

Whangarei District WALKING AND CYCLING STRATEGY 2018

Whangārei District LOVE IT HERE!

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Cover image: Hatea Loop - Huarahi o te Whai, photo by David Kirkland This page: Kotuitui Whitinga bridge, Hatea Loop - Huarahi o te whai

About this Strategy

INTRODUCTION

This Strategy provides a framework for increasing participation in walking and cycling as a principle transport mode, and for recreational purposes, contributing to a healthy and vibrant community and growing economy. Many facilities for walking and cycling will also provide opportunities for mobility scooter and for small wheeled recreational vehicles, including skateboards and scooters. This Strategy updates the *Walking and Cycling Strategy* for Whangarei City 2012.

Increasing participation requires the provision of a safe and attractive walking and cycling network, providing connections between communities, and where people live, work and play. Long term participation requires a commitment to educate young people on how to stay safe whilst walking and cycling. This commitment must also include opportunities for young people to participate, either by walking and cycling to school; in group events; or in family outings. Most importantly, parents must have confidence in the child's skills and the environment that they will be walking and cycling in.

Connectivity is a key theme to this Strategy. Whether it is connecting the places that people live with where they work to enable more commuter walking and cycling, or connecting across Northland Region with *Great* and *Heartland Rides*. Where those networks and connections are attractive and viable to commuters, there is the potential for significant benefits in road congestion reduction, particularly at the school gate, as well as social, environmental, economic and health benefits to the wider community.

The development of a safe and connected walking and cycling network requires investment over time. This Strategy provides Whangarei District Council, other funding agencies such as NZTA, MBIE and community organisations with priorities and strategic direction for investment. This Strategy also sets out the vision for a wellconnected urban network of shared pathways, strategic tourism and recreational routes, including the development of rural *Great* and *Heartland Rides* that connect with other Districts.

WHAT HAVE WE ACHIEVED SO FAR?

We have made progress in developing our walking and cycling infrastructure, and delivering educational and participation programmes like *Bikes in Schools*, including:

- the Hatea Loop shared path
- developed parts of the Onerahi Shared Path
- commenced construction of the Kamo Shared Path
- completed parts of the route from Waipu to Waipu Cove
- delivered the *Bikes in Schools* programme to 3,400 children in 15 Schools
- 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

OPPORTUNITIES

Whangarei City is located in the Hatea River Valley and is nestled between two major hill ranges and the Whangarei Harbour, creating an opportunity to create a radial network of shared pathways, cycleways and walkways connecting the City Centre with the major urban areas.

Whangarei has a growing tourism-based industry and there is opportunity to develop that industry further by providing and marketing varied walking and cycling opportunities.

The North Auckland Rail Line runs in a northsouth direction, bisecting the city. This creates an opportunity to develop a shared pathway within the rail corridor, creating an easy grade connection from the City Centre to Kamo.

Whangarei District has a stunning coastline, with outstanding natural features such as the Whangarei Heads. The existing *Te Araroa Walking Trail* already connects these features. There is opportunity to identify, develop and market *flagship walkways* to enhance the walking experiences available in the District to compliment the District's tourism-based industry. There is also an opportunity to create a cycling path that compliments and enhances the existing *Te Araroa Trail*, connecting both north and south.

VISION, GOALS AND OUTCOMES

Council Vision

To be a vibrant, attractive and thriving District by developing sustainable lifestyles based around our unique environment; the envy of New Zealand and recognised worldwide

Walking and Cycling Vision

A walking and cycling destination that provides safe, integrated, attractive and viable networks for commuters as well as lifestyle and economic opportunities for residents and visitors.

Walking and Cycling Goals

A SAFE CONNECTED URBAN WALKING AND CYCLING ENVIRONMENT

- Separation from road users.
- Safe walking and cycling routes to schools.
- Enough room for walking, cycling, mobility scooters and other small wheeled recreational vehicles.
- Designed with personal safety in mind (CPTED).
- A feeling of personal safety after dark.
- Safe and secure bike storage.
- Reducing conflict between cars and people.
- Integration with other modes of transport.

A DESTINATION WHERE WALKING AND CYCLING IS A LIFESTYLE

- · Connecting with the environment
- Opportunities for loops suitable for family outings
- Reducing community severance
- Enabling communities to leverage economic benefits from the provision of infrastructure and consistent marketing.

