



OPOTIKI DISTRICT COUNCIL WALKING and CYCLING STRATEGY

February 2009



Prepared By:	Name: Mike Naude Title Project Manager Community Facilities	Opus International Consultants Limited Whakatane Concordia House, Pyne Street PO Box 800 Whakatane, New Zealand
Reviewed By:	Name : Rachel Algar Title : Policy Planner Transportation	Telephone: +64 7 308 0139 Facsimile: +64 7 308 4757
Approved for Issue for Client:	Mark Townsend Business Manager - Whakatane	Date Reference: Reference:234005.17
Reviewed By:	Mike Houghton Manager Parks and Facilities	Report # 08064
Approved By:	Jim Finlay Director Works & Services	Status: FINAL

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1 Foreword

*To the community of Opotiki & Coasties,
Tena Kotou, Tena Kotou, Tena Kotou*

We are privileged in the Opotiki District to have spectacular beaches, rivers and bush for our enjoyment and a wonderful climate that enables us to participate in an active, outdoor lifestyle. The Opotiki District Council plays a key role in supporting this lifestyle through providing a range of recreation and transport opportunities including a network of roads, footpaths, walkways and parks. In addition Council has a role in delivering initiatives that make our community stronger, healthier and safer.

The purpose of this strategy is to provide the Opotiki community an opportunity to guide the Council in improving facilities which promote the enjoyment of walking and cycling around our district including transport to school or work, visiting friends and whanau or for the good of our health.

The strategy identifies what the Council and other agencies such as the New Zealand Transport Agency (NZTA) on the State Highways currently provide, what our community tells us they would like us and other agencies to provide and also recommends some practical ways that we may make walking and cycling an even more pleasurable and integral part of our lifestyle. Whilst not all of the recommendations can be achieved immediately and some will require commitment from other agencies - this strategy represents the Opotiki District Councils commitment to our community as to what we will do and advocate on your behalf.

I trust that the strategy has opened more effective dialogue between Council and the community on an activity that we enjoy and have perhaps in the past taken for granted. Walking and Cycling is good for our health, saves us money, saves our environment and is a great way to socialise!

Let us get Opotiki moving by getting on our bikes and on our feet.

John Forbes
Mayor

Vaughan Payne
Chief Executive
February 2009



Mayor John Forbes leads the pack with a ride through the Opotiki Rural Area

2 Executive Summary

The Opotiki District Council has developed the Walking and Cycling Strategy for the purpose of promoting walking and cycling in the Opotiki District and to provide the strategic framework for the management of these modes of transport choices.

This strategy has been developed in consultation with the Community, Council staff and in accordance with the New Zealand Best Practice Guide to Walking and Cycling Strategies (LTNZ Research Report 274) and key national policy direction through the 'National Walking and Cycling Strategy, Getting There – On Foot by Cycle (MOT 2005)'.

The following initiatives are proposed to show the Council's commitment to walking and cycling in the Opotiki District. These include:

- The formation of a Steering Committee including appropriate agencies for the purpose of monitoring the implementation of the Strategy.
- Promotion of walking and cycling by the Sports Coordinator employed by the Opotiki District Council.
- Implementation of education programmes through the Eastern Bay of Plenty Road Safety Coordinator.

- Work in collaboration with NZTA in improving facilities and installing pedestrian and cycle advisory signage on the State highways.
- Work in collaboration with NZTA on the Town to Beach Concept including pedestrian and cycle access in the vicinity of the Otara and Waioeka bridges and shoulder widening on State Highways 2 and 35.
- Minor improvements to improve access and continuity of Waioeka / Otara stopbank walkway.
- Promote the Waioeka and Otara River walkway.
- Inspect all existing footpaths and undertake maintenance.
- Audit all existing footpaths to achieve continuity of the network.
- Improve intersection safety and transitional zones by the installation of pedestrian refuge areas, tactile strips and letdowns under minor safety improvement works.
- Undertake inspections and or audits with the local community.
- Undertake a night time inspection to assess the street lighting provision adjacent to footpaths and cycleways.
- Undertake an audit of all footpaths and cycle ways in accordance with Crime Prevention through Environmental Design (CPTED) Principles.
- Instigate discussions with Tourism NZ to promote Opotiki as a cycling friendly district.
- In collaboration with DOC promote recreational walking and mountain biking within the DOC estate.
- Support the development of off-road mountain biking and BMX tracks for recreational cycling

This is the first Walking and Cycling Strategy prepared by the Opotiki District Council.

The Strategy includes a series of walking and cycling network maps, an implementation plan and future capital works / improvements plan. The implementation plan should be updated annually in conjunction with the Council's Annual Plan and every three years in conjunction with the review of the Councils LTCCP.

3 Introduction and Purpose of the Strategy

The Opotiki District has a population of 9000 residents with a further estimated 30,000 visitors to the District per year. The environment in and around Opotiki boasts some of the countries warmest and sunniest climate, best beaches and coastline, rivers, fertile agricultural lands and spectacular bush clad ranges. This rich and diverse environment provides the community and visitors with great opportunities to undertake both commuter and recreational walking and cycling.

The Opotiki District Council has developed the Walking and Cycling Strategy for the purpose of promoting walking and cycling in the Opotiki District and to provide the strategic framework for the management of these modes of transport choices.

This strategy outlines the Council's commitment to promote and develop walking and cycling. Specifically, the purpose of the Strategy is:

- To meet the Community Outcomes as detailed in the Councils Long-term Council Community Plan 2009-2019.
- To promote a healthy community and physical activity as an integral part of the life of the community.
- To promote the Council's recreation programme and support the Opotiki District Councils Physical Activity Plan by promoting the SPARC's initiatives "to get more people more active more often" and 'No Exceptions Strategy (2005)'.
- To implement relevant parts of the National Walking and Cycling Strategy, 'Getting There – On Foot, By Cycle (2005)'.
- To support the implementation of the Environment Bay of Plenty's Regional Land Transport Strategy (2007) and the draft "Walking and Cycling Strategy'.
- Promote alternative and sustainable transport options.
- Provide information and strategic direction to the Council's LTCCP.

The Opotiki District Council will play a number of roles in the promotion and provision of walking and cycling in the District. These roles include:

- Provider and maintainer of walking and cycling facilities on the local road network.
- Advocate on behalf of the Community the provision of walking and cycling facilities on the State Highway network by the New Zealand Transport Agency (NZTA).
- Participate in regional walking and cycling network coordination in conjunction with neighbouring territorial authorities and the regional council.
- Promote walking and cycling as a healthy choice through the Opotiki Physical Activity Programme Coordinator.
- Road safety education initiatives.

