising cycle lanes, cycle paths, signposting, pavement markings or other walking and cycling facilities
DHB	District health board (either Bay of Plenty or Lakes DHB or both)
EECA	Energy Efficiency and Conservation Authority
Footpath	A path for use by pedestrians (see "pedestrian")
HEHA	Healthy Eating, Healthy Action (2004). Public Health Strategy
Implementation Plan	Programme of proposed walking and cycling projects and activities (p.16)
LTCCP	Long Term Council Community Plan – a ten year planning document required for each local authority under the Local Government Act (2002)
Network plan	Plan of existing and proposed walking and cycling facilities
NZTA	New Zealand Transport Agency - formed by merging Land Transport NZ and Transit in August 2008. The agency with prime responsibility for road safety and funding in NZ, and for New Zealand's state highway network
Pedestrian	Any person on foot or who is using a powered wheelchair or scooter or a wheeled means of conveyance propelled by human power, other than a cycle. (As defined in the Pedestrian Planning and Design Guide, Land Transport NZ 2008)
Public health	The physical wellbeing of individuals, especially in this context concerned with the effects of the transport system on noise, air pollution, vibrations and personal fitness and the prevention of non-communicable diseases (or lifestyle diseases such as obesity and diabetes)
RCA	Road Controlling Authority – includes all TAs (responsible for local roads) and NZTA (responsible for state highways)
RLTS	Environment Bay of Plenty's Regional Land Transport Strategy 2007
Shared path	A physically separated path for pedestrians and cyclists to which motor vehicles do not have access
SPARC	Sport and Recreation New Zealand
Sub-region	The RLTS defines three sub-regions: western BOP, Rotorua, and eastern BOP

TA	Territorial Authority (City or District Council); does not include NZTA
TDM	Travel Demand Management
Urban	Concerning towns and cities (not rural); includes “suburban”. Urban roads have speed limits of 70 km/h or less; rural roads have speed limits greater than 70 km/h
Walking	The act of self-propelling along a route, whether on foot or on small wheels, or assisted by additional aids