Community Outcomes

EFFICIENT AND RESILIENT CORE SERVICES

- Improved conditions for travelling
- Congestion relief
- Reduced cost for Council

CARING FOR THE ENVIRONMENT



Reducing environmental impact though lower emissions

MORE PEOPLE WALKING AND CYCLING, MORE OFTEN

- Facilities for a wide range of ages and abilities.
- Promotion of safe cycling in schools.
- Community walking and cycling events.
- Attractive and viable routes for commuters.
- End to end route design, connecting with other transport modes.
- Partnering with community organisations and funding agencies.
- Promoting behaviour change.
- Promoting participation with *Level of Difficulty* gradings.

A WALKING AND CYCLING NETWORK THAT CONNECTS WITH OTHER DISTRICTS AND SIGNIFICANT LOCATIONS IN OUR DISTRICT

- Connected to regional destinations.
- Connecting tourist hotspots, outstanding landscapes and vistas.
- Connecting to other districts.
- Creating opportunity for economic growth in the walking and cycling tourism sector.

POSITIVE ABOUT THE FUTURE

- Stronger local economy
- Diversifying tourism opportunities
- Reducing dependence on highly seasonal activities

PROUD TO BE LOCAL



- Healthier community
- Safer environment for cyclists and pedestrians
- Happier, healthier citizens with good social cohesion

How do we align?

The Walking and Cycling Strategy has a strong alignment with a range of national, regional and local funding priorities, Strategies and Plans.

NATIONALLY

The New Zealand Transport Agency (NZTA) is a key partner and funding agency for transport projects in the Whangarei District. NZTA has a holistic approach to walking and cycling facilities, which includes participation through education programmes, utilising walking and cycling tracks to boost economic performance, as well as social well-being and health.

NZTA walking and cycling investment priorities encompass support for high urban growth areas; growing and connecting safe urban cycle networks; promoting economic development through connections to NZ Cycleway *Great Rides* and other Cycle trails; and the promotion of greater participation.

Tourism NZ actively promotes walking and cycling as a special interest activity, with nearly 10% of holiday visitors participating in some form of cycling while in New Zealand. The Whangarei District Walking and Cycling Strategy seeks to leverage off this promotion by providing lifestyle urban routes and connecting destinations with established walking and cycling trails and Great Rides.

The Ministry of Business Innovation and Employment (MBIE) purpose is to grow and promote economic development. The Ministry funds Nga Haerenga, the New Zealand Cycle Trail, which the Whangarei District Cycle Routes seek to connect to.

The Whangarei District Walking and Cycling Strategy aligns with key national priorities and strategies.

REGIONALLY

Northland Regional Council has prepared a *Regional Walking and Cycling Strategy* in partnership with Far North, Kaipara and Whangarei District Councils.

The Regional Strategy provides the overall framework for regional walking and cycling routes and aspirations of the Northland Region. It is consistent with the focus of the Whangarei District Walking and Cycling Strategy.

The Northland Regional Land Transport Plan (2015-2021) sets out the overall regional land transport priorities. This includes a strategic priority to increase travel choice through public transport, walking, cycling and horse-riding. This Walking and Cycling Strategy seeks to improve participation in walking and cycling, and to promote connections between walking, cycling and public transport.

The Tai Tokerau Northland Economic Action Plan has a goal of developing higher quality, culturally enriching tourism offerings across the region, that promotes longer stays. A significant work stream is the revitalisation of the Twin Coast Discovery Route. The North-South Cycleway Connection, through Whangarei will effectively create a Twin Coast Discovery Cycleway.

The Whangarei District Walking and Cycling Strategy aligns with key Northland Regional Strategies and Plans and the Twin Coast Discovery Highway Business Case.

LOCALLY

The Whangarei District Long Term Plan (LTP) identifies funding for projects over the next 10 years, including \$15.8 million (with an NZTA subsidy) for new walking and cycling tracks.

The Whangarei District Plan provides the overall planning framework for the City and includes a 'Kamo Walkability Zone' where planning policy and rules encourage walking and cycling. The walkability concept is expected to be extended to other urban communities.

Whangarei 20/20 Momentum Project 2016 identifies a range of community development projects aimed at creating a resilient and liveable community. Community connectivity is a key theme of identified projects, including the development of a comprehensive pedestrian and cycle network.

Whangarei City Centre Plan 2017 provides a strategic blueprint for the transformation of the Whangarei City Centre into a bustling, thriving activity hub, through a range of transformational moves, including the development of movement networks,

The Blue Green Network Strategy aims to connect the District's waterways (blue), parks, reserves and greenspace (green) in a manner that provides multiple benefits, including a sense of place and connectivity, including the creation of off-road walkways and cycleways and increasing connectivity between neighbourhoods and parks.