4 The Opotiki District's Vision and Goals

4.1 Vision for Walking and Cycling

The Opotiki District Council's Vision for Walking and Cycling is:

'Walking and Cycling opportunities are part of the daily lives of the residents of the Opotiki District'

4.2 Goals for Walking and Cycling

The Opotiki District Council's Goals for Walking and Cycling are:

- Enhance and promote walking and cycling through the provision of safe and convenient walking and cycling facilities.
- Improve the health and well being of the community.
- Improve road user education by promoting road user awareness and provision of appropriate signage, information and education programmes that support walking and cycling.
- Include walking and cycling in the Council's overall planning context, Council strategies and Council policies.
- Recognise beaches as walking areas and provide safe pedestrian access and user behaviour on beaches.
- Promote the Opotiki District's natural and scenic attributes for residents and tourists.

5 Policy and Legislative Context

The following diagram explains the relationship and the policy framework between the national, regional and local policies relating to walking and cycling.

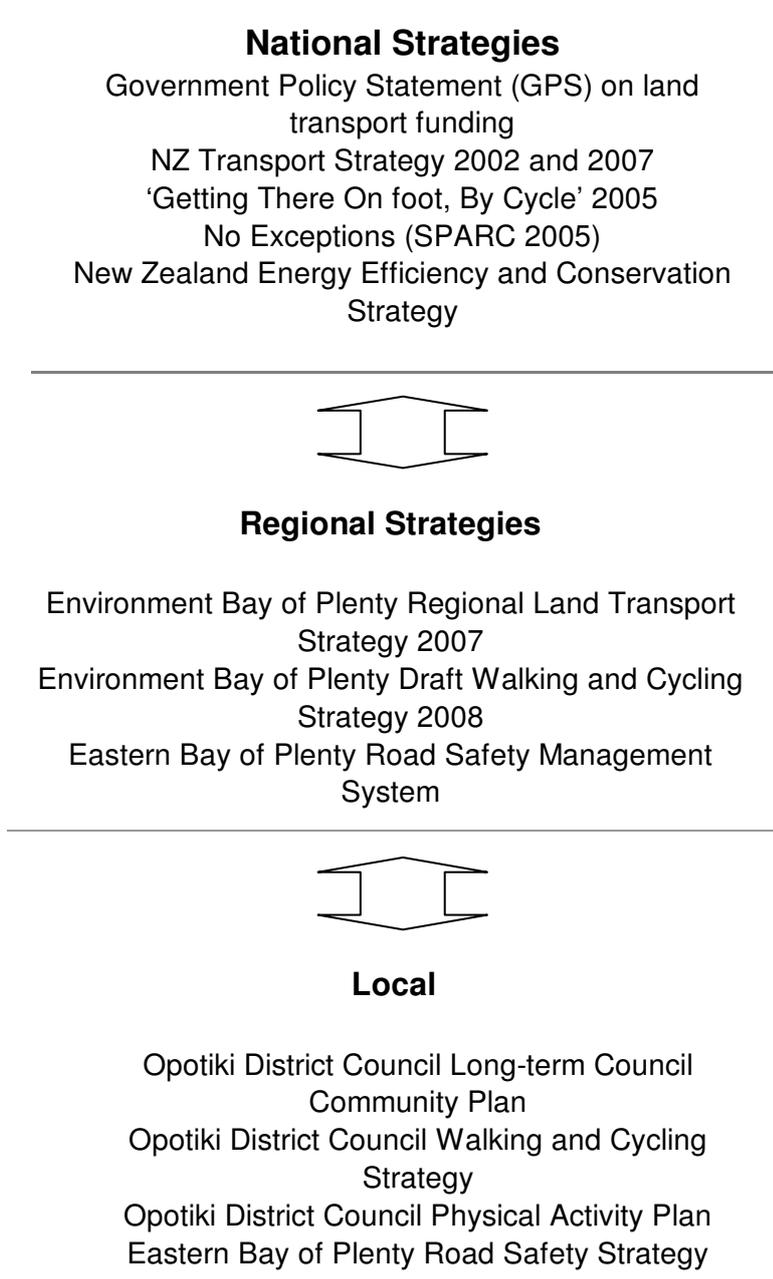


Figure 1

5.1 National Policy Context

5.1.1 Government Policy Statement (GPS)

The Government Policy Statement (GPS) 2009/10 – 2018/19 on Land Transport Funding supports the NZTS by providing direction on the allocation of land transport funding for the next ten 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.

Government Policy Statement is the primary focus of the NZTA's investment strategy on projects or packages that make the greatest contribution to economic growth and productivity. Safety, social and environmental impacts remain relevant.

5.1.2 New Zealand Transport Strategy (NZTS) 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 government is also undertaking work to develop regional targets, and these will be taken into account when the Bay of Plenty Regional Walking and Cycling Strategy is reviewed.

5.1.3 National Energy Efficiency & Conservation Strategy (NEECS)

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 released in October 2007 and has the following objectives for transport:

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

The 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.

5.1.4 Road Safety 2010

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

5.1.5 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:

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 support 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.

5.2 Regional Strategies

5.2.1 Regional Walking and Cycling Policy

The Regional Land Transport Strategy (RLTS) provides the regional framework for the development of the Bay of Plenty 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 eight outcome areas discussed in

Appendix 4 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)
- The policies and actions identified in the Bay of Plenty Regional Walking and Cycling Strategy have been developed under this RLTS framework as outlined in section 5.

5.3 Local Policies

5.3.1 Meeting the Community Outcomes in the Councils' LTCCP

The Council has identified the following Community Outcomes that relate to the Walking and Cycling Strategy. These include:

- **Services and facilities that meet our needs –**
 - *We want to ensure that we have access to modern and efficient public facilities and services which are designed to meet the needs of our community.*
 - *We want to see facilities and services meet current and future needs and are accessible to all.*
 - *Meet or surpass national standards.*
 - *Vital services and facilities are available to all.*
 - *Both civic and community facilities created and maintained for the future.*
 - *Meet the diverse expectations of the community.*
 - *The needs of the youth and elderly are met.*
 - *Roads and Transport networks appropriate to traffic requirements and district growth needs.*
- **Developing a strong and distinctive Community spirit.**

- *Our Rural Community is friendly and supportive and works together to achieve common goals. We want to ensure strong and distinctive spirit and character of our community does not change over time. This is who we are and we are proud of it.*
- *We want to see the spirit and character of the Opotiki Coast community remain strong and distinctive.*
 - *Events and activities provide opportunity to work and play together.*
- ***Promoting development that supports the Community.***
 - *We want to encourage and ensure development that respects and supports the community's values and goals.*
 - *We want to see innovative development that involves and supports the community.*
 - *The community is a major partner in development.*
 - *Tourism potential developed with a focus on natural qualities.*
 - *CBD developed and maintained as an enjoyable meeting place for all people.*

6 The Benefits of Walking and Cycling

There has been a steady decline in recent decades in people choosing to walk or cycle as a means of transport, for example, to work or school. A number of factors have contributed to this decline. Primary contributing factors are the growth in availability of cheaper cars and an emphasis on developing infrastructure to support motorised transport as a priority. By many, walking or cycling is viewed as inconvenient or unsafe.

The Ministry of Transport, the Ministry of Health and the Ministry for Sport and Recreation have a number of documents that detail the benefits of promoting physical activity.

