

# **Walking and Cycling Strategy 2018**

## **Recommendations**

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## 1 Introduction

The Walking and Cycling Strategy provides the framework and priorities for the development of a connected urban walking and cycling network; increasing participation in walking and cycling, both for recreation and active commuting; and for the development of rural cycling routes that enable our communities to leverage economic benefit from the growing cycle-tourism market.

Council first adopted a Walking and Cycling Strategy for the Whangarei District in 2007, with a five-yearly review cycle. The original Strategy provided a background and summary of existing cycling and walking activity and issues that needed to be considered and addressed. The first review of this Strategy in 2012 focused on reconsidering the national, regional and local framework that the Strategy sat within.

Council commenced a full review of the Walking and Cycling Strategy in late 2017. This review included discussions with key stakeholders, including Councils Walking and Cycling Reference Group. We also utilized the extensive feedback we received as part of the Long-Term Plan Consultation and other feedback we have received from the community.

### 1.1 Purpose and Scope

The purpose of this report is to provide an overview of the submissions received on the Draft Walking and Cycling Strategy 2018, and to identify the recommended decisions that arise from those submissions.

This report meets the requirement of the Local Government Act 2002, Special Consultative Procedure (Section 83) and the Principles of Consultation (Section 82). The report provides:

- A summary of the submissions received (Appendix A)
- A discussion of the issues raised by submissions, either individually or collectively where there are similar themes.
- The recommended changes to the Draft Walking and Cycling Strategy arising from the submissions, including the reasons.

All submitters are acknowledged in the summary of submissions (Appendix A); but may not be specifically referenced within the body of this report due to the similarity of the decisions requested, reasons given, and the volume of submissions received.

### 1.2 Community Consultation

In reviewing the strategy, Council consulted informally with other local authorities, and key stakeholders through Council's Walking and Cycling Reference Group. This Group includes representatives from:

- Bike Northland
- Manaia PHO
- Northland Disability Access Commission
- Cycle industry
- Sport Northland
- NDHB
- Waipu Walk and Cycle Trust

Additional meetings and workshops were held with key stakeholders. Workshops and meetings included, but was not limited to:

- Northland Inc.
- Department of Conservation
- Regional Council

Information and feedback received as part of Councils Long-Term Plan consultation, along with additional related consultations was also utilised to prepare the Draft Walking and Cycling Strategy for community consultation.

Council adopted the Draft Walking and Cycling strategy 2018 for community consultation at its meeting on 31 May 2018.

A public notice was placed in Whangarei newspapers advising the community that Council was seeking feedback on the Draft Strategy. The public notice stated the overall vision of the Strategy; where copies of the Strategy and Statement of Proposal could be obtained or viewed; and invited submissions to be made by 05 July 2018.

The Statement of Proposal included:

- A summary of the consultation process
- Information on making submissions
- How to obtain further information
- A full copy of the Draft Walking and Cycling Strategy

The Statement of Proposal, and the Draft Strategy was prominently made available on council's website, including background information; online submission forms; information on how to make a submission by Email or post.

The Draft Strategy was made available at Council offices and the Library. Copies of the Draft Strategy, Statement of Proposal and submission forms were provided for distribution at cycle shops throughout Whangarei. Copies were also posted or Emailed to key stakeholders, as well as walking and cycling groups where contact details were available.

Information about the Strategy, along with information on where to obtain copies and make a submission was published on Council's information pages in local newspapers.

### **1.3 Northland District Health Board Data**

Northland District Health Board (DHB) Public and Population Health Unit provided an extensive submission supporting the principle of the Walking and Cycling Strategy. The submission provided suggestions and recommendations to strengthen the Strategy; these have been considered individually throughout this Report. The DHB submission also provided detailed data relating to the results of the New Zealand Health Survey, as it is relevant to the Walking and Cycling Strategy.

The information provided in the DHB submission is set out in full below. The data sets the scene for the overall health and wellbeing issues facing the Whangarei District, and the potential health benefits of Council providing infrastructure and supporting programmes to facilitate long-term walking and cycling participation.

The DHB states that there is overwhelming evidence that the lack of physical exercise is an important reason for the alarming trend towards increased rates of obesity around the world. Several research articles in leading health journals have strongly advocated more walking and cycling for daily travel as the most affordable, feasible, and dependable way for people to get the additional exercise they need to be healthy.

The recent results from the New Zealand Health Survey indicate that the number of people (adults and children) engaging in some form of physical activities in Northland is not only decreasing over time but is lower than the rest of New Zealand.

During 2011/12 53% of Northland adults (aged 15 years and over) indicated that they were physically active as compared to 54% across New Zealand. This decreased to 46% in 2016/17 for Northland.

The proportion of adults in Northland who were engaged in little or no physical activity increased from 12% in 2011/12 to 15% in 2016/17.

The proportion of children (aged 5 – 14 years) across Northland using active mode of transport (walking, cycling, or other non-motorised modes such as skates) to travel to and from schools has been decreasing too.<sup>1</sup> In 2011/12 33% of Northland children as compared to only 24% in 2016/17 used active mode of transport to travel to and from school.

The obesity rates among adults and children have been steadily increasing in Northland. During 2011/12, 33% of Northland adults were obese as compared to 27% of New Zealand adults. The proportion of

Northland adults who were obese increased to 41% in 2016/17. In 2011/12, 29% of children were either overweight or obese and this increased to 35% in 2016/17.

The Ministry of Transport's "Raising the profile of walking and cycling in New Zealand – a guide for decision-makers" outlines the benefits of walking and cycling to our communities and also various strategic actions that could be implemented to encourage more New Zealanders to use active mode of transport (walking and cycling). The guide outlines the following benefits of walking and cycling:

- Improves the liveability of our communities
- Good for the economy
- Improves safety and personal security
- Community accessibility and cohesion
- Part of climate change solution
- Health benefits

## 2 Submissions Overview

The submission period ran for a total of 4 weeks, from 05 June to 05 July, and a total of 106 submissions were received.

106	Total submissions received
7	Overall support, with no amendments, or wishing to achieve faster outcomes
97	Indicated overall support with suggested amendments
2	Opposed

There were 16 submitters that indicated that they wished to be heard in support of their submission. Given the overall support of submitters wishing to be heard, it was determined that formal hearings were not necessary. Submitters indicating that they wished to be heard were approached and provided an opportunity to discuss their submission with staff.

Submissions were received electronically through Councils Website, by email, post or hand delivered to Council. Upon receipt, submissions were recorded into Councils submission management database and acknowledged. A summary of the submission was made. All submissions were read, and recommended decisions made.

### 3 Submissions Opposed

<b>Submitters</b>	021, 054
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There were 2 submissions that opposed the Walking and Cycling Strategy in its entirety. Submission (021) raised a concern that Council should remove cycleways, and in doing so, would free up congestion, and that Council should concentrate on core business. Submitter 054 was similar and requested that the roads be fixed instead.

#### **Discussion**

The Walking and cycling Strategy is focussed on development of urban shared pathway networks that help remove cyclists from the road. The existing cycleways that are located on roads generally take up the shoulder area, and in themselves do not contribute to congestion.

#### **Recommendation**

Submissions 021 and 054 is rejected and no amendment is made to the Walking and Cycling Strategy.

## 4 Submissions in Support

<b>Submitters</b>	003, 005, 009, 017, 063, 064, 092
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The Draft Walking and Cycling Strategy received significant support for the overall Strategy and general direction taken with a total of 104 of the 106 submissions expressing overall support for the Strategy and the general direction of Council with respect to Walking and cycling.

99 of the submissions expressing overall support either made comments or suggestions to strengthen the Strategy or made specific requests for some amendments to specific parts of the Strategy.

7 Submissions expressed overall support for the Strategy and did not seek any specific amendment or make specific suggestions for improvement. Of these 7 submissions, 3 specifically requested that Council continue to allocate funds for purpose-built cycle and walkways; or suggested that funding for walking and cycling projects be brought forward to achieve faster outcomes.

### Discussion

Community support for the Walking and Cycling Strategy is acknowledged. Many of these submissions of support also provided suggestions for improvement of the Strategy; or raised issues to be addressed. These suggestions have been noted and form part of the discussion below. Some examples of the supportive comments received are set out below:

*I have noticed that not only in Whangarei but all over NZ and in my local area how paths are so very popular and USED by all age groups, of the local community and visitors. As a child I grew up in Whangarei and are proud to see the developments that take in to account families, enjoyment of our outdoors, cheap entertainment, and community.*

*Go for cycleways everywhere but they must be separated from the road by at least a simple kerb....example Amsterdam.*

An overwhelming theme of submissions is positive toward the overall strategy and the investment that Council is putting into walking and cycling facilities.

### Recommendation

Notwithstanding any amendments to the Strategy set out elsewhere in this Report, it is recommended that Council accept the submissions in overall support of the Walking and Cycling Strategy.

#### 4.1 Structure of Document

<b>Submitters</b>	052, 093
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Submitter 093 made an extensive submission outlining a new structure for the Walking and Cycling Strategy. The submitter recognised that the draft strategy is comprehensive and contains a great deal of information, albeit summarized. However, inclusion of all this information makes the Strategy very difficult to read and understand as an integrated whole. It is also unclear as to who the intended target audiences are though it is assumed this is anybody with an interest in walking and cycling within the District.

The submitter is not seeking specific additions or deletions to the Strategy, but is seeking major re-ordering of the information in the Strategy.

Key highlights of the submission included:

- Include a statement about what Council has achieved so far at the beginning of the Strategy
- Rename "what are the issues and actions?" to 'what are the actions and priorities?'
- Blend the 'what the community told us' section into 'key issues' section
- Placing the sections describing the types of cycle and walking pathways into the glossary section



- Divide the main work-streams with dividers to make it clearer and the document easier to navigate
- Rename 'what are the risks?' section to "what are the implementation risks?"
- Re-order the 'How do we align?' and 'How do we connect?' sections so that they have the local connections at the beginning and the national connections last.
- Reduce the number of maps and include sports grounds within the urban maps.