Aspects of the Walking and Cycling Strategy implementation will be driven by a range of Council Plans, Strategies and projects.

How do we connect?

Our strategy is to connect our communities locally, as well as connect with nationally and regionally significant walking and cycling routes and destinations.

NATIONALLY

Te Araroa – New Zealand's Trail is a continuous 3,000 km walking track from Cape Reinga to Bluff. The Trail is administered by the Te Araroa Trust.

The Trail takes a coastal route connecting Russell Forest with the Whangarei Heads, and South through Waipu to Mangawhai via Bream Bay and the Brenderwyns.

Nga Haerenga The New Zealand National Cycle Trail is a set of premiere grade Great New Zealand Rides and Heartland Rides. The long-term aim is to develop a nationwide cycle network, enabling locals and international visitors to explore all New Zealand by bike.

The Whangarei District Walking and Cycling Strategy prioritizes a cycle route that connects Whangarei City with Pou Herenga Tai Twin Coast Great Ride from Bay of Islands to the Hokianga Harbour. A further connection from Whangarei City south through Mangawhai in the Kaipara District, to establish a cycling connection to Auckland. The Whangarei Strategy also seeks to connect to the west, joining with regional routes that Kaipara District are creating, with the aim of completing a Twin Coast Discovery Cycle Route that complements the existing Twin Coast Discovery Highway.

REGIONALLY

The Whangarei District Walking and Cycling Strategy prioritises the development of regional routes that connect major destinations and compliment the Regional Walking and Cycling Strategy.

Proposed main routes are intended to connect regionally significant destinations, including the Tutukaka Coast, Whangarei Heads and Bream Bay, with Whangarei; as well as other destinations, such as Glenbervie Forest Mountain Bike Park.

The aim is to create a regional tourism and recreational network that connects rural communities and enables them to leverage off the infrastructure to develop economic opportunities, including accommodation, support services and guided or hire services.

To achieve this aim, we will collaborate with Far North, Kaipara and Northland Regional Councils, and DOC, to create a regional network of walking and cycling options that will be attractive to the walking and cycling tourist market.

Flagship walkways are also identified and prioritised. These are regionally or nationally significant walkways within Whangarei District.

LOCALLY

Connecting local communities with high-quality shared pathways is a major priority of the Walking and Cycling Strategy. These connections will be supported by integrating different transport modes, and having a focus on 'end to end' journeys.

Our major communities include Kamo, Onerahi, Tikipunga, Raumanga, Otaika and Maunu, with plans for a new community area at Limeburners. The communities will be connected via core routes that provide an easy grade to the City Centre, with a focus on shared paths wherever practicable.

As these core routes are completed, connections will be made with schools, active playgrounds, significant urban destinations and places of work and recreation. This will create a true network where walking and cycling will be a viable option for commuters and recreational pursuits.

Participation in the local connections network will be supported with cycle education and events. A dedicated cycle hub will be developed on Pohe Island, in the heart of Council's flagship shared path, the Hatea Loop – Huarahi o te Whai. This facility will deliver education and bike skills programmes to all levels of ability.

What are the key issues we face?

To reach our Goals, we will need to address some key issues.

KEY ISSUES

Goal 1: A safe connected urban walking and cycling environment

- 1.1 Key walking and cycling routes have not yet been completed.
- 1.2 Pedestrians and cyclists are at a greater risk of serious or fatal injuries if involved in a vehicle crash.
- 1.3 Urban arterial roads are causing severance issues for communities.
- 1.4 The population of Whangarei District is aging.

The creation of a safe and connected walking and cycling environment requires core infrastructure to be completed, with a focus on separating pedestrians and cyclists from cars by utilising off-road routes wherever practicable. 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.

Since Council introduced its Shared Path programme as part of the *Walking and Cycling Strategy*, there has been a slight downward trend in serious accidents involving cyclists and pedestrians. It is anticipated that as the shared path and off-road connections are completed, this positive downward trend will continue, and participation will increase.

Whangarei is divided by a number of major arterial roads, including SH1 and SH14, which are difficult for pedestrians and cyclists to cross. By improving crossings on arterial roads, communities will become more connected, and walking will become a more viable option.