The Ministry of Transport in the document 'Raising the Profile of Walking and cycling in New Zealand' has listed the benefits of walking and cycling as follows:

- Improves the Livability of our Communities – *refers to the environment and social quality of an area as perceived by residents, employees, customers and visitors. Includes safety and health, local environment conditions, the quality of social interaction, opportunities for recreation and entertainment, aesthetics and existence of unique cultural and environmental resources.*
- Good for the Economy – *a livable community that encourages walking and cycling contributes to the local economy for example people have greater 'dwell' times equating to greater opportunities to spend money.*
- Improves Safety and Personal Security – *encouraging people to be out and about in the community equates to less crime and a community that feels safer.*
- Community Accessibility and Cohesion – *walking and cycling gives people the opportunity to independently explore and experience the communities and environments in which they live. An increase in children walking to school will help in reducing traffic congestion.*

Health Benefits – include an improvement of cardio-vascular fitness, reducing the risk of heart disease, controlling obesity and mental well being.

7 Barriers to Walking and Cycling

There are a number of reasons why the public acceptance to walking and cycling has declined over the past decades.

In the survey conducted by the Opotiki District Council - 'What do you think about walking and riding a bike' it was evident that a number of barriers including a lack of walking and cycling facilities, required improvements to walking and cycling facilities, improvements required to safety on roads, and from other traffic and unrestrained dogs were perceived as significant barriers to walking and cycling in Opotiki.

Further barriers to walking and cycling include:

7.1 The Transportation Hierarchy

Traditionally the roading network has emphasized the importance of motor vehicles as the preferred mode of transportation. The development of pedestrian foot paths and cycle ways have been until recently given a lower status as part of the roading infrastructure and therefore have either been largely overlooked as facilities that provide pedestrian linkages or important facilities for the functional and recreational use of a community. This has been further exacerbated by the relative affordability of motor vehicles and the related traffic congestion of the networks.

7.2 Reduced Physical Activity and Associated Health Problems

The affordability of the motor vehicle, reduced physical activity as a result of sedentary lifestyles and changes in eating habits has resulted in an overall increase in national average weight for all sectors of the population. The effect of this combination has had a negative effect on the public's desire to undertake walking and cycling activities.

7.3 Public Safety

In a number of communities the public perceive walking and cycling to be unsafe due to poor provision of walking and cycling facilities, overgrown vegetation and trees, poor driver behavior and speed and antisocial behavior such as crime and vandalism.

A number of these concerns may be addressed by improved minor safety works such as the provision of pedestrian refuges and let downs, improved street lighting, the maintenance of vegetation within road corridors, and the adoption of CPTED Principles (Crime Prevention through Environmental Design).

7.4 Maintenance Issues

Poorly maintained or inadequate footpaths and road networks including graffiti, loose chip and gravel, and broken glass are all issues that need to be addressed to improve public perception of walking and cycling.

7.5 Education and Respect for all Road Users

Poor education and a lack of respect for other road users by motorists including pedestrians, cyclists, mobility scooter users, people pushing prams and people walking

dogs is an issue at present. These issues may be addressed with education initiatives directed towards all road users and the provision of safe facilities that clearly demarcate areas for various road user groups.

7.6 Engineering and Design

Poor design and presentation of facilities are important contributors that affect public walking and cycling. These include:

- Poor Footpath design.
- No provision for transition e.g. Pedestrian Crossings, Pedestrian letdowns and pram crossings, tactile strips for the visually impaired.
- Poor or no lighting.
- Obstacles such as street furniture, light standards and road signs.
- Poor connectivity of footpaths and cycle ways.
- Ignoring pedestrian desire lines.
- Narrow road shoulders that do not accommodate pedestrians and cyclists.
- Non continuous cycleways i.e. directing cyclists off of roads onto footpaths and then back onto roads creates confusion for all road users, causing driver irritation with confident cyclists who do not use the alternative route and stay on the road.

7.7 Local Barriers to Walking and Cycling

In August 2008 the Opotiki District Council undertook early community consultation through the development of a questionnaire entitled “What Do You Think about Walking? And Riding a Bike.”

The questionnaire asked the following questions:

- What are the main obstacles to your enjoyment of walking?
- What are the main obstacles to your enjoyment of cycling?
- List three ways that you think pedestrian / walking opportunities can be improved.
- List three ways that you think cycling opportunities can be improved in the Opotiki District.

The Council received 111 responses to this questionnaire. A copy of the survey form and these responses are summarised in Appendix 1. The responses to the 24 questions raised within the 4 main categories ranged from 2 to 74.

The following is a summary of the 5 key issues that affect walking and cycling in Opotiki:

TABLE 2: Key Issues from the Public Consultation Process.

CATEGORY	ISSUE	Number of Respondents of the total of 110 Surveys
Cycling Improvements	Lack of developed cycle lanes and appropriate signage on road network.	111
Walking Improvements	Improve footpath network / maintenance	41
Cycling Obstacles	Traffic Safety – narrow roads especially State Highways	38
Walking obstacles	Unrestrained dogs	31



Safe Access and formal footpaths are important links for children

8 Types of Pedestrians and Cyclists

The following walking and cycling user groups are typically represented in communities:

- Recreational users and tourists - people who walk or cycle for recreation and leisure, to be active, to improve health and wellbeing and fitness.
- Commuters – people who walk or cycle to a destination being a place of work, education including children walking to school or service.
- Other footpath users including, pushing prams, non motorised wheelchairs, skateboards and push scooters.
- Vulnerable groups including school children, physically and visually impaired and the aged

The above groups are all well represented in the Opotiki District. The Council and associated agencies have and are currently improving the walking and cycling facilities available within the town and the rural areas to encourage and promote this transport choice in the District.

9 Achieving the Goals

The following actions will be implemented to achieve the Opotiki District Councils goals for promoting walking and cycling:

OPOTIKI DISTRICT COUNCIL'S GOALS	
Goal 1 - Develop and promote safe and convenient walking and cycling facilities.	Links to the Regional Councils Walking and Cycling Outcomes
<p>Priorities for Action</p> <ol style="list-style-type: none"> 1. Consider providing walking and cycling facilities in all upgrade works programmed on the local roading network. 2. Develop a walking and cycling route that effectively links Opotiki Township with Waiotahi and Te Ngaio beaches that is both functional and scenic. 3. Work collaboratively with NZTA, territorial and regional neighbours to provide and promote safe regional walking and cycling facilities along the State Highway corridor where appropriate. 4. Adopt best practice, urban design and CPTED Principles to provide a safe and pleasant pedestrian and cyclist facilities. 5. Ensure that all new works are undertaken in accordance with the Opotiki District Councils Engineering Code of Practice or by approval of the Director Engineering. 6. Install pedestrian and cycling road advisory signage. 7. Link all routes to provide connectivity and continuity and where possible engage with private landowner to negotiate public access to private land to link important routes. 8. Consider providing walking and cycling facilities that link key destinations and places of service including the CBD, residential areas, the Industrial area, educational institutions and recreational facilities. 9. Develop access ramps to all walking and cycling facilities that meet the national standards. 10. Provide tactile strips, pram let downs and pedestrian refuge areas to promote pedestrian safety in key locations. 11. Maintain routes by sweeping excess chip off of cycle lanes, removing broken glass, maintaining vegetation and managing stock on important routes on reserve land. 12. Install street lighting where required including at key 	<p>Integration</p> <p>Safety and Personal Security</p> <p>Responsiveness</p> <p>Sustainability</p> <p>Access and Mobility</p>