Issues relating to the maps were also raised by Submitter 052 and 088, who stated that they are hard to orient and understand.

### Discussion

The submitter makes a number of valid points, including the points relating to the maps, which are supported by informal feedback and other submitters. Shifting some sections to other locations assists with the overall flow of the document, without impacting on its overall integrity. Removing sections and placing them in Appendices does not significantly improve the document and is generally not supported.

The layout of the document, as proposed, resulted from the need to balance a range of competing interests and audiences, including the lay person that may be interested in the overall direction of Council, through to planners and funding organisations.

It should be noted that Council has received both formal and informal feedback indicating that the current layout (with the exception of the maps) is supported.

### Recommendations

Shift the 1<sup>st</sup> paragraph under the heading "What are the Gaps" on Page 12 (that outline current progress) and insert it on Page 4 between the "Introduction" and "Opportunities" Sections.

Rename "'what are the issues and actions?'" to 'what are the actions and priorities?' on Page 16

Shift the whole section entitled "what are the types of cycle pathways" (Page 14) to after "developing our urban shared path network" on Page 26 and before "How will our urban network look" on Page 27.

Shift the whole section entitled "what are the types of walking pathways" (Page 15) to after "Our walking network" on Page 25.

Rename 'what are the risks?' section to "what are the implementation risks?"

Expand the Urban Network Map to a double page providing a better scale.

Include sportsgrounds in the Urban Network Map.

Provide a new double page Tourism and Recreation Map showing the whole District with Whangarei central on this map and delete the current Tourism and Recreational Route Maps.

Provide additional detail on maps to assist the reader to orientate when reading.

## 4.2 Priorities General

<b>Submitters</b>	052, 085, 088, 094, 099
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Several submitters raised issues of priorities. In most cases, submissions relating to amending priorities are dealt with under the relevant heading in the Report. Submitters 088 and 099 stated that they did not support creating tourist routes to the detriment of urban routes. It was noted that the cost of the rural routes is enormous and is targeted at people who don't live in the city.

Submitter 085 supports the Strategy but requests that the building of Shared Paths and the creation of a connected network should be undertaken faster than currently planned.

Submitter 052 highlighted that the Regional Walking and Cycling Strategy is still being developed and that the adoption of the Whangarei District Strategy should be delayed ensuring consistency.

Submitter 097 (Whangarei District Council Parks and Recreation) identified some amended Recreational and Rural Walking priorities.

Submitter 094 wished to see the inclusion of a new loop from Taheke Falls through to Horahora Beach.

### **Discussion**

Council has an obligation to invest in both the urban area of Whangarei, and in our rural communities. The funding streams for rural recreational and tourism routes is often different from that of the urban shared path network. Council is confident that it can support our rural communities who are actively promoting walking and cycling opportunities in their area, both for the local community, and for the potential economic benefits.

The development of Whangarei's walking and cycling infrastructure and Shared Path network requires significant investment in route selection, access to land, design and construction and funding is always an issue. Council is committed to developing the Shared Path network and will actively seek funding through a range of options. The current commitments in the Strategy reflect a realistic assessment of what is achievable within the current funding environment.

Through the LTP, much of the funding for the main Urban Routes has been committed.

The WDC Strategy has been prepared in close consultation with the Regional Council, with both Councils having input to each other's Strategies. The Regional Walking and Cycling Strategy was adopted whilst the WDC Strategy was undergoing public consultation. Both Strategies have been reviewed and it is considered that they are consistent within the context of each having a slightly different focus.

No work has been undertaken on assessing a loop from Taheke Falls to Horahora Beach, although it is acknowledged that this would provide a very good side track from the Te Araroa Trail. There are significant technical issues associated with this specific route, including land ownership. However, it is considered appropriate that walking priorities identify or investigate potential loop tracks as these are more popular with the community and reduce the feeling of congestion on a particular route.

### **Recommendation**

Amend the 2<sup>nd</sup> paragraph under "Recreational and Rural Walking Priorities" to read:

*Our coastal and eastern city or peri-urban walks are under pressure .....*

Amend the paragraph "Our overall rural and recreational walking priorities include:" (Page 24)

Replace

Investigate options for the control of Kauri Die Back Disease with:

*Complete the review of tracks located near kauri and consider appropriate mitigation measures including potential track closures.*

Insert

*Re-route Te Araroa Trail to be more off road and provide potable water, toilets and small scale camping areas to support trail users.*

Replace

*"Consistent signage and promotional material that provides information on grade, distance or time, destinations, history and experiences on walking routes or tracks" with*

*Improve available information and digital platforms to promote a "one system" or brand for walks that includes DOC and other providers of walking opportunities.*

Insert a new bullet point:

*Create new links between Coronation Reserve to Pukenui Forest and Re-route Mackesey Track away from private property and create a link to Ross Track and consider future options to create new loops, for example, between Taheke Falls and Horahora Beach.*

Insert a new paragraph under Te Araroa Trail (Page 25)

*Opportunities to re-route Te Araroa Trail off road include:*

- *Ngunguru Village to Pataua North including Hora Hora River*
- *Whangarei Harbour (Whangarei Heads to CBD then CBD to Ruakaka)*
- *Ruakaka River Mouth (new ped bridge)*
- *Waipu to Waipu Cove (Waipu Trust)*
- *Improve River crossings / remove barriers (e.g. Nova Scotia Drive)*

### 4.3 Consultation

<b>Submitters</b>	026, 048, 058
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Submitter 026 identifies an error on Page 17 of the Strategy where a reference is made to Council's Disability Reference Group. This should be amended to "*Council's Disability Advisory Group*".

Submitter 048 identified that, although the Strategy states the need for consultation with local clubs and groups, this engagement has been low to date. The involvement of local groups and clubs should be at the forefront of Council's Strategies.

Submitter 058 noted that it is important to maintain formal lines of communication throughout the project with community groups when there is a rural/regional section involved

#### Discussion

The development of shared pathways and pedestrian facilities need to be designed so that they are accessible to all members of the community, this includes the disabled and older people, who's needs are not always well understood.

#### Recommendation

Amend last Action under 2.3 Walkers and cyclists have a wide range of skill, abilities and disabilities to read:

*Consult and liaise with Council's Disability ~~Reference~~ Advisory Group to identify relevant issues and to involve that group in the identification, prioritisation and design of pedestrian projects.*

Insert the following words into Goal 2: Issue 2.3, 3<sup>rd</sup> Action Point (Page 17):

*"and the Positive Aging Advisory Group"*

### 4.4 Kauri Die Back

<b>Submitters</b>	052, 097, 105
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Submitters 052, 097 shared concerns that the Strategy contains only one short sentence relating to Kauri Die back disease. The submitters noted that Kauri Die back is a major event that will seriously impact on the agencies that manage the recreational estate in Northland and the recreation choices available to northlanders and visitors alike.

Decisions need to be made by WDC on what mitigation steps it must take to protect the Districts Kauri. People will be expecting it and its absence in the strategy will be seen as conspicuous.

There needs to be clear statements on Councils mitigation policies and proposals. Further, in order to minimise impacts on recreational users and economic bottom-lines, there needs to be a collaborative approach with DOC to identify and potentially develop/market alternative walking and cycling opportunities that do not contain Kauri.

Submitter 105 noted that the Strategy would benefit from some discussion around managing the risk from pests, particularly Kauri Die Back.

## Discussion

Kauri Die Back is a significant and growing bio-security concern and issue in Northland. The approach to managing the disease, and protecting vulnerable Kauri, will need to be a multi-agency approach.

## Recommendation

Insert a new heading on Page 22 (What are the risks?)

### Biosecurity Risks

*There are increasing biosecurity measures required to protect our sensitive environments from diseases such as kauri-die back or myrtle rust. The management of these biosecurity risks will require close coordination between various agencies, including Council, NRC and DOC. The development of our walking and cycling infrastructure will need to consider the spread of Kauri Die Back disease in particular. This may necessitate the implementation of biosecurity measures or the closing of some tracks and promotion of areas that do not have accessible Kauri.*

## 4.5 Waikaraka Track

<b>Submitters</b>	014, 018, 027, 073, 074, 075, 104
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Submitters seek the recognition and/or reinstatement of the former Waikaraka Walkway within the Strategy and general literature. This could be part of a circular cycling route via Abbey Caves and Mount Tiger Road then descending to the Waikaraka Walkway (Track).

Submitter 073 notes that the Waikaraka Walkway has been the responsibility of the Whangarei District Council since 2008, but the WDC has not met its responsibility for the walkway. The submitter also notes that the walkway provides extensive views of the harbour and is a good link between Cartwright Road and Mount Tiger Road; but needs maintenance.

Submitter 075 states that the community needs help to reinstate this track to its original standard when it was opened by the NZ Walking commission in 1984, and that the track has strong community support.

## Discussion

The Waikaraka Track links Mount Tiger road with Cartwright Road and Onerahi. The track is made of up of several tracks, that are sought after for both walking and cycling.

The track generally follows existing paper roads, although there are sections that diverge from the paper Road. The track traverse's forestry land that is owned by Northland Regional Council. As the landowner, the Regional Council has restricted access.

The Whangarei District Council recognises the strong community support and history for the Waikaraka Track and is currently working with Northland Regional Council and other parties to resolve the access issues and re-open the track for public access.

Once the access issues are resolved and the track is re-opened, the track will require ongoing maintenance through Councils annual maintenance programme.

Due to landownership (and related access issues), WDC can only advocate for the re-opening of this Track.