Goal 2: A destination where walking and cycling is a lifestyle

- 2.1 There is a lack of end to end walking and cycling facilities.
- 2.2 Not all urban, rural and regional destinations of interest are connected by well-defined walking and cycling routes.
- 2.3 Walkers and cyclists have a wide range of skill, abilities and disabilities.
- 2.4 There are a range of local community groups that wish to develop walking and cycling opportunities in their area.

To promote Whangarei as a destination where walking and cycling is a lifestyle requires a holistic approach to the provision of facilities. Routes, infrastructure and facilities need to provide for a wide range of skills and abilities, including access for disabled, elderly and child participation. Access also 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.

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.

Facilities for bicycle storage at key destinations need to be provided, with toilets, clean water, attractive and safe off-road resting places for longer recreational routes. Transport integration should allow a person to take a bus for part of the journey, and walk or cycle to their destination.

Goal 3: More people walking and cycling, more often

- 3.1 The community perception of cycling is that it is unsafe, unattractive and inconvenient.
- 3.2 Many parents are risk averse and are unwilling to allow young people to walk or cycle to school.
- 3.3 Bike parking and a lack of appropriate Infrastructure is a significant barrier to encouraging more people to walk and cycle.
- 3.4 Additional infrastructure is required to make routes truly accessible.
- 3.5 Restrictive bylaws can be an impediment to cycle participation, as well as other alternative transport modes such as scooters and skateboards.

The community perception of cycling is that it is unsafe, unattractive and inconvenient, meaning that cycling is not effectively contributing to the overall transport system, despite the health and other benefits of this mode of transport.

75% of adult New Zealanders, living in an urban area say that they would cycle if there were safer roads or a better cycling network. 61% believe that cycling is a good way of getting around town easily and efficiently. However, nationally, the rates of walking and cycling have been declining.

Reversing the decline in participation requires a carefully planned and sustained investment in walking and cycling that addresses the required infrastructure, but also other 'people focused' methods such as education, events and 'end to end' walking and cycling options.

Goal 4: A walking and cycling network that connects with other districts and significant locations in our District

- 4.1 Land ownership varies along the length of rural routes.
- 4.2 The development and completion of regionally connected routes will require Council to partner with other funding agencies.
- 4.3 There is an opportunity to leverage rural cycle route development as part of major upgrades to the State Highway Network.
- 4.4 The development and marketing of a regional walking and cycling network requires strategic direction on a region-wide basis.

Tourism contributes 4.2% to the Whangarei District GDP, with average annual guest nights rising 8.8% between 2016 and 2017. Whangarei District Council is seeking to promote the District as a walking and cycling destination as one plank of its overall visitor and economic strategy.

In addition to a well-designed and managed end to end urban network, it is also important to connect Whangarei to other districts by developing strategic networks that connect Northland's existing *Great Rides*, *Heartland Rides* and *Great Walks*, as well as the *Te Araroa - New Zealand's Trail*. This includes the identification, development and marketing of flagship walks in our District. To achieve this, it will be necessary to focus on collaborating with other councils and developing consistent branding and messaging.

What has the community told us?

We have been talking to key stakeholders about walking and cycling in the Whangarei District. In addition, we received feedback on walking and cycling issues as part of our Long Term Plan (LTP) development.

COMMUNITY SUPPORT

There is community support for the development of walking and cycling infrastructure in the District.

When asked what the most important activity for Council to focus on, nearly 10% (9.29%) said that walking and cycling, including the provision of tracks, trails, cycleways and walkways is in their top three priorities.

The key themes of community and stakeholder feedback is identified below.

VILLAGE PLANNING

More Village Planning was a key theme of the LTP feedback received. Village Planning encompasses a range of things. In terms of walking and cycling, it includes the promotion of urban design, traffic calming and policy to create an environment that encourages walking and cycling.

Kamo is the first of our 'Walkability Zones', and this Strategy promotes the investigation and development of similar zones around our key communities.

Village Planning to promote walking and cycling is principally achieved through the *District Plan*, grants, and with support from the *Walking and Cycling Strategy*.

REVITALISATION OF THE CITY CENTRE

The revitalisation of the City Centre is a wide-ranging objective, including the improvement of pedestrian facilities, better access by public transport; walking and cycling.

Our shared path network connects through the City Centre with our main urban communities. This will provide a safe cycling and walking option to access the City Centre.

The creation of pedestrian friendly zones, particularly in the City Centre and Town Basin areas will be promoted and supported. Support can include speed limit reviews; bylaws that enable cyclists, pedestrians, scooters and other alternative transport modes.