transitional locations	
Goal 2 - Plan and develop infrastructure that promotes alternative modes of transportation.	Links to the Regional Councils Walking and Cycling Outcomes
<p>Priorities for Action:</p> <ol style="list-style-type: none"> 1. Include Walking and Cycling Network in all future planning and development projects including access to and from new developments. 2. Undertake regular surveys of all road users and work with the community to identify new routes and potential facility upgrades. 3. Encourage the provision of cycle racks / storage at key locations, including the CBD and educational institutions. 4. Support the development of recreational off-road walking and cycling tracks. 	<p>Integration</p> <p>Safety and Personal Security</p> <p>Responsiveness</p> <p>Sustainability</p> <p>Access and Mobility</p>
Goal 3 - Improve health and well being of the community.	Links to the Regional Councils Walking and Cycling Outcomes
<p>Priorities for Action:</p> <ol style="list-style-type: none"> 1. Promote the health and fitness benefits of walking and cycling through public education campaigns. 2. Include walking and cycling in physical activity programmes undertaken by the Sports Coordinator. 3. Work with the health sector to promote physical activity. 4. Promote physical activity by the introduction of initiatives such as 'Walking School Bus'. 5. Promote Opotiki as a venue for sporting activities including duathalons, triathalons, marathons, multi-sport and other activities that foster / support healthy outdoor recreation that includes walking and cycling. 	<p>Integration</p> <p>Safety and Personal Security</p> <p>Responsiveness</p> <p>Sustainability</p> <p>Access and Mobility</p> <p>Economic Development</p> <p>Energy Efficiency</p> <p>Public Health</p>

<p>Goal 4 - Improve road user education and skills through - driver awareness, signage and information, and educational programmes that support walking and cycling.</p>	<p>Links to the Regional Councils Walking and Cycling Outcomes</p>
<p>Priorities for Action:</p> <ol style="list-style-type: none"> 1. Work collaboratively with the Eastern Bay Road Safety Officer and the Eastern Bay of Plenty's Road Safety Committee to provide educational programmes and information that supports walking and cycling. 2. Work collaboratively with NZTA to promote safe walking and cycling routes along the State Highway corridor by including safety signs and safety information. 3. Advocate on behalf of schools the need to include road safety programmes in the school curriculum. 4. Promote safe routes to schools improving intersections and equipping children with road safety skill. 5. Promote awareness of safety concerns for all road users. 	<p>Integration Safety and Personal Security Responsiveness Sustainability Access and Mobility Energy Efficiency Public Health</p>
<p>Goal 5 - Include walking and cycling as a part of the Councils overall planning context, Council strategies and Council policies.</p>	<p>Links to the Regional Councils Walking and Cycling Outcomes</p>
<p>Priorities for Action:</p> <ol style="list-style-type: none"> 1. Adopt the Opotiki District Council's Walking and Cycling Strategy as the basis for including walking and cycling as a part of all Council planning documents, strategies and policies. 	<p>Integration Safety and Personal Security Responsiveness Sustainability Access and Mobility Energy Efficiency Public Health</p>

<p>Goal 6 - Recognise beaches as walking areas and provide safe pedestrian access and user – behaviour on beaches</p>	<p>Links to the Regional Councils Walking and Cycling Outcomes</p>
<p>Priorities for Action:</p> <ol style="list-style-type: none"> 1. Work collaboratively with other agencies, service groups and volunteers in providing safe pedestrian access and use of beaches. 2. Provide beach access signage and information that supports walking on beaches. 	<p>Integration</p> <p>Safety and Personal Security</p> <p>Sustainability</p> <p>Access and Mobility</p> <p>Public Health</p>
<p>Goal 7 - Promote the Opotiki Districts’ natural and scenic attributes to residents and tourists.</p>	<p>Links to the Regional Councils Walking and Cycling Outcomes</p>
<p>Priorities for Action:</p> <ol style="list-style-type: none"> 1. Work collaboratively with Tourism Eastland and the Opotiki Information Centre in the promotion of Opotiki District as a pedestrian and cycle friendly District. 	<p>Integration</p> <p>Safety and Personal Security</p> <p>Responsiveness</p> <p>Sustainability</p> <p>Access and Mobility</p> <p>Economic Development</p> <p>Energy Efficiency</p> <p>Public Health</p>



Mentoring the Youth in safe road user practices

10 Monitoring, Maintaining and Reviewing of the Strategy

The Opotiki District Council's Walking and Cycling Strategy is to be regarded as a 'living' document that will be maintained through regular monitoring and review.

Prior to adoption the document will be subject to consultation with the public, key stakeholders and agencies.

The results of the public consultation will be presented to the Council on a received basis for consideration and inclusion into the document. These updates will also be determined as part of submissions received to the Council's Annual Plan process and three yearly LTCCP review.

The strategy will also be reviewed on an as required basis to include and reflect national and regional policy and strategy updates and amendments.



Scholar Patrol at safe pedestrian crossings

11 Current Walking and Cycling Facilities

ODC acknowledge the following routes as being popular for commuter and recreational Walking and Cycling – they provide local networks that are either convenient, challenging for fitness, scenic or are important in linking key destinations.

- The Urban Walking and Cycling Routes include:
 - The popular walkway on the stopbanks of the Waioeka and Otara Rivers
 - The upgraded footpaths in the Opotiki shopping and central business area.
 - The local network of pedestrian footpaths within Opotiki and Woodlands.
- The Rural popular Cycling routes include:
 - State Highway 2 – Ruatuna Road - Ohiwa Loop Road – Ohiwa Harbour Road – Bryans Beach Road – State Highway 2 Loop.
 - State Highway 2 – Verrall's Road - Paerata Ridge Road – State Highway 2 Loop.
 - Woodlands – Hikutaia – Dip Rd Loop
 - Otara/Otara East Rd loop and;

- Motu Road
- State Highway popular Cycling Routes include:
 - State Highway 2 from the Whakatane / Opotiki District Council's boundary in Ohiwa to the Opotiki / Gisborne District Councils boundary in the Waioeka Gorge.
 - State Highway 2 / State Highway 35 route from the Whakatane / Opotiki Boundary in Ohiwa to the Opotiki / Gisborne District Councils boundary on the East Cape.

12 Implementation Plan and funding

The New Zealand Transport Agency (NZTA) is the national funding agency for land transport initiatives including promoting alternative modes of transportation and walking and cycling.

In order to implement this strategy, the Council must make appropriate financial provisions in the Councils LTCCP for spending on walking and cycling projects over a ten year period.