## Recommendation

The strong community support for re-opening the Waikaraka Track is noted. Submissions will be forwarded to the Parks and Recreation Manager who is negotiating with Northland Regional Council.

No change to the Strategy.

## 4.6 Waimahunga / Boswell Track

<b>Submitters</b>	026, 028, 055, 060
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Submissions relating to the Waimahunga Track had consistent themes, including a desire for the track to be completed or upgraded, including signage and interpretation. It was recognised that the Track is a beautiful easy bush walk track and is ideal for runners because it does not have a hard-concrete surface. It was noted that it is hard to find a good variety of flat tracks for unpaved running in the built-up areas. The Waimahunga Track is one of the last available ones. The scoria and bridge upgrades have worked perfectly to make it more suitable for cycling, without the need to pave this treasured track.

Submitter 028 requests funding to complete/upgrade the Waimahunga Track. Including signage and interpretation.

### Discussion

The Waimahunga Tracks is made up of three different tracks that link to form the network of trails. The main track, which is often referred to as the “Waimahunga Track” is the “Boswell Track”; linking Waimahunga road to Cockburn Street. This track follows the old rail embankment (refer Figure 1 below).



**Figure 1: Waimahunga Track and Boswell Track**

Council is conscious that these tracks are special to many people of Whangarei, therefore the solution needs to be chosen carefully to ensure the best balance between meeting the needs of the users and retaining the special nature of the trail through the mangroves, regenerating forest and patches of remnant forest.

Council replaced two Bridges (formerly rail bridges converted to pedestrian) with shared path standard bridges. The long-term plan is form the gravel track to shared path standard as part of the Onerahi shared path network. In achieving a shared path standard, the track will be suitable for use for a wide variety of activities, including walking, running and cycling. It should be noted that the final surfacing may not be suitable for all cyclists (a gravel surface may not be suitable for road racing style bikes).

The Walking and Cycling Strategy identifies that, from an overall strategic point of view, Council will seek to upgrade this track to a shared path status. However, the Strategy does not identify detailed design issues such as track surfacing, as this is considered at the detailed design and implementation stage. Decisions relating to surfacing will consider community feedback, the natural character of the track, environmental issues and long-term maintenance. The upgrade of the track will include consultation with key stakeholders.

### Recommendation

The strong community support for this track and how it may be upgraded is noted and will be passed to the appropriate Asset Manager. No change to the Strategy.

## 4.7 Waipu and Waipu Cove Route

<b>Submitters</b>	024, 036, 039, 050, 042, 067, 071, 084, 094, 101, 106
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Submitters were very supportive of the Waipu to Waipu Cove cycleway, seeking funding for the overall route to be brought forward, or for Council to commit to a maximum three-year timeframe for completion. Some of these submitters suggested alternative routes, including the use of the rail line, instead of the proposed Limeburners route out of the City (042). Submitter 042 has also commented about the route identified through Ruakaka and Waipu with a range of suggested alternative options, with submitter 071 providing a detailed discussion of potential routes and options for the portion of the route from Waipu and Waipu Cove.

Submitter 106 requested the development and prioritisation of Ruakaka / Marsden Point Cycleway. This cycleway forms part of the connection from Whangarei to Waipu Cove, via Marsden Point and Ruakaka.

### Discussion

The future routes identified in the strategy Maps are indicative, that as a long-term strategic approach, council has identified a potential connection that largely utilises existing public land wherever possible. Detailed work to identify viable options has yet to be undertaken on these future routes.

The proposed Paradise Trail linking Whangarei with Mangawhai, via Ruakaka and Waipu incorporates existing infrastructure, as well as less precise proposed routes. The proposed routes generally follow back-roads and paper roads, taking the user off-road wherever practicable. More detailed route selection, including community consultation will provide a more detailed view of a viable route. The comments of Submitter 042 and 071 will be incorporated into this route selection process.

It should be noted that Council is currently actively pursuing funding to complete this route as a high priority. The name currently being utilised for this Route is a “working title” and will be further refined over time in conjunction with the community and key stakeholders.

### Recommendation

The strong community support for the Waipu – Waipu Cove – Lang Beach route is noted.

## 4.8 Ocean Beach Patau Route

<b>Submitters</b>	041, 044, 045, 046, 056, 061, 062, 090
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There was strong submitter support for extending the walking/cycle track all the way to Ocean Beach and Patau South, with a comment that a key safe cycle line to Whangarei Heads is missing.

The current road from Whangarei Heads to the city is too dangerous for many cyclists to use for commuting or recreation. Submitter 090 suggested that the speed limit on this road be reduced.

The area is a very scenic route to a key tourist destination such as Manaia, Ocean Beach and Patau. A Route connecting Onerahi with Whangarei Heads, or Ocean Beach would also connect the Te Aroha Trail.

There needs to be ways found to connect Whangarei Heads safely for cycling and walking with the city centre. The path and future planned development to Onerahi is a good start, but we need to find ways for



safe paths all the way to places like Parua Bay, McLeod Bay and even further to Oceans and Pataua. This could be achieved by utilising gravel paths or other surfaces that are not expensive like concrete (062),

The Whangarei Heads Cycleway/Walkway Group (061) are seeking resourcing priority, specifically for the portion of the overall route from Parua Bay and McCleod Bay.

### Discussion

The Strategy identifies the for a Byway (which forms part of the overall rural recreational and tourism routes) that connects the Ngunguru Route to Parua Bay and Pataua (Page 37 and Page 39 Map). The proposed Route includes identifying a more direct route between Parua Bay and McCleod Bay, with the Route finishing at McCleod Bay.

There has been some discussion of developing a safe cycleway along the Whangarei Heads Road taking in Parua Bay and the Whangarei Heads. This route is not identified as a high priority within the Adopted Regional Walking and Cycling Strategy, however, Whangarei District Council views this route as being within its top three priorities. The Draft WDC Strategy identifies a rural recreational and tourism route that includes Pataua, Parua Bay and McLeod Bay, and following community feedback, it is proposed to extend this route to Ocean Beach and to investigate linkages to Onerahi.

A more direct route, utilising Whangarei Heads Road poses significant engineering, safety and cost issues, particularly from Waikaraka through to Parua Bay Township. However, there are some sections from Parua Bay through to Urqharts Bay that have some form of pathway already.

A regional assessment of potential rural recreational and tourist routes has shown that a route taking in the Whangarei Heads would meet much of the assessment criteria, sitting just below the Whangarei – Whananaki (Tutukaka Moana) Route and the Whangarei–Ruakaka–Waipu cove–Mangawhai (Paradise Trail) Route in terms of priority.

### Recommendation

Insert a new bullet point under “Other Priorities” on Page 32 to state “*Co-ordinate with the Whangarei Heads Cycleway Group to develop a connection from Parua Bay to McCleod Bay.*”

Include as a future option, a Route connecting Onerahi with Parua Bay (Page 39 Map).

Extend the Byway as a Zone 2 Option from McLeod Bay to Oceans Beach, via Urqharts Bay (Page 39 Map).

## 4.9 Tutukaka Coastal Route (Tutukaka Moana)

<b>Submitters</b>	047, 058, 077
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Submitter 058 states that, now that formation and metalling of the Scow's Landing to Ngunguru paper road (Te Toiroa end) has commenced it is important to add the Tikipunga to Scow's Landing section as a "priority" section along with the five other priority sections referred to in the document.

Submitter 077 agrees with the stated intention to develop key routes faster than previously anticipated. Priority for the Northern route including the Tikipunga to Scows Landing section of the Tutukaka Moana Cycle Trail via the Tutukaka Coast is strongly supported by the Submitter. The submitter also suggests that consideration should be given to providing walk/cycle lanes on both sides of the road from Whangarei Falls to Scow landing, as well as forming a loop track Matapouri, Tutukaka Ngunguru via Kaiatea road.

### Discussion

The Northern Connection, which incorporates Tikipunga to Ngunguru is set out on Page 36 under the general heading of “*Developing our Tourism and Recreational Routes*”. The Section is also identified as a Zone 1 section and is therefore a high priority.

Route options from Tikipunga to Scows Landing are still being developed. The focus is on establishing a route that is off-road as much as practicable, with detailed design undertaken once the proposed route has been established.

This proposed route is supported by the recently adopted Regional Cycling Strategy. Council is currently preparing application for Provincial Growth Funding for this project.

### Recommendation

The general support for the route is noted. No change to the Strategy.

## 4.10 Pohe Island

<b>Submitters</b>	037, 043, 068, 080, 082, 087, 091, 094, 102
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Submitters highlighted that road racing (cycling) is becoming increasingly difficult and expensive to organise as a result of more stringent traffic control requirements. The submitters seek a facility that promotes safer racing, including a velodrome or oval circuit. This could be included in the proposed Bike Hub at Pohe Island. Submitter 037 and 043 sought to include T Junction in a Criterion Track on Pohe Island so the track can be used for Junior, senior and Parafed Cycling events.

Submitter 068 believes that the proposed Pohe Island Bike Hub needs to be re-thought. The current proposal for a Junior Learn to Ride and Level 2 Learn to Ride tracks in association with Bike Northland would provide a fantastic educational opportunity, however the risks associated with the other proposed tracks and ease of access to these tracks will potentially result in serious injury or worse, fatalities. No matter how much signage is in place, mountain biking and BMX biking are high risk and should be participated in a controlled environment for all concerned. At the least, the proposed removal of the fence to the Whangarei BMX track should be abandoned.

Submitter 091 (Whangarei BMX Club) provided an extensive submission in relation to retaining the fencing of the BMX track. The primary concerns related to safety and security and being able to maintain the track at an international competition level standard. The submission included comments from the Coroner, made following two separate fatal accidents at the site.