COMMUNITY SAFETY

Community safety feedback focussed on CPTED (Crime Prevention Though Environmental Design), CCTV and lighting.

The designs of new shared paths, footpaths and under passes for walking and cycling are consistent with CPTED principles.

Vandalism and theft of bicycles is an extension of the community safety theme. The promotion of safe bicycle storage facilities, that not only allows for theft prevention, but also reduces the frequency of vandalism is part of an overall strategy to encourage more people to walk and cycle more often.

SAFE TO RIDE HUBS

There is a need to identify alternative places as *Learn to Ride* or *Safe to Ride* spaces. These spaces need to provide an accessible area where young riders in particular, can learn or practice their riding skills without risk from vehicles.

Not everyone has the resources to travel to a central bike hub location like Pohe Island. The identification of a wider network of places where *Learn to Ride* events can be delivered locally will complement the Pohe Island Bike Hub.

Safe to ride spaces could include schools where the *Bikes in Schools* programme has developed a track, or other facilities, suitable carparks and some paved sports areas.

ADDITIONAL INFRASTRUCTURE

Infrastructure in addition to the physical shared pathway is needed to ensure that the network becomes truly accessible to all. Additional infrastructure includes:

- · toilets; including directions to nearby facilities
- rest stops; including shade, seating and water located along the route
- safe and secure storage facilities for bicycles at destinations
- · space that is attractive and welcoming.

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.

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. E-bikes will increase the distance travelled on a cycling trip, making commuting an attractive option. As the prevalence of e-bikes increases, Council will need to consider how to adapt infrastructure to this developing technology.

LEVERAGING ECONOMIC BENEFIT

A key aspect of the Strategy is to enable economic benefit to be leveraged from walking and cycling infrastructure in both urban and rural areas.

The infrastructure will connect our communities, destinations and places where people gather. Regional collaboration, branding and promotion will provide greater opportunity for communities to realise the potential economic benefits, where it is led by a regional agency such as the *Northern Transportation Alliance* (NTA).

SUPPORT FOR CYCLE ROUTES

The majority of the walking and cycling feedback from the LTP process identified specific routes to be developed. These included parts of the route connecting Whangarei with the *Twin Coast Great Ride* via the Tutukaka Coast. There was also support for the southern link through Ruakaka, Waipu and Waipu Cove.

What are the gaps?

OUR CORE URBAN ROUTES

We have not yet completed our core shared path routes in the Whangarei urban area. We need to continue focussing on the completion of the core urban backbone routes.

As the backbone routes are completed, we will be able to develop branches to these routes to connect with schools, recreational areas and other places that people gather. Key targets are:

- Kamo Route June 2019
- Raumanga Route
 - SH1 / Tarewa Road Crossing 2018-2019
 - Bernard to Maunu 2021-2023
- Onerahi Riverside Drive Beach Road links 2028
- identify and create strategic pedestrian and cycle • crossings of our arterial roads and State Highways to reduce community severance.

OUR TOURISM AND RECREATIONAL ROUTES

Our tourism and recreational routes are those that connect across the region with other districts. Although there has been some development of these routes, much is yet to be completed. To achieve this, we need to focus on:

- completion of the Ngunguru to Scows Landing section of the Northern Route
- complete the Waipu to Waipu Cove and Langs Beach . section of the Southern Route
- identify options and prepare a detailed business case and implementation plan for the Northern Route connecting Whangarei with the Twin Coast Great Ride
- identify options and prepare a detailed business case and implementation plan for the Southern Route connecting Whangarei with Kaipara District
- work with community groups to connect Parua Bay with McCleod Bay and Ocean Beach.

SUPPORTING INFRASTRUCTURE

We need to develop our supporting infrastructure along routes and at destinations including rest stops, seating, toilets and secure storage facilities. 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.

Our focus needs to be on:

- the installation of secure bike storage facilities at key locations, including:
 - Kensington Park and other significant sports fields
 - within the City Centre and at other community hubs -
- working with major retail centres to encourage the provision of secure bike storage areas for customers
- encouraging businesses to provide bike storage areas, changing facilities and showers for their employees
- include rest stops, seating and shaded areas at the design and tendering stages of new routes and pathways.

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.



EDUCATION AND PARTICIPATION

We need to continue the delivery of the *Bikes in Schools* programme and extend and compliment it by:

- developing and completing the Pohe Island Bike Hub project
- identify Safe to Ride locations throughout the Whangarei urban area and within our rural community centres
- develop and deliver walking and cycling events that are accessible to the whole community, including the elderly and disabled.