Funding assistance is available from NZTA for the construction of walking and cycling projects, provided that they are identified in a walking and cycling strategy and are put forward for prioritisation in the Bay of Plenty Regional Land Transport Programme.

The level of NZTA funding is called ‘financial assistance rate’ and takes into account:

- The size of the territorial authority’s land transport programme, and
- The financial resources available to the territorial authority.

The Implementation and Action Plan – identifies specific projects that will be addressed over the next 10 years to promote walking and cycling in the Opotiki District. These projects include:

- Public Education
- Walkway Development
- Cycle ways
- Infrastructural improvements – walkways and cycle ways

TARGET	ACTION	PARTNER AGENCY	WHEN
Public Education and Road Safety	Promotion Development of brochures. Development of tourist route maps. Consultation with sporting groups Safety Campaign Pedestrian Cycle Advisory Signs	Eastern Bay Road Safety Coordinator. Collaboration with NZTA. Sports Coordinator. Events Coordinator. Bike NZ. NZTA	2009-2019
Urban Footpaths - Existing	Regular repair maintenance of damaged footpaths Regular maintenance for the removal of broken glass and detritus. Management of encroaching vegetation including street trees.	ODC NZTA	2009-2019

TARGET	ACTION	PARTNER AGENCY	WHEN
	<p>Installation of pedestrian and cycle advisory signs.</p> <p>Installation of pram crossings, pedestrian refuges, tactile strips at key locations.</p> <p>Work in collaboration with NZTA to improve pedestrian access to and on the State Highway network particularly Bridge Street and St John Street – Opotiki.</p>		
Urban Footpaths - Network	Develop footpaths as detailed in the Network Maps.	ODC NZTA	2009-2019
Walking Tracks - Existing	<p>Provide grade 1:12 ramp access to the Waioeka and Otara River Walkway at key locations.</p> <p>Continue regular mowing and undertake other minor improvements of the stopbank walkway.</p> <p>Manage Stock and grazing on stop banks.</p> <p>Link walkways to provide continuity.</p> <p>Regular maintenance of steps, ramps and handrails.</p>	ODC EBOP License Holders EBOP	2009-2019
Walking Tracks - new	Investigate development of Town to Beach walkway proposal and seek support of NZTA.	ODC	2009-2019
Informal Cycle ways existing	<p>Work in collaboration with NZTA to improve cycle facilities on the State Highway corridors including promoting the widening of road shoulders where appropriate on the SH to 2 metres / or off road cycle facilities.</p> <p>Programme shoulder widening and other works to improve cycling facilities on the local network.</p>	ODC NZTA	2009-2019
Cycleways Off-road	<p>Investigate the development of BMX Track within a Council Reserve.</p> <p>Support the development of a Mountain Bike Track on unformed roads, within the DOC Estate and or on private land including forestry.</p>	ODC DOC Private landowners	Immediate

TARGET	ACTION	PARTNER AGENCY	WHEN
Steering Committee	Establish a steering committee to monitor the implementation programme	ODC NZTA EBoP Eastern Bay Road Safety Coordinator Co opt Members	Immediate

13 Proposed Opotiki District Assessment of Current and Future Walking and Cycling Tracks

The following tables are to be read in conjunction with the Walking and Cycling Network Maps:

OPOTIKI TOWNSHIP NETWORK - Waioeka River and Otarā River Walk and Cycleway					
Description of Route	Advantages	Disadvantages	Proposed Improvements	User Group	Approx Km
From the Waioeka Bridge Reserve northwards along the top of the Waioeka River stop bank to Wharf Street. The Route follows the Otarā River Stopbank from Wharf Street past Memorial Park, crossing Elliot Street on the western side of the Otarā River Bridge, to Wellington Street. Along Wellington Street returning to Waioeka Bridge Reserve.	<ol style="list-style-type: none"> 1. Parts of route currently utilised by recreational walkers and cyclists. 2. Once on the top of the stop bank the gradient is even and flat. 3. The width of the stop bank allows for walkers and cyclists. 4. There are numerous entry and exit points along the route. 5. Car parking provision at Bridge reserve, Potts/ King Street, Wharf Street Boat Ramp and Memorial Park. 6. Views of the Waioeka River, Otarā River, Opotiki Township, farmland and hinterland. 	<ol style="list-style-type: none"> 1. Currently grass and therefore difficult to use in wet weather. 2. Gradient of access to and from the stop bank for wheelchairs and mobility vehicles difficult. 3. Continuity is affected by areas leased for grazing animals. 4. Continuity is affected by areas not owned by the ODC or EBOP. 5. Rutted surface in some locations. 6. Obstructions caused by fences and gates. 	<ol style="list-style-type: none"> 1. Develop access ramps with a 1:12 gradient for wheelchairs, mobility vehicles and prams at key locations. 2. Ensure continuity by entering into formal agreements with landowners. 3. Manage grazing along the top of the stop bank 4. Extend mowing to include a two metre wide strip along the entire length of the route. 5. Adjust boundary fences and stock fences and improve gates. 6. Cyclist and Pedestrian Advisory Signage. 7. Development of the pedestrian footpath in the western section of Wellington Street 	Walking and cycling.	7.5 Km

OPOTIKI TOWNSHIP NETWORK - Town to Beach - TE NGAIO Option 1					
Description of Route	Advantages	Disadvantages	Proposed Improvements	User Group	Approx Km
Wairoeka River / Otarā River Walk and Cycleway connected to the Te Ngaio Beach by way of a proposed new bridge structure over the Otarā River on the north western end of Memorial Park	Direct link from the Opotiki town to the Te Ngaio Beach.	<ol style="list-style-type: none"> 1. Cost of construction of path and pedestrian bridge. (Estimated in the Opotiki Walkway River Crossing Report prepared by Frame Group Limited – October 2007 at a cost of between \$750,900 to \$1,086,600) 2. Walkway formation on the northern side of the Otarā River would be over privately owned land. 3. Proposal subject to EBoP Resource Consent, Department of Conservation (DOC) approval and ODC Building Consent. 	To be further investigated.	Walking and cycling.	Memorial Park to Te Ngaio Beach 650m
OPOTIKI TOWNSHIP NETWORK - Town to Beach - TE NGAIO Option 2					
Description of Route	Advantages	Disadvantages	Proposed Improvements	User Group	Approx Km
Providing pedestrian and cycle access to the Te Ngaio Beach by utilizing the existing pedestrian walkway on the State Highway 35 Bridge including the provision of a loop under the Otarā River Bridge to the eastern side of the Otarā River Bridge to Te Ngaio Beach.	<ol style="list-style-type: none"> 1. Link from Opotiki town to Te Ngaio Beach. 2. Lower capital cost. 3. Interim solution to Option 1. 4. Joint funding from NZTA. 	<ol style="list-style-type: none"> 1. Additional distance to walk. 2. Works to be approved by external funding agency. 3. Consultation with private land owners. 	<ol style="list-style-type: none"> 1. Construction of an under Bridge loop linking the pedestrian walk on the southern side of the Otarā River bridge with the northern side of the State Highway 35. 2. Shoulder widening of the State Highway to provide safe access. 3. Cyclist and Pedestrian Advisory Signage 	Walking and Cycling	Otarā River Bridge to Te Ngaio Beach 1.8 Km