Submitter 080 (Marsden wheelers Cycling Club) envisage the Pohe Island Bike Park providing safe tracks for cyclists of all skill levels, including those of club members. All members of the community should be able to access them for further skill development, training, racing and fun. To achieve this, the roundabout on the Level 2 learn to ride track (16) needs to be moved. The access from main shared multiuse trail (18) to the ride track (19) also needs to be moved and redesigned.

Submitter 082 asks to consider rearranging the priority list on page 26 and complete our urban shared path network routes ahead of developing most of the Pohe Island Bike Hub; but keep the pump track and mountain bike skills track as a short-term priority. Submitter 082 sees no reason why children can't learn and practice cycling skills at school within the Bikes in Schools programme, while the Pohe Island Bike Hub is completed in the long term.

Submitter 102 made an extensive submission relating to the Pohe Island facility, including an amended concept plan. The submitter noted that it appears that the overriding strategy for the 'Cycle Hub' is geared towards the junior riding skills which will be led by Bike Northland in most instances; but most of the cycling club's members are adults therefore we need to have a racing venue suitable to hold and host races in an off-road facility close to the city. It is submitter 102's understanding that the governing document for William Fraser Memorial Park on Pohe Island is the Reserve Management Plan - 2013, which seems to have been, overlooked in the Walking and Cycling Strategy - 2018 - Draft Plan. The submitter specifically requests a re-arrangement of the proposed facilities, and the inclusion of a Criterium Track, and facilities for the timing of races.

Other submitters made a range of comments relating to the proposed Pohe Island facility, including track surfacing and relocating the pump track to place adjacent to the existing skatepark (087).

### Discussion

The proposed Pohe Island Cycle Hub is a community led initiative that Council is supporting. The facility provides for learn to ride facilities, a safe environment for young people to ride and includes a pump track



and other facilities. The facility will be open to all members of the community. The design is being developed by Bike Northland, and the inclusion of the most up-to-date design in the Strategy is intended to indicate the direction that this project is expected to take. Council's role in the detailed design is limited, with details such as access and fencing yet to be finalised.

The Concept Plan for Pohe Island is included in the Strategy to signal Council's overall support for this facility. The Concept Plan, provided by Bike Northland is the latest version available and is still subject to further refinement as part of the funding and development process.

Although Council is working toward providing a network of off-road walking and cycling facilities, young cyclists need to gain road-based skills and knowledge in order to safely ride within the road environment. Gaining these skills is an important aspect of increasing participation in the long-term. Inclusion of education and participation is also a key component of funding applications to NZTA and other funding partners. The inclusion of a facility like Pohe Island, that includes design elements for young people to learn in a safe environment that mimics real world road situations is an important aspect of educating our young people.

The existing management plan for William Frazer Park is part of Council's support of the proposals at Pohe Island.

Submissions relating to design issues will be forwarded to Bike Northland as the principal sponsor of this project, including the detailed submission of the Whangarei BMX Club.

#### **Recommendation**

Insert the words "*The development and design of the Pohe Island Bike Hub is being led by Bike Northland with support from Council*" as the first sentence under "Pohe Island Bike Hub" on Page 23.

Issues and proposals noted and will be forwarded to Bike Northland as the primary sponsor of this project.

### **4.11 Mountain Biking Facilities**

<b>Submitters</b>	006, 072, 097
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Submitter 006 was generally supportive of the overall Strategy; but highlighted that the Draft Strategy does not mention mountain biking areas, other than Glenbervie Forest. The submitter noted that Glenbervie Forest, Western Hills, and Mount Tiger all offer space and potential for nationally recognised mountain biking facilities. Greater consideration should be given to mountain biking parks, including expanding existing parks and creating paths to and from those parks.

Submitter 006 is supported by Submitter 072 who states that the WDC's Walking and Cycling Draft Strategy presents a number of great opportunities for the region, with projects that will enhance our city for both residents and visitors. However, the Strategy seems heavily focused on commuting and bike-path type cycling, and while this is an important aspect (and one the city could greatly improve) the submitter feels that the lack of attention given to Mountain Biking by the Draft Plan is a missed opportunity for the city.

Waitangi Mountain Bike Park is a huge success, having drawn in 16000 riders and created 14 jobs in the region in the first year after opening. Many of these riders come from outside of Northland, and almost all of those visitors pass directly through Whangarei to get there. Whangarei has vast amounts of suitable terrain within easy riding distance of the CBD that could be developed to help turn Whangarei into a destination for Mountain Bike riders, not just somewhere to stop for gas on their way to Waitangi.

#### **Discussion**

There are many different aspects to cycling, including; recreational activities; commuting; and racing in all its forms. Mountain biking is a significant part of this, and it is appropriate to recognise mountain biking and the long-term need for the identification and development of mountain biking opportunities.

#### **Recommendation**

Insert a new sentence at the end of the 1<sup>st</sup> paragraph (Page 8) under Goal 2:

*Access includes the identification of opportunities to develop or expand existing facilities for activities such as mountain biking, road racing and other club-based cycling activities.*

Insert a new heading and paragraph in “what the community has told us”

### **Mountain Biking**

*There is a need to identify and develop mountain biking facilities within the Whangarei District. Facilities could include dedicated parks like Glenbervie, or opportunities for shared tracks. Mountain Biking has become a significant recreational sport in New Zealand where many active participants are not members of formal clubs or associations. In identifying mountain biking facilities and promoting expanded opportunities, Council can build on the success of Mountain Bike Parks like Russell Forest and promote Whangarei District as a Mountain Biking destination.*

Identify public and private dedicated mountain bike areas on maps.

Insert “and Parihaka Mountain biking tracks and Waikaraka (Private) Park” after the words “Glenbervie Forest Park” under Mountain Biking heading on Page 38.

Insert the following bullet points under the heading “What are the gaps?” on Page 12.

- *Developed additional mountain biking tracks at Parihaka*
- *Opened Forest Roads on the eastern side of Parihaka*

## **4.12 Shared Space Issues**

<b>Submitters</b>	008, 016, 018, 025, 026, 034, 069, 085
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Shared space issues relate to all aspects of sharing space with different modes of transport, including but not limited to walking, cycling, mobility scooters, E-bikes, and cars on the road.

Submitter 008, 025 and 069 has observed where shared pathways do not appear wide enough to accommodate groups walking or running together and taking up the full path width; not giving way or allowing for others on the path whether it be pedestrians from the opposite direction or cyclists from either direction. The submitters seek more emphasis on the shared nature of these pathways, including signage and widening wherever possible. Submitter 069 wants adults cycling the loop banned because they are too fast and aggressive, or a separate track for faster cyclists. Access for mobility scooters is also an issue (034).

Submitter 026 notes that cyclists who use shared paths should be encouraged to say “on your right” when they pass walkers. This has proved effective in Stanley Park in Vancouver very effectively. Good way to ensure walkers stick to walking on the left and makes it easier to cyclists to pass walkers without riding into them or without having to stop and start.

Submitter 016 raises concerns expanding the number of cyclists on the road will also require more education of drivers so that they better understand the vulnerability of cyclists and drive considerately. This view was shared by Submitter 018 who highlighted the need for road inspections and maintenance to also consider the safety of road shoulders as part of the inspection/maintenance programme, as well a need to install more “share the road” signs.

Submitter 085 requested more clarity in relation to safety measures, particularly where cycle lanes are located on roads.

### **Discussion**

The shared pathway and shared space concept is a relatively new development in New Zealand. These spaces have worked well overseas, particularly in Europe. The success of the shared pathway concept relies on good design, signage and community behaviour.

The development of the Hatea Loop was the first shared path loop developed in the Whangarei District. The uptake and use of the loop has exceeded all expectations and has provided Council with confidence that these facilities are highly beneficial to the community lifestyle. The loop exceeds its original design capacity during peak periods, particularly from the Town Basin to Te Matau a Pohe (Hatea River bridge). This issue has been recognised with the design of new shared pathways providing a much wider path (approximately 3m where practicable).

The Strategy recognises the need for good signage for direction finding and interpretation purposes. The Hatea Loop includes extensive signage relating to the share space nature of the loop and user etiquette. This type of signage will be continued on all new (and existing) shared pathways.

Submitters highlight the vulnerability of walkers and cyclists on our rural roads in particular. As we develop our District into a lifestyle destination for walking and cycling, it is reasonable to assume that there will be more people utilising rural roads for walking and cycling. The safety of walkers and cyclists on our rural roads will require a more holistic approach to road safety.

It should be noted that the development of cycle lanes that share the road are subject to engineering standards (085) that take into account safety issues, including minimum separation distances.

### Recommendation

Insert the following sentence after the first paragraph, Goal 1 of Key Issues (Page 8).

*We also need to ensure that the maintenance and inspection programmes for the road network consider the safety of cyclists, particularly in relation to the condition of road shoulders.*

Insert a new paragraph (3) on Page 36 Developing our tourism and recreational routes:

*As well as developing specific routes, it is also recognised that our rural roads that may not be part of a formal route, are used by both walkers and cyclists for recreation, fitness, or road racing purposes. A more holistic approach that considers the safety of walkers and cyclists will be needed for road maintenance and inspections in our rural areas.*

Shared path issues are noted and are passed to the appropriate Council Manager.

## 4.13 Access

<b>Submitters</b>	004, 010, 023, 026, 070, 079, 097
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Submitter 004 and 070 raises a concern that people walking/running dogs are significant users of the walking network, but there is little comment on ensuring access for these users. There is a need to address the lack of dog-friendly walking options in the District, along with the associated Bylaws.

Submitter 010 suggests better access points to the Pukenui reserve, open green space and outdoor activities.

Submitter 023 believes that there is no provision for electric bikes and future small autonomous pods to provide enhanced mobility for disabled people. The strategy should include planning of charging stations for e-bikes, and cycleways should be designed to accommodate pods as well.

Submitter 026 as requested some clarity around the terms access and accessibility as there is a need for a clear definition around which meaning is intended i.e. as a human rights issue or the engineering/traffic term – within reachable distance.

Submitter 079 supports the Strategy but has concerns about people tramping over their private property near Whananaki.

Submitter 097 noted that people like circuitous routes when walking. Many of our tracks do not provide for this and this makes them less attractive and sometimes appear congested.

### Discussion

The control of dogs in public places is managed by the Dog Management Bylaw 2013 which manages, among other things, dog ban areas, leash control areas and dog exercise areas. Other than within a dog

prohibition area (including the Central Business District), dogs can be walked, provided that they are under control and on a leash. There are also dog exercise areas identified in the bylaw, which have less stringent leash requirements.

Pukenui Forest Park is specifically identified as a priority under the Section “Our Walking Network” (Page 24), under the heading of Recreational and rural Walking Priorities”, and includes:

*Development of inland walking opportunities and related infrastructure, to encourage use of under-utilised walking tracks, including:*

- *Pukenui Forest*

It is considered appropriate that access is also included within this priority.

Accessibility for all ages, fitness groups and abilities is referenced throughout the Strategy. However, there is a need for a clear definition around which meaning is intended i.e. as a human rights issue or the engineering / traffic term.

The routes and tracks supported or promoted within the Strategy are all located on public land, including paper roads, or via easements or right of way, where this has been negotiated and agreed with the land-owner. In all cases, promotion of specific routes also highlights the need to respect private property, and to remain on the marked track where it crosses private property.

Ensuring access and promoting Whangarei where walking and cycling is a lifestyle also requires tracks that people want to access, for example, uncongested routes. Loops and circuits.

#### **Recommendation**

Insert the words “*including improved access*” into the following:

*Development of inland walking opportunities and related infrastructure, including improved access, to encourage use of under-utilised walking tracks, including:*

- *Pukenui Forest*

Include a definition for “access” and “accessible” in the glossary to read:

**Access:** *means the ability to legally and physically access a facility, and includes right of ways, easements and other physical means of access.*

**Accessible:** *means the ability to be utilised by people with a wide range of abilities and disabilities, with the design of the facility appropriate to the target audience / user. A shared path would be designed to enable wheelchair access wherever practicable.*

Issues raised relating to access for Dogs have been noted and passed to the Bylaw Team.

Insert a new paragraph (2) under Goal 2 (Page 8):

*As well as access for all members of the community, it is also important to provide tracks that are attractive to use, particularly circuits and loops. Providing a circuit or loop, encourages people to walk or cycle in the same direction, reducing the feeling of congestion.*

## **4.14 Community Severance**

<b>Submitters</b>	012, 015, 020, 040, 082
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Submitter 012 raises the issue of car-only stretches of roads that are unsafe for walkers and cyclists, for example, the bridge over Limeburners Creek on Port Road and that the identification of the most dangerous places for pedestrians and cyclists need to be identified and rectified as a high priority.

Submitter 015 is concerned that Goal 1 (1.2 *Pedestrians and cyclists are at greater risk of serious or fatal injuries if involved in a vehicle crash*) should be given a greater weighting than BAU. Part of why people do not walk, and cycle is because it's dangerous. There are not enough places to safely cross the street, especially around bus stops.

Submitter 20 seeks the identification and implementation of more safe pedestrian crossings of the State Highways top priority. A lack of safe crossing points makes it difficult to access footpaths, particularly on State Highway 14 near Pukenui Estate. This results in more people choosing to take a car for short distances instead of walking. This issue is reflected in submitter 082 submission, who identifies State Highway 1 near Kensington Park and roads nearby. On these stretches of road, a refuge island is not enough, and underpasses or overpasses should be considered.

Submitter 040 states that; so long as the routes remain isolated from one another and from useful destinations their practical usefulness is limited. It means that they are largely used for recreation and by those people lucky to be able to reach a desired destination on their available pathway. The submitter continues to provide an outline of potential connections.

### Discussion

Dangerous stretches of roads contribute to community severance as pedestrians and cyclists are less likely to use those areas. The focus of the urban aspects of the Walking and Cycling Strategy is to separate cyclists and pedestrians from cars as far as practicable, thereby reducing the danger to vulnerable road users, and reducing community severance. The actions under Goal 1: Issue 1.2 (Page 16) identifies three actions relating to the submitters concerns, being:

- *Continue an annual programme of traffic calming and speed reduction works, including the development of Greenways and shared Zones.*
- *Construct footpaths or safe footways on at least one side of all existing urban and rural roads where appropriate.*
- *Provide safe crossing points for pedestrians and cyclists on arterial roads, and busy roads, including island refuges.*

Urban walking priorities are set out on Page 24 of the Strategy (Our Walking Network), which also includes the above priorities, as well as Council utilising a *Footpath Prioritisation Matrix* that sets out a process for prioritising the issues raised by the submitters.

Council identifies the highest priority areas using a Footpath Prioritisation Matrix, which includes personal safety, access for vulnerable people and traffic flow related issues. Work is then prioritised and funded as part of Councils annual work programmes, road upgrades and repair work. As such, this work is identified as "Business as Usual" as it is an existing and ongoing priority.

It is noted that Business as Usual (BAU) does not imply a lower priority. BAU reflects that this is an ongoing action that is implemented through Councils normal work programme. This means that there is current and future funding for the action and that it is an important and ongoing issue that needs to be addressed.

The core network of shared paths is intended to link the cities major residential areas with the Central Business District. Geographical restraints, including the Western Hills, Parahaka and the Harbour make direct links between the main residential areas difficult. The CBD forms a central hub. The strategy recognises that there are gaps (Page 12 and 13). This section of the Strategy recognises that the City Centre is not pedestrian or cycle friendly, and that there are significant barriers between route connections. The Strategy identifies a number of issues that will need to be resolved in order to enhance the connections between shared pathways through the city center.

It should also be noted that the Strategy also identifies a shared path route to Limeburners. The development of this route will address the direct concerns of Submitter 012.

### Recommendation

Issues have been noted and have been brought to the attention of the appropriate Asset Managers and NZTA.

## 4.15 Railway Land

<b>Submitters</b>	081, 098, 103
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Submitter 081 supports the development of suburban rail systems in the future and submits that suburban rail will need room for two parallel lines in many places and walking/cycleways should not prevent those lines from being built - otherwise it will reduce the vital options of Whangarei to have the same diverse transport system that works in many successful cities around the World. The submitter request that the Strategy does not encroach on any more Railway land vital for the development of suburban and freight railways.

Submitter 098 are also opposed to the re-purposing of the North Auckland Rail option north of Kauri and the Dargaville Branch Line.

Submitter 103 (Kiwirail) is in broad support of the Strategy, but notes a need to consult with Kiwirail early with respect to proposals that involve the rail corridor.

### Discussion

Rail corridors are unique in that they provide a corridor that connects different parts of the community. Currently the North Auckland Rail Line that connects from Auckland, via Kaipara District, through Whangarei and onto the Far North is an active rail line. The rail line is owned and operated by Kiwirail, who are a State-Owned Enterprise (SOE).

Where a rail corridor becomes defunct along a priority route, Council will work with Kiwirail and other partners to secure the use of that corridor for the purposes of walking and cycling. However, in most cases the rail lines in the Whangarei District are active. In this case, Council will continue to work with Kiwirail to identify a safe option to utilise Kiwirail owned land that is adjacent to the rail lines for walking and cycling. The functionality of the rail resource and the safety of rail operators, shared path users and other members of the public is a major consideration when developing this land.

The option of a route north following the North Auckland Rail Line is currently identified as a future option to link northward. The current priority is to take a coastal route via Ngunguru and Whananaki, as this provides greater opportunity for economic returns on the investment required. The use of the Dargaville Branch is also one of two options, neither of which has been subject to detailed planning. The route to Dargaville is currently a low priority. The final route selection will involve close consultation with key stakeholders.

It is noted that Kiwirail is supportive of the Strategy, provided that Council works with Kiwirail when proposing to utilise rail corridors.

### Recommendation

No amendment to the Strategy.

## 4.16 Additional Facilities

<b>Submitters</b>	007, 023, 026, 029, 033, 035, 037, 040, 043, 048
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A number of submitters (023) raised the issue of E-Bikes and their increasing popularity, as well as other emerging forms of personal transport such as “pods”. Submitters identified a need for charging stations, and ensuring that walkways are designed for these modes of transport.

Submitter 029 would like to see more spaces where I can park and chain a bike, especially in town or around the supermarkets and the town basin. Submitter 007 suggested the need to “soften walkways and cycleways” with native plantings, as well as identifying a need for adequate rest spots, drinking stations, and seating for the elderly.

Submitter 026 raised a number of issues relating to facilities associated with ensuring disabled access and ease of use of facilities, including the provision of seating, water fountains and location of hard infrastructure such as the location of rubbish bins.

Submitter 033 notes that the walkway between Sandy Bay and Whananaki is increasingly popular with walkers and cyclists and that the first 4km of the route also provides access to landowners. There is a risk of collisions and, at the least signage is needed. In addition, there are insufficient toilets between Sandy Bay and Whananaki North. There is increasing evidence of people using inappropriate places. Suggest toilets at

Whananaki South beach. The general need for toilets, shade trees and seating facilities was shared by other submitters (035, 048).

### Discussion

The Strategy does identify the need for appropriate additional infrastructure to support the shared paths, walkways and other facilities being developed. The actual facilities to be developed will be part of the detailed design and funding process for each route.

The Strategy recognises (Goal 2) that a holistic approach to promoting walking and cycling as a lifestyle, including facilities for Bike Storage at key destinations. Bike Storage is also identified as a gap in the current provision of infrastructure (Page 12). Specific Actions are identified under 2.1 (Page 17).