OPOTIKI TOWNSHIP NETWORK - Town to Beach - WAIOTAHE Option 1					
Description of Route	Advantages	Disadvantages	Proposed Improvements	User Group	Approx Km
Waioeka River / Otara River Walk and Cycleway connected to the Waiotahi Beach by way of a proposed new bridge structure over the Waioeka River in the vicinity of the western end of King Street	Direct link from the Opotiki town to the Waiotahi Beach	<ol style="list-style-type: none"> 1. Cost of construction of path and pedestrian bridge. (Estimated in the Opotiki Walkway River Crossing Report prepared by Frame Group Limited – October 2007 at a cost of between \$786,000 to \$1,123,300) 2. Walkway formation on the western side of the Waioeka River would be over privately owned land. 3. Proposal subject to EBoP Resource Consent, Department of Conservation (DOC) approval and ODC Building Consent. 	To be further investigated.	Walking and cycling.	Stop bank to Waiotahi Beach 3.2 Km
OPOTIKI TOWNSHIP NETWORK - Town to Beach - WAIOTAHE Option 2					
Description of Route	Advantages	Disadvantages	Proposed Improvements	User Group	Approx Km
Providing pedestrian and cycle access from the Bridge Street Reserve across the existing pedestrian walkway on the State Highway 2 Bridge on the south side of Waioeka River Bridge with a loop under the bridge on the western side connecting to the seaward side of State Highway 2	<ol style="list-style-type: none"> 1. Link from Opotiki town to Waiotahi Beach and Surf club. Low capital cost. 2. Interim solution to Option 2. 3. Joint funding from NZTA. 	<ol style="list-style-type: none"> 1. Additional distance to walk. 2. Works to be approved by external funding agency. 	<ol style="list-style-type: none"> 1. Construction of an under Bridge loop linking the pedestrian walk on the southern side of the Waioeka River bridge with the northern side of the State Highway 2. 2. Shoulder widening of the State Highway to provide safe access. 3. Cyclist and Pedestrian Advisory Signage. 	Walking and cycling	Stop bank Surf Club via Waiotahi Drifts Surf Club 4.8 Km

OPOTIKI TOWNSHIP NETWORK - Opotiki Urban Footpath and Cycleway network.					
Description of Route	Advantages	Disadvantages	Proposed Improvements	User Group	Approx Km
Opotiki CBD. Including Church Street from Bridge Street in the south to Kings street in the north.	<ol style="list-style-type: none"> 1. Route currently utilised by recreational and commuter walkers and cyclists. 2. The main shopping and business area servicing the Opotiki town. 3. CBD footpaths and provision of pedestrian friendly area is established with high quality urban Streetscape. 4. Pedestrian Footpaths in excess of 2 metres wide. 5. Pedestrian Footpaths located on both sides of Church Street. 	<ol style="list-style-type: none"> 1. No separate cycleway facilities provided. 2. Provision minor road safety improvements including the provision of pedestrian refuge areas, pedestrian letdowns, pram crossings and safe crossing areas for mobility vehicles and wheelchairs to be further investigated. 	<ol style="list-style-type: none"> 1. Investigate options of providing cycling lanes in Church Street. 2. Cyclist and Pedestrian Advisory Signage. 3. Implement traffic calming measures to promote a pedestrian cycle friendly environment. 	Walking and cycling	700 m
Walk and cycle ways linking Schools, including the Opotiki College, the Opotiki School, St Josephs Catholic School, and Ashbrook School	<ol style="list-style-type: none"> 1. Route currently utilised by students, parents, care givers, and cyclists. 2. Providing safe footpaths and cycle ways to schools promotes walking and cycling and a healthy lifestyle. 3. All schools are currently linked along the major arterial roads by a pedestrian footpath. 	<ol style="list-style-type: none"> 1. No separate cycleway facilities provided. 2. Provision minor road safety improvements including the provision of pedestrian refuge areas, pedestrian letdowns, pram crossings and safe crossing areas for mobility vehicles and wheelchairs to be further investigated. 	<ol style="list-style-type: none"> 1. Investigate options of providing cycling lanes along all arterial roads that service a school or other key destination. 2. Pedestrian Footpaths are not currently constructed on both sides of arterial roads that service schools e.g. Footpaths on both sides of St John Street to provide facilities for school children. 3. Pedestrian footpaths on arterial roads servicing schools should be a minimum of 2 metres wide to accommodate pedestrian traffic. 4. Programme minor safety works including provisions of pedestrian refuge areas, pedestrian and wheelchair and mobility vehicles and 	Walking and cycling	See RAMM DATA

OPOTIKI TOWNSHIP NETWORK - Opotiki Urban Footpath and Cycleway network.					
Description of Route	Advantages	Disadvantages	Proposed Improvements	User Group	Approx Km
			pram crossings. 5. Cyclist and Pedestrian Advisory Signage		
Walk and Cycle ways linking Reserves and Community Facilities including the Bridge Reserve, John Burdett Reserve, the Potts Avenue Reserve and Skate park, the Opotiki Wharf, Princess Street Reserve and Memorial Park, the Bowling Club in King Street, Waioeka Domain and the A&P Show grounds	<ol style="list-style-type: none"> 1. Route currently utilised by commuter and recreational users and cyclists. 2. Providing safe footpaths and cycle ways to reserves and community facilities promotes walking and cycling and a healthy lifestyle. 3. All reserves and community facilities are currently linked along the major arterial roads by a pedestrian footpath. 	<ol style="list-style-type: none"> 1. No separate cycleway facilities provided. 2. Provision minor road safety improvements including the provision of pedestrian refuge areas, pedestrian letdowns, pram crossings and safe crossing areas for mobility vehicles and wheelchairs to be further investigated. 	<ol style="list-style-type: none"> 1. Investigate options of providing cycling lanes along all arterial roads that service Reserves and Community Facilities. 2. Pedestrian Footpaths are not currently constructed on both sides of arterial roads that service Reserves and Community Facilities. 3. Pedestrian footpaths on arterial roads servicing Reserves and Community Facilities should be a minimum of 2 metres wide to accommodate pedestrian traffic. 4. Programme minor safety works including provisions of pedestrian refuge areas, pedestrian and wheelchair and mobility vehicles and pram crossings. 5. Cyclist and Pedestrian Advisory Signage. 	Walking and cycling	
Walk and Cycle ways that link the Opotiki Industrial Area.	<ol style="list-style-type: none"> 1. Route currently utilized by employees, recreational users and cyclists. 2. Providing safe footpaths and cycle ways to the industrial area promotes walking and cycling and a healthy lifestyle. 3. The industrial area located in Wellington Street is serviced by the Waioeka / 	<ol style="list-style-type: none"> 1. No separate cycleway facilities provided. 2. Provision minor road safety improvements including the provision of pedestrian refuge areas, pedestrian letdowns, pram crossings and safe crossing areas for mobility vehicles and wheelchairs to be further investigated. 	<ol style="list-style-type: none"> 1. Investigate options of providing cycling lanes along all arterial roads that service and connect to the Industrial Area. 2. Pedestrian Footpaths are not currently constructed on both sides of arterial roads that service Industrial area. 3. Pedestrian footpaths on arterial roads servicing Industrial area should be a minimum of 2 metres wide to 	Walking and Cycling	