The tourism and recreational route from Whangarei to Whananaki is a key component of Council's overall strategy to develop economic opportunities for small communities. As part of the development of these routes, facilities such as toilets and signage are one component of meeting a "Heartland" standard of route. The specific concerns of the submitter relating to toilet facilities will be passed on to the appropriate Asset Manager.

The need for additional supporting infrastructure, like toilets, seating and bike storage is recognised on Page 10, 12 and Goal 3 - Action 3.4 (Page 18).

### Recommendation

Page 11 What has the Community Told Us - Insert a new paragraph to read:

#### ***E-bikes***

*E-Bikes are becoming increasingly popular. There is potential for e-Bikes to change the demographics of cyclists by making cycling more accessible to a wider age group, increasing the distance travelled on a cycling trip, making cycle commuting a more attractive option. As the prevalence of E-Bikes increases, Council will need to consider how infrastructure will need to adapt to this developing technology.*

Page 12 What are the Gaps – Supporting Infrastructure – insert a new paragraph to read:

*The development and planning of new infrastructure will also need to consider changing user demographics and needs brought about by technological changes such as E-Bikes and new forms of personal transport.*

## 4.17 Further investment in specific areas of the City

<b>Submitters</b>	010, 096, 099
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Submitter 010 is seeking additional specific investment within the Maunu area as the area only has Barge Park that is a decent sized outdoor area.

Submitter 096 and 099 identify Otangarei as an area where additional investment should be made, particularly in establishing an east-west link between the Kamo Route and Hatea. The Otangarei community has high levels of deprivation, and residents are more likely to be reliant on public transport and walking and cycling as a means of accessing other areas of our city.

### Discussion

The Walking and Cycling Strategy is focussed on the development and maintenance of infrastructure for walking and cycling throughout the District. The Strategy does not contemplate the development of additional green spaces. However, Council is currently developing a wider Recreational Strategy which includes issues relating to green space, parks and outdoor recreational activities.

With respect to Otangarei, it is recognised that this area has a particularly high level of deprivation. Links from Otangarei toward the Kamo route should be relatively straight forward. There are existing links at the northern end of Otangarei to the shared path on Puna Rere Drive, which links directly to the future Kamo Shared Path and to Tikipunga. Links to the east, connecting with Hatea and Tikipunga encounter physical

barriers (Tikipunga Hill). There is a proposed east-west linkage to the south of Otangarei, however, this does cross a major intersection. It should be noted that the proposed Kamo Shared Path includes two new connections to Otangarei.

### Recommendation

Submission 010 is brought to the attention of the Whangarei Recreation Strategy Development Team for further consideration.

Insert a new heading and paragraph under “What are The Gaps”.

### Other Suburbs

*Our core shared path network connects our main communities, however, there are other communities, such as Otangarei that are located between key catchment areas. Some of these areas have high levels of deprivation, and as a result, residents are more likely to be reliant on walking and cycling, as well as public transport. It is necessary to identify and develop clear, safe walking and cycling connections for these suburbs.*

## 4.18 Maintenance of facilities

<b>Submitters</b>	001, 007, 048, 057, 105
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Submitter 001 notes that the boardwalk on the Hatea Loop is in poor condition and is concerned to ensure that sufficient funding is included within Councils budget to ensure proper maintenance.

Submitters asked for Council to identify those footpaths in need of urgent maintenance and provide a timetable for their repair. If the existing network is not maintained it makes it difficult to reach and use the new walkways. We walk for exercise and regularly come across sections of footpath that are in poor condition and need repair. Vegetation often encroaches over the footpath.

Footpath maintenance is also an issue for Submitters 048 and 057 particularly for older people.

Submitter 105 stated that the Strategy could benefit from more discussion on opportunities to engage locals in track building, creating employment and educational opportunities that could be transferable elsewhere.

### Discussion

Cycleways and walkways are Council assets. Initial funding is set aside for the development of the asset. Over time, Council is also required to consider the cost of depreciation so that the asset can be replaced at the end of its expected life. Once installed, the asset is recorded as an asset and funding for maintenance and replacement is provided for.

Recent changes to government funding criteria has now included footpaths. This change in funding priority has enabled Council to increase its maintenance programme.

Council is aware of the specific area that Submitter 001 identifies on Hatea Loop. The deterioration of the non-slip surface on the boardwalk is a result of moisture ingress into the surface when the surface was applied. Council has been advised that the surface should be re-applied in dry summer conditions.

Engagement of community groups is addressed under Action Point 2.2 (Page 17).

### Recommendation

Issues are noted and have been brought to the attention of the appropriate section within Council.

## 4.19 Maps and Routes

<b>Submitters</b>	011, 013, 014, 018 022, 024, 027, 028, 036, 039, 040, 042, 047,048, 050, 065, 066, 078, 082, 083, 085, 088, 094, 096, 105
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There were a number of submissions relating to the maps include within the Strategy. Informal feedback from Councils Walking and Cycling Reference Group suggested that the maps be simplified, with a single map highlighting the District wide network of tourism and recreational routes. Submitter 083 and 088 found the maps difficult to read as there was no underlying reference point, with Submitter 094 requesting additional clarification of the Tikipunga Route.

Submitter 036 highlighted that there was also a need to include clearly marked cycleways in smaller rural towns like One Tree Point and Tutukaka.

Submitter 011 comments on the proposed rural tourism routes north and believes that the most appropriate route is along the rail corridor north through the Marumaka Valley as this route would provide a direct connection north and is relatively flat. Submitter 047 supports the Northern Connection Route (Zone 1) from Whangarei Falls to Ngunguru, and thinks is worthwhile to incorporate a loop around Ngunguru and Tutukaka.

Submitter 013 suggests an alternative route for the proposed future Raumanga Shared pathway, including the creation of a new river crossing at Exeter Street. Submitter 078 seeks a cycle or shared cycle and pedestrian link between Maunu and Raumanga / Otaika, for example, install a pathway between Kotuku Street and Totara place. This would significantly improve interconnectedness between Maunu and other parts of the city at a very low cost. If people could use this pathway, it is likely to increase pedestrian and cycle use as a means of transport and reduce congestion on state highway 14, which is currently the only reasonable route to access Otaika and the city. The cycle way could be installed next to or on the retention dam.

Submitter 022 raised a specific concern in relation to the identification of a public access walking track that leads toward their primary transmitter site as this may encourage public access to the site, resulting in a risk to public health and safety.

Submitter 082 has concerns relating to the proposed Tikipunga Route. The concern is primarily associated with the surface to be used, but also discusses detailed route matters.

Submitter 033 requested that a 3m wide cycle/walk trail be built along Pipiwai Rd to Church Rd. The submitter points out the recent development in this area and that it provides the opportunity to loop through Dip Rd, Church Rd, Crane Rd and Kara Rd. Submitter 065 notes that there are more and more people walking and cycling this route now, but it is very dangerous with no road shoulder, so can be very hazardous.

Submitter 051 identifies the proposed future western link to Kaipara District, via the North Auckland Rail-line as a priority.

Submitter 040 discusses the need to find out what destinations people will cycle to and prioritise those destinations. The submitter identifies a range of destinations within the City, including various areas within the Central city area like the Cameron Street Mall, Okara Centre, and Bunnings. The submitter discusses potential options.

Submitters 048, 085 and 088 noted the success of the Hatea Loop and suggested that similar loops be developed.

Submitter 066 suggests a cycling track alongside the rock wall at Barge Park.

Submitter 089 stated that Northland DHB is the largest employer in Northland and with the future build of the new hospital in Whangarei and large increase in staff numbers, the Hospital will be a key destination requiring a strategy. Over 2000 people work on the Whangarei Hospital campus (Maunu) and the submitter strongly recommended that the hospital be included as a key destination on the maps (Pages 28 and 33) and was supported by Submitter 085.

Submitter 094 questioned the prioritisation of the Limeburners route, as it should be a "medium priority".

Submitter 096 requests that the Otangarei Link is prioritised as a key project within the strategy because it provides a vital connection between the Kamo Route and the Hatea River walkways. Both the Kamo Route and the Hatea walkways run North to South, the Otangarei Link would run east to west and there are no other east/west linkages in this area of the District. The submission points out a number of benefits in developing this link.

Submitter 105 highlighted that the Strategy references upgrades to the State Highway Network (Pages 9, 19 and 37). The submitter raised a concern that the new Government Policy Statement on Land Transport lowers the priority of upgrading this road. This may result in long delays.

### **Discussion**

The Walking and Cycling Strategy provides overall strategic direction for Council. Specific funding for the development of upgrade of an existing track is achieved through Councils Annual Plan, Long-Term Plan and its annual work programmes and Asset Management Plans. Where a submitter has highlighted a specific issue with a track / footpath / or other infrastructure, those issues have been passed onto the appropriate Asset Manager (Roading or Parks and Recreation) who holds responsibility for those assets.

It is noted that the Maps within the Strategy may require simplification and improved underlying reference points. This was done deliberately as there is ongoing work to identify specific routes. The intent of the maps to show how the network that Council is seeking to create will look. As some proposed routes are indicative only, there is a need to ensure there is sufficient detail to understand where a route is located, but also show where routes may go in the future.

Showing the wider rural recreational and tourism routes at a suitable scale is also an issue.

Council will be providing detailed maps of existing open routes on its website.

The maps within the strategy include walking tracks to indicate the extent of the network, and how they integrate with the current and proposed cycle networks. It is the goal of Council to ensure that all walkways managed by Council are accurately identified and publicised appropriately, as they are community facilities. The walking track that coincides with Radio New Zealand accessway for their transmission facilities has been reviewed, and it is has been included in error. It is therefore appropriate to delete it.