OPOTIKI TOWNSHIP NETWORK - Opotiki Urban Footpath and Cycleway network.					
Description of Route	Advantages	Disadvantages	Proposed Improvements	User Group	Approx Km
	Otara River Walkway and the links to the CBD along Church Street.		<p>accommodate pedestrian traffic.</p> <p>4. Programme minor safety works including provisions of pedestrian refuge areas, pedestrian and wheelchair and mobility vehicles and pram crossings.</p> <p>5. Cyclist and Pedestrian Advisory Signage</p>		
Other Areas including in Connecting New World on Bridge Street to the CBD, shops on the corner of Bridge and St John and the Council and Department of Conservation / Visitors Centre on the corner of St John and Elliot Streets	<p>1. Route currently utilized by employees, recreational users and cyclists.</p> <p>2. Providing safe footpaths and cycle ways to the shops and Services that are not located within the CBD promotes walking and cycling and a healthy lifestyle.</p> <p>3. The New world supermarket is well serviced with pedestrian footpaths on both sides of Bridge Street, the Council Offices Department of Conservation and the Visitors Information Centre is well connected to the CBD by footpaths along St John and Elliott Street.</p>	<p>1. No separate cycleway facilities provided.</p> <p>2. Provision minor road safety improvements including the provision of pedestrian refuge areas, pedestrian letdowns, pram crossings and safe crossing areas for mobility vehicles and wheelchairs to be further investigated.</p>	<p>1. Investigate options of providing cycling lanes along all arterial roads that service and connect to shops and services located out of the CBD.</p> <p>2. Pedestrian Footpaths are not currently constructed on both sides of arterial roads that service and connect to shops and services located out of the CBD.</p> <p>3. Pedestrian footpaths on arterial roads service that connect to shops and services located out of the CBD should be a minimum of 2 metres wide to accommodate pedestrian traffic.</p> <p>4. Programme minor safety works including provisions of pedestrian refuge areas, pedestrian and wheelchair and mobility vehicles and pram crossings.</p> <p>5. Cyclist and Pedestrian Advisory signage.</p>	Walking and Cycling	

OPOTIKI TOWNSHIP NETWORK – Woodlands, Dip road Urban Footpath and Cycleway Network					
Description of Route	Advantages	Disadvantages	Proposed Improvements	User Group	Approx Km
Hikutaia – Dip – Woodlands – Grant Roads Loop	Route currently utilized by recreational walkers and cyclists.	Width of roadway and maintenance of roadside vegetation.	<ol style="list-style-type: none"> 1. Increase the width of the road shoulders. 2. Undertake regular management of roadside vegetation. 3. Cyclist and Pedestrian Advisory signage. 		6 Km

RURAL NETWORK					
Description of Route	Advantages	Disadvantages	Proposed Improvements	User Group	Approx Km
State Highway 2 Ruatuna - Ohiwa Loop - Ohiwa Harbour - Bryans Beach – State Highway 2	<ol style="list-style-type: none"> 1. Route currently utilized by cyclists. 2. Sections of the route are popular scenic walking routes. 	Width of roadway and maintenance of roadside vegetation.	<ol style="list-style-type: none"> 1. Increase the width of the road shoulders. 2. Maintenance of road shoulders and removal of loose chip. 3. Undertake regular management of roadside vegetation. 4. Cyclist and Pedestrian Advisory signage and education. 5. Agency support from NZTA, EBoP, Eastern Bay Road Safety Committee. 		Bridge to Bryans Beach 2.8 Km. Ohiwa loop 15 Km. Harbour Road 2.3 Km.
State Highway 2 – Verrall's Road – Perata Ridge Road – State Highway 2	Route currently utilized by cyclists.	Width of roadway and maintenance of roadside vegetation.	<ol style="list-style-type: none"> 1. Increase the width of the road shoulders. 2. Maintenance of road shoulders and removal of loose chip. 3. Undertake regular management of roadside vegetation. 4. Cyclist and Pedestrian Advisory signage and education. 5. Agency support from NZTA, EBoP, Eastern Bay Road Safety Committee. 		15.4 Km
State Highway 35 – Omaramutu - Motu – State Highway 35	Route currently utilized by cyclists.	Width of roadway and maintenance of roadside vegetation.	<ol style="list-style-type: none"> 1. Increase the width of the road shoulders. 2. Maintenance of road shoulders and removal of loose chip. 		10.5 Km

RURAL NETWORK					
Description of Route	Advantages	Disadvantages	Proposed Improvements	User Group	Approx Km
			3. Undertake regular management of roadside vegetation. 4. Cyclist and Pedestrian Advisory signage and education. 5. Agency support from NZTA, EBoP, Eastern Bay Road Safety Committee.		
REGIONAL NETWORK – State Highway 2 Whakatane – Opotiki - Gisborne					
Description of Route	Advantages	Disadvantages	Proposed Improvements	User Group	Approx Km
	Route currently utilized by cyclists.	Width of roadway and maintenance of roadside vegetation.	1. Increase the width of the road shoulders. 2. Maintenance of road shoulders and removal of loose chip. 3. Undertake regular management of roadside vegetation. 4. Cyclist and Pedestrian Advisory signage and education. 5. Agency support from NZTA, EBoP, Eastern Bay Road Safety Committee.		
REGIONAL NETWORK – State Highway 2 Opotiki – East Cape – Gisborne					
Description of Route	Advantages	Disadvantages	Proposed Improvements	User Group	Approx Km
	Route currently utilized by cyclists.	Width of roadway and maintenance of roadside vegetation.	1. Increase the width of the road shoulders. 2. Maintenance of road shoulders and removal of loose chip. 3. Undertake regular management of roadside vegetation. 4. Cyclist and Pedestrian Advisory signage. 5. Agency support from NZTA, EBoP, Eastern Bay Road Safety Committee.		

14 NETWORK MAPS

- State Highway 2 – Town to Beach and Town Central
- Woodlands and Gault / Otara Road loop
- Ohiwa Loop Road
- State Highway 35 – Omarumutu Road Cycle loop
- Te Kaha Route.

15 APPENDICES

1. 'What Do You Think About Walking? ... and Riding a Bike?' Survey
2. Survey results
3. Engineering Code of Practice
4. Bay of Plenty Regional Land Transport Strategy and Draft Walking and Cycling Strategy
5. Census Data – Journey to Work.
6. Crashes Involving Pedestrians and Cyclists

APPENDIX 4

The Bay of Plenty Regional Land Transport Strategy 2007.