The map showing the northern connections (Page 40) identifies an alternative option for a route north following the rail line. It should be noted that this rail line is still an active rail line, and significant negotiation and work would be required with Kiwirail to open the route for cyclists.

Securing external funding for rural recreational and tourism routes requires Council to meet a range of criteria, including potential economic benefits for smaller communities and marketability of the route. In assessing these requirements, the route via Tutukaka has been identified as being a high priority as it incorporates all of the criteria for external funding and incorporates a number of existing tracks and rural roads that meet the "Heartland Ride" criteria. Developing this route has therefore been set as a priority.

Council will continue to work with Kiwirail to develop the option of rail line as a future cycle route.

The Raumanga Route Map indicates a future connection between Raumanga and Maunu (State Highway 14). This future route will be further developed as funds become available and the main route from the CBD to Raumanga nears completion. A detailed route is yet to be determined.

The proposed Tikipunga Route is yet to be determined, as such, the map is indicative only. As the proposed route is refined, further public consultation will be undertaken. Surfacing issues will be considered at that time.

Although this Report does not recommend the development of a new dedicated shared path on Pipiwai Road, however, other recommendations deal with road shoulders and the need to recognise cycling and walking needs when maintaining or upgrading road shoulders.

The proposed western rural recreation and tourism route via the rail line that connects to Kaipara District forms part of a wider regional vision that provides a cycling loop around Northland that mirrors the Twin Coast Discovery Highway. Current assessments of all rural recreational and tourism routes indicate that the proposed Tutukaka Moana (Whangarei to Whananaki) and Paradise (Whangarei to Mangawhai) trails provide the greatest opportunity for securing government funding. As such, these routes have been prioritised. The community support for the future western route has been noted.

The Hatea Loop has been a highly successful shared path network. The reasons for its success are varied, but include its location, accessibility and that it is a loop. Council recognises the success of loop shared paths. However, Council has also embarked upon the development of an extensive shared path network that connects our communities. As these are developed, Loop opportunities can be identified.

The Limeburners Route prioritisation is based on a proposed development in that area. As the development is progressed, the Limeburners route will be able to be better clarified. This route is expected to take in Toll Stadium and the Okara Centre, as suggested by Submitter 040.

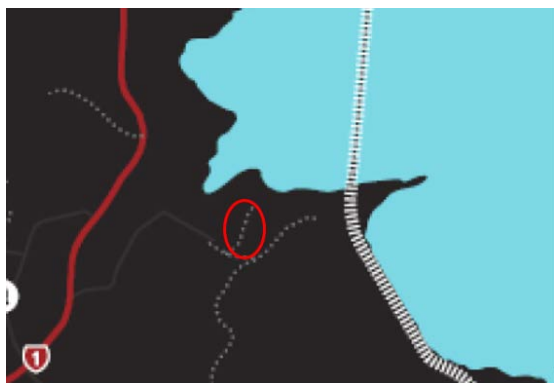
Submitter 040 identifies a range of destinations that should be prioritised. The current focus of the Strategy is to develop the core routes that will form the backbone of the network. As these routes are developed and completed, there will be a greater ability to connect with other destinations. In recognising this, the urban route maps include the location of key destinations, including schools, shopping centres, and other destinations.

It is unclear as to the connection that submitter 096 refers, however, it is noted that there is an existing shared path located along Puna Rere Drive, which provides an east-west connection that is easily accessible from the northern part of Otangarei. This connection links the Kamo Route with Tikipunga. There is also a proposed east-west connection that will connect the Kamo Route with Hatea, that will be accessible from the southern end of Otangarei.

The concerns that Submitter 105 raises are valid and recognised. However, detailed route selection for the proposed routes affected are in their very early stages. The development of the proposed routes is not contingent on State Highway upgrades. However, it is prudent to note that Council should leverage the development of appropriate cycleways as part of any State Highway upgrade.

**Recommendation**

Delete incorrect walking track that links directly to the RNZ transmission site and access (map below).



Simplify maps by including better underlying reference points. Show rural recreational and tourism routes on a single district wide map.

Include the Whangarei Hospital (Maunu) as a key destination on Maps (Pages 28 and 33), along with other destinations.

Other issues have been noted and have been brought to the attention of the appropriate Asset Manager. The strong community support for the Waipu – Waipu Cove – Lang Beach route is noted.

**4.20 Monitoring**

<b>Submitters</b>	002,
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Submitter 002 does not request specific relief, but questions whether monitoring has been undertaken on the Onerahi-Town Basin walkway.

**Discussion**

Council undertakes ongoing monitoring of its assets. Monitoring includes usage and condition. The Hatea Loop, which includes part of the Onerahi to Basin walkway is monitored bi-annually for usage, and this information is reported to Council.

## Recommendation

No amendment to the Strategy

### 4.21 What are the Gaps

<b>Submitters</b>	097
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Submitter 097 identified areas where Council has made good progress in recent years; and suggested that some of these aspects should be included in the initial introductory paragraph under the heading “What are the Gaps?”. The submitter also identified several related issues that Council needs to focus on.

#### Discussion

The submitter identifies specific projects that have been completed. It is recognised that it is important that the Strategy identify previous progress. However, the Strategy is primarily about moving forward. Some of the areas where progress has been made is worth including.

#### Recommendation

Insert the following bullet points under the heading “What are the gaps?” on Page 12.

- *Mitigated Kauri Die Back risk through the installation of hygiene stations at some of our high-profile walks e.g. Hatea River walk, AH Reid.*
- *Developed additional mountain biking tracks at Parihaka*
- *Created a circular route from AH Reid, Clapham Road and Whangarei Falls*
- *Opened Forest Roads on the eastern side of Parihaka*

### 4.22 Other Issues

<b>Submitters</b>	026, 030, 031, 032, 040, 048, 049, 052, 053, 055, 059, 076, 086, 088, 089, 094, 095, 099
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Submitter 030 and 031 requested that developers be added into the strategy as key strategic partners. Identify the opportunity to work collaboratively with developers on design and connectivity.

Submitter 032 recommended a focus on information regarding location of cycling paths and trails. An up to date portal of maps available on-line to inform the community and tourists of safe, appropriate on and off-road cycling routes would enable wider participation. This was supported by Submitter 095, who noted that it could be difficult to find information on how to get to a particular track. Some information is located on the DOC website, and some on the WDC Website.

Submitter 026 and 048 identifies that rubbish bins and fountains are often located at inconvenient sites. For example, where the bins and fountains are located on grass away from the footpaths, walking tracks etc., older people who are unsteady on their feet may find it difficult to walk over grass to reach these facilities. Submitter 048 raises similar issues relating to the placement of rubbish bins and recycling bins in places where they may block footpaths. Submitter 048 suggests rules for householders, businesses and contractors to control this,

Submitter 049 seeks an expansion to the safe walking area at Parua Bay from the shopping area to the community hall, as well as an upgrade to the footpath leading to the Whangarei Heads School.

Submitter 053 identifies that inline skaters need smooth surfaces to skate on and requests that this be considered when building new pathways. Submitter 082 also raises the issue of pathway surfaces and states that it is appropriate for different types paths to have a different surface and the choice of surface for some paths is significant enough that it should be explicitly stated in the Strategy.

Some submitters made comment of Freedom Campers and other people inappropriately utilising some areas, including the Waimahunga Track and in coastal areas.

Submitter 052 states that the Strategy is lacking in connectivity with what the District could offer via DOC and the conservation estate. A large component of the Districts current recreation assets is omitted simply because they are not administered by Council. Users/visitors are not at all interested in administrative boundaries.

Submitter 059 stated that the Bylaw that bans bikes from the Whangarei Mall needs to be changed.

Submitter 076 raises a specific concern that the bridge over the Ruakaka River is a high-risk pinch point where Te Araroa walkers and locals are in extremely close proximity to traffic, including many heavy transport vehicles, moving at 70 km/h (note: the recommendations in Section 4.2 partially addresses this issue).

Submitter 086 would like to see the speed limit reduced to 30Km in the CBD like in other major cities in New Zealand. This would make it safer and enhance the experience for both walkers and cyclist; as well as more pedestrianization of core inner city roads. The current Cameron street mall extensions have increased the liveability of the area.

Submitter 088 and 099 was supportive of the overall strategy but does not support creating tourist routes to the detriment of urban routes. The cost of the rural routes is enormous and is targeted at people who don't live in the city. Submitter 088 also discusses a range of issues such as explicitly developing a "Child Friendly City" and wild walking, Submitter 099 also supports the "Child Friendly City" concept and seeks a commitment to safe routes to schools.

Submitter 089 made an extensive submission that is in overall support of the Strategy. The submitter requested a minor amendment to the vision statement, suggested a change to the priority given to traffic calming and speed reviews from BAU to Short Term. Submitter 089 also asked that walkways and cycle lanes be smoke free and alcohol free.

Submitter 094 suggested a range of matters, including the bridging of the Waitangi River and Ngunguru River as part of the Te Araroa – New Zealand walk.

Submitter 095 raised the issue of needing to improve general traffic and to educate drivers, as well as cyclists. Submitter 040 made comments of a similar nature and stated that "*many car drivers are themselves uncertain negotiating lanes and roundabouts. The road markings are clear, but drivers make mistakes. A minor incident when a car driver makes a mistake is one thing. When a cyclist is involved the consequences can be extreme.*" Submitter 040 was primarily concerned with the design and layout of round-a-bouts, with specific examples being the round-a-bouts at Port road / Okara Drive; Porowini Avenue / Okara Drive; and Dave Culham Drive at Riverside.

Submitter 100 notes that it would be great to see more areas allocated for skills and training for young riders.

## **Discussion**

It is important to work collaboratively with industry and developers to ensure that future development does not preclude strategic long-term walking and cycling networks. It also enables segments of the network to be developed faster than might otherwise be possible.