The Policies and Actions section in this strategy identifies the following:

- *'Integration including the following policy principles: integrate modes in new strategies, provide for modes in new developments;*
- *Safety and personal security including the following policy principles: education and enforcement; work systematically on priority issues; integrate safety and security into planning; and design and construction.*
- *Sustainability including the following policy principles: locate live, work and play opportunities in close proximity; integrate modes in new strategies; identify opportunities for alternative modes; optimize existing networks; and future proof projects.*
- *Economic Development including the following policy principles: maintain and develop an efficient and effective transport system; identify new infrastructure to support growth, plan the transport system as a network; and assess the network against live work and play principles.*
- *Energy Efficiency including the following policy principles: encourage energy efficiency through land use planning; and ensure consistency with national policy.*
- *Access and Mobility including the following policy principles: take live, work, play into account; consider access and mobility in all planning processes; and enhance existing infrastructure to ensure access and mobility.*
- *Public Health including the following policy principles: provide for recreational walking and cycling; reduce the effects of the transport system; and ensure access to health services.'*

The Strategy further defines Walking and cycling as follows:

- Cycling provides an urban mode of transport for shorter trips. Recreational / competitive cycling in various forms has proven to be particularly popular in Opotiki in recent years.
- Cycling is also playing an increasingly important role in terms of tourism in the region. The role of cycling in the region is defined in the strategy is to improve access and mobility and promote public health. In the longer term it is envisaged that cycling could play a much more significant role in terms of modal shift and encouraging more sustainable and energy efficient transportation.
- Pedestrian Travel is at present mainly an urban travel mode for shorter trips. The role of pedestrian activity in the region is to actively promote public health and to improve

access and mobility. Like cycling, this strategy envisages pedestrian trips making an increasingly significant contribution in the future.’

Draft Bay of Plenty Regional Walking and Cycling Strategy

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

‘Walking and Cycling are an integral part of daily life in the Bay of Plenty.’

Policies relating to Walking and Cycling are defined against each of the 8 key outcomes identified in the Regional Land Transport Strategy (RLTS) focuses on 8 key outcomes which are as detailed in the following table:

Table 3: Outcomes and Policies of RLTS and the draft Walking and Cycling Strategy¹

No	Outcome (RLTS)	Policy – Walking and Cycling Strategy
1	Integration – <i>Coordinating walking and cycling with other transport modes, land use and relevant plans, documents and policies</i>	<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 helps to integrate the walking and cycling networks within and between districts. 4. To promote, implement, monitor and maintain this strategy.
2	Safety and personal security – <i>Ensuring protection from harm of people walking and cycling, deterring crime through increased natural surveillance.</i>	<ol style="list-style-type: none"> 5. To support education and enforcement programmes for all road users that enhance the safety of pedestrians and cyclists. 6. To adopt relevant standards and guidelines for the planning, design, construction, operation and maintenance of walking and cycling facilities. 7. To use CPTED (Crime prevention through environmental design) principles to encourage people to feel safe while walking and cycling. 8. To support the development and use of processes and systems by Regional Controlling Authority (RCA’s) that include the needs of pedestrians and cyclists. These systems include ‘safety management systems’ and Code of Practice for Temporary Traffic Management (COPTTM).

No	Outcome (RLTS)	Policy – Walking and Cycling Strategy
3	Responsiveness – <i>Developing a transport system that continually evolves to better suit the region's needs and which is able to respond to change.</i>	<p>9. To retain and enhance transport alternatives to private motor vehicle travel.</p> <p>10. To encourage public participation in the planning, design and management of the transport system, including walking and cycling.</p> <p>11. To implement good urban design and provide support facilities for walking and cycling, including seating, water fountains, toilets, cycle parking, showering facilities in new developments and trees and verandas for shade and shelter.</p>
4	Sustainability – <i>Providing for the present needs of people and communities without compromising the foreseeable needs of future generations.</i>	<p>12. 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.</p> <p>13. To support the development and implementation of school and workplace travel plans that help minimise private motor vehicle travel and broaden choice to more sustainable transport options.</p> <p>14. To implement measures that incorporate walking and cycling in daily operations, at individual, community and organisational levels.</p>
5	Economic Development – <i>Helping the region to prosper economically.</i>	<p>15. To develop inter – and intra-regional walking and cycling links for recreation and tourism.</p> <p>16. To contribute to improving travel times by promoting walking and cycling as viable alternatives to private motor vehicle use.</p>
6	Energy Efficiency – <i>Providing energy-efficient transport and land use choices</i>	<p>17. To promote walking and cycling as transport modes with minimal energy, greenhouse gas and environmental impacts.</p> <p>18. To ensure that land use planning and resource consent process require provision for walking and cycling in all new subdivisions and developments.</p>
7	Access and Mobility – <i>Enhancing access and mobility</i>	<p>19. To ensure that people of all abilities living in urban area have good walking and cycling access to a full range of goods and services, including health</p>

No	Outcome (RLTS)	Policy – Walking and Cycling Strategy
	<i>for people walking and cycling</i>	<p>education, employment, shopping and leisure.</p> <p>20. To ensure that all new urban roads are built with footpaths on both sides unless pedestrians can be better accommodated in other ways.</p> <p>21. To promote traffic calming and local traffic management plans in urban areas where appropriate.</p>
8	Public Health – <i>Increasing public health through walking and cycling</i>	<p>22. To promote health benefits of walking and cycling such as maintaining healthy body weight, decreased heart disease, easier breathing and improved cardiovascular effects.</p> <p>23. To advocate walking and cycling as valuable active living opportunities and family social cohesion and holistic wellbeing.</p>

1. Extract from the Draft Regional Walking and Cycling Strategy

APPENDIX 5

The Census Data – Journey to Work

The census data provided by the Department of Statistics records the following data in regard to walking and cycling trips within the Opotiki District. The table below details the 'census data records for the main means of transport to work for the employment census usually for the resident population count 15 years and over for 1996, 2001 and 2006'.

TABLE 1 – Census Data relating to Journey to Work Data

Census Year	Worked at home	Did not go to work today	Bicycle	Walked or jogged	Drove Private car/truck INCLUDING Drove Company car / truck AND Car, truck, van or company bus passenger	Public bus	Train	Motor cycle or power cycle	Other	Not else where included	Total
1996	561	276	69	231	1464	6	0	57	45	171	2,880
2001	555	333	48	213	1647	6	3	60	15	189	3,060
2006	519	318	39	174	1917	9	0	60	12	315	3,366

From the above Census Data it is evident that the number of people who walk or cycle to work has declined over the 10 year period.

There are two major regional strategies that relate to Walking and Cycling.

APPENDIX 6

Crashes Involving Pedestrians and Cyclists

The NZTA data relating to crashes in the Opotiki District involving pedestrian and cyclists for the period 2004 to 2008 are summarised as follows:

Category	Number
Deaths	1
Serious injury	2
Minor injuries	5
Total Injury crashes	8
Urban	6
Rural	2
Total Injury crashes	8

Statistics show that the majority of the crashes in the urban area occurred within a 2km radius of the Opotiki CBD.