The provision of up to date and accessible information to the community is an important part of promoting greater participation by identifying routes or tracks that may be appropriate to an individual's skills, experience or ability. The provision of information is part of a holistic approach to developing participation, alongside other aspects such as the development of appropriate infrastructure. The inclusion of "providing information" as an action point will elevate information provision. It is noted that the Strategy identifies the need for DOC and WDC to work collaboratively in terms of information and marketing.

Goal 1 (1.2 on Page 16) includes a specific Action Point to review the levels of service of the existing pedestrian network and prepare funding proposals for identified gaps. This is an ongoing Business as Usual priority, which means that it is recognised that this action is important and is ongoing. NZTA has recently announced additional funding for footpaths. Prioritising of footpaths, including upgrades and expansion is based on a Footpath Prioritisation Matrix (Page 16 (1.3) Implementation).

The rural walking and cycling network utilises off-road options wherever practicable, or low volume backroads where an off-road option is not available. In some cases, there are few options available and a higher volume road may have to be used to achieve a connection. Where this occurs, there may be higher



risk “pinch points” for walkers and cyclists alike. Often these “pinch points” are caused by bridges or other road structures. These higher risk areas need to be identified, with alternative options encouraged, or where that is not feasible, the design of new road upgrades should address the risks to pedestrians and cyclists.

The detailed design, including the smoothness of new shared paths and routes, placement of rubbish bins, fountains, seating and other related infrastructure are based on engineering standards that take account of the variety of uses, weather conditions and other factors. This Strategy sets overall priorities, rather than detailed design issues, which are finalised through council processes and consultation with relevant parties.

The choice of surface, bridging and route selection for a particular track or route is made at the detailed design stage, and considers aspects such as:

- The location and environment of the track
- The principle uses of the track (walking, cycling, mountain biking)
- The required level of service

Generally, a hard surface will be provided in urban and built-up areas, more natural surfaces such as gravel or compacted earth will be provided in bush or more rural settings.

Curb-side recycling and rubbish collection is a cornerstone of council’s waste management strategy. Whilst the issue is recognised, rules for this activity are not appropriate for a walking and cycling strategy. If rules were to be introduced, it would need to be in the form of a Bylaw.

The requirement for toilets and other facilities at more locations along tracks and routes has been identified within the Strategy. Freedom camping is dealt with in Councils Freedom Camping Bylaw. It is recognised that Freedom Camping and inappropriate defecation is a major issue, not only in the Whangarei District, but also nationally.

Bylaws relating to where bikes are allowed generally reflect the need to ensure public safety and to manage nuisance behaviour. It will be necessary to review relevant Bylaws as new Greenways and Shared Space areas are developed.

A review of speed limits (086) is identified as an implementation Action 1.2 (Page 16), along with a range of other actions that address the submitters concerns relating to speed, and safer on-road infrastructure.

The Strategy is based on three main workstreams, participation, urban networks and rural recreational tourism routes. The term “rural recreational tourism route” is used because these routes are multi-purpose. They provide an important connection between some of our smaller communities and rural facilities like Mountain Biking opportunities; provide long distance recreational routes connecting people with our rural and coastal environments; and provide a marketable tourist route that has the potential to bring much needed economic benefit to our small communities.

The Whangarei District is dominated by Whangarei City. However, it is critical that Council also continue to invest in our rural communities and provide opportunity to leverage from that investment.

The Walking and Cycling Strategy has a focus on providing walking and cycling opportunity for all age groups and abilities, including disabled access. The Strategy specifically identifies opportunities for Bikes in Schools, the identification of safe to ride areas for young people and opportunities for families and much more. The current strategy provides a direction that connects our urban community routes to places such as parks, sports fields and schools.

The Strategy identifies a range of walking opportunities and the associated expectation and level of service for each type of opportunity (Footpath through to Routes).

It is noted that Business as Usual (BAU) does not imply a lower priority. BAU reflects that this is an ongoing action that is implemented through Councils normal work programme. This means that there is current and future funding for the action and that it is an important and ongoing issue that needs to be addressed.

Submitter 089 request that walkways and cycleways be smoke free and alcohol free. Alcohol and smoke free areas are controlled under Council Bylaws, and this request has been passed to the Bylaws Team.

The issues raised by Submitter 095 in relation to the safety of the exit of Pak N Save has been passed to the Roading Manager.

Submitter 100 identifies a need for more areas allocated for skills and training. The Strategy promotes the Bike in Schools programme which is a cycling skills programme for young people and provides school-based tracks and infrastructure. The Strategy also promotes the Pohe Island Bike-hub facility for this purpose, and also identifies the need to identify and develop safe to ride areas.

Submitter 040 raised issues and concerns with the design and layout of round-a-bouts, and the danger they can pose to a cyclist or pedestrian. Round-a-bouts are a common engineering solution to busy intersections and enable a free flow of traffic without the need for signal control. It should be noted that concern relating to both round-a-bouts on Okara Drive, identified by the submitter should be resolved with the development of the proposed Limeburners Route, which will provide a shared path connection between the CBD, Okara Shopping Centre and a proposed new development at Limeburners, at the Port end of Port Road.

Submitter 052 does have a point in terms of connectivity with the DOC Estate. Council does not have management responsibilities for DOC estate and must be careful not to commit ratepayer funds to areas over which it does not have responsibility. The interaction between the various conservation and reserve estate is recognised throughout the Strategy. It has also been recommended to replace "*Consistent signage and promotional material that provides information on grade, distance or time, destinations, history and experiences on walking routes or tracks*" with *Improve available information and digital platforms to promote a "one system" or brand for walks that includes DOC and other providers of walking opportunities*. In the Priorities General Section Above (Section 4.2).

It is also noted that, under goal 1, the Strategy includes an Action Point to "*promote urban design and development that creates environments sympathetic to pedestrians and cyclists, supporting community connectivity, particularly in the City Centre*".

### **Recommendation**

Insert the words *developers* after the words "funding agencies" in the first paragraph under "Collaborative Approach" (Page 21).

Insert a new paragraph at the end of "collaborative Approach" (Page 21) to read:

*Working collaboratively with developers provides the opportunity to complete segments of the walking and cycling infrastructure, and will enable Council to connect segments within a reasonable timeframe.*

Insert the words "*accessible information and*" after the words "provision of" at the end of the 2<sup>nd</sup> paragraph under the heading "Holistic Approach" (Page 23).

Insert a new "Action Point" under 3.1 (Page 18)

*Develop and provide up to date and accessible on-line maps and information to inform the community and tourists of safe, appropriate on and off-road walking and cycling routes.*

Issues relating to Freedom Campers at the Waimahunga Track, and other Bylaws will be passed on to the appropriate Parks Manager and the Bylaw Team.

Insert a new bullet point at the end of the Section "*Recreation and rural Walking Priorities*" (Page 24) to read:

- *Encourage the development of off-road options for the Te Araroa Trail where practicable; with a focus on reducing potential high-risk pinch points where the route utilises the road network; and to provide potable water, toilets and small-scale camping areas to support trail users.*

Insert the word "integrated" into the Council Walking and Cycling Vision so that it reads:

*"A walking and cycling destination that provides, safe, integrated, attractive and viable networks for...."*

Review Bylaws that may be preventing appropriate uptake of cycling.

## Appendix A Submitters

Submitter Number	Submitter Name	Submitter Number	Submitter Name
001	Gibson	032	Bike Northland
002	Pickmere	033	Davies
003	Lattimer	034	McMillan
004	Stenson	035	Tailby
005	Archibald	036	Dragivovich
006	Hasseldon	037	Von Enkevort
007	Skerton	038	Sweeny
008	Carmichael	039	Mackay
009	Coutts	040	Spicer
010	Capper	041	Rhatogan
011	MacKenzie	042	Adams
012	Leonard	043	Peterson
013	Mulligan	044	MacDonald
014	Fellows	045	McDonald
015	Botour	046	Allen
016	Meadows	047	Jongejans
017	Eyre	048	Positive Aging Advisory Group
018	Hart	049	Andrews
019	Richards	050	Waipu Cycleway and Walkway Trust
020	Clark	051	Grew
021	Bernard	052	Walking Access Commission
022	Radio New Zealand	053	Legendre
023	Krollman	054	Corodine
024	Francis	055	Cheseldine
025	Bertram	056	Schlesier
026	WDC Disability Advisory Group	057	Ruth Teichardt
027	Edwards	058	Kilpatrick
028	Gray	059	Smitheson
029	Mulder	060	Perkins
030	Port Nikau	061	Whangarei Heads Cycle Group
031	Kotata Development Ltd	062	Rein



<b>Submitter Number</b>	<b>Submitter Name</b>	<b>Submitter Number</b>	<b>Submitter Name</b>
063	Wood C	085	Geesink
064	Wood J	086	Portegys
065	Howe	087	Morris
066	OCallaghan	088	Mitchell
067	Duncan	089	Public and Population Health Unit Northland DHB
068	Reo	090	Craig
069	Hyde	091	Whangarei BMX Club
070	Chap	092	Henneveld
071	Lourie	093	Mortimer
072	WHG Mountain Bike Club	094	Bonetti
073	Mawson	095	Christenhusz
074	Barge	096	Otangarei Neighbourhood Safety Panel
075	Stevens	097	Whangarei District Council Parks
076	Dean	098	Grow Northland Rail
077	Martin	099	Manaia Health PHO
078	Fowler	100	Andrew M
079	Hart	101	Wistrand
080	Marsden Wheelers Cycle Club	102	Wistrand
081	Wolland	103	Kiwirail
082	Hatea Athletic and Harrier Club	104	Stratton
083	Dalley	105	Northland Regional Council
084	Grace	106	Kieth