CITY CENTRE

Our core shared path routes all connect our urban communities though the City Centre, but our City Centre is not pedestrian or cycle friendly.

Bank Street forms a barrier between the City Centre and Forum North, the Library and significant car parking areas. Dent Street is a significant barrier between the City Centre and the Town Basin, with no clear walking or cycling connections.

- Review vehicle speed limits and routing within and around the City Centre.
- Improve pedestrian access from the City Centre to Forum North, including improved crossings on Bank Street.
- Develop pedestrian connections from the City Centre to the Town Basin by using urban design, traffic calming and crossings of Dent Street.

What are the actions and priorities?

Goal 1: A safe connected urban walking and cycling environment

ACTION	IMPLEMENTATION	PRIORITY
1.1 Key walking and cycling routes have not yet be	een completed	
Kamo RouteCompletion June 2019	Construction of the Kamo Shared Path has commenced with LTP funding in place.	Short - Medium Term
<i>Raumanga Route</i>SH1/Tarewa Road Crossing 2018-2019	The SH1/Tarewa Road crossing will be installed as a component of the SH1 upgrade and installation of new bridges at	
Bernard Street to Maunu Section 2021-2023	Raumanga Stream.	
 Onerahi Route Complete link sections (3.5km) Riverside Drive - Beach Road and connect to City Centre (1.5km) 	Funding will be secured through the LTP process for Onerahi and Tikipunga route	
Tikipunga and Limeburners RouteRoute selection and business plans	work.	
1.2 Pedestrians and Cyclists are at a greater risk crash.	of serious or fatal injuries if involved in	a vehicle
Continue an annual programme of traffic calming and speed reduction works, including the development of <i>Greenways</i> and <i>Shared Zones</i> .	Traffic calming and speed reduction works will be undertaken as part of Council's business as usual roading programme.	BAU
Construct footpaths on at least one side of all existing urban roads where appropriate.	Council will undertake a District-wide speed review. The review will include the City	
Provide safe crossing points for pedestrians and cyclists on arterial roads, and busy roads, including island refuges.	Centre and urban residential areas. Safe crossing points for pedestrians and cyclists will be included as part of ongoing road upgrades, with priority for State Highways and arterial roads.	
Monitor and enforce motor vehicle speed limits.		
Review the levels of service of existing pedestrian network and prepare funding proposals for identified gaps.		
1.3 Urban arterial routes are causing severance issues for communities		
Identify and map locations for key pedestrian and cycle crossings of arterial routes and busy roads, including within the City Centre and State Highways.	 Key crossings will be identified during shared path route selection and design. Community severance will form part of the decision-making process when funding new footpaths and crossings using the <i>Footpath Prioritisation Matrix</i>. Urban design, including walkability zones, interconnectivity will be developed as part of the on-going review the <i>District Plan</i> and other planning documents. 	Key crossing Identification is a short-term
Where practicable, community severance issues will be provided for in urban roading projects.		priority. Community
Promote urban design and development that creates environments sympathetic to pedestrians and cyclists, supporting community connectivity, particularly in the City Centre.		severance and urban design is a BAU Priority.
1.4 The population of Whangarei District is aging		
Consider walking accessibility for older age groups when reviewing <i>Environmental Engineering Standards</i> , including provision for mobility scooters, path widths and grading on new or upgraded paths.	In addition to <i>Engineering Standards,</i> accessibility for an aging population will be a factor when reviewing bylaws and planning documents (including structure plans).	BAU
1.5 There is a lack of end to end walking and cycling facilities		
Promote facilities such as bike storage and changing facilities with local businesses.	This Action will be implemented through advocacy.	BAU

Goal 2: A destination where walking and cycling is a lifestyle

ACTION	IMPLEMENTATION	PRIORITY
2.1 There is a lack of end to end walking and cycl	ing facilities	
Enable cyclists to also utilise the public bus network by providing bicycle racks on all buses. Develop and promote Integrated Transport Assessments for new developments.	To enable cyclists to also utilise the bus network for part of their journey, public bus contracts will incorporate <i>Bike on Bus</i> facilities on all busses.	<i>Bikes on Bus</i> Short-term Priority. Cycle facilities
Promote the provision of walking and cycling facilities by businesses for their staff, including safe cycle storage, changing facilities and showers.	Transport assessments will be promoted through the District planning process and through Council's transport strategies.	and transport assessments - BAU
Promote safe and secure cycle storage at retail centres and other places where people frequent.	Improved business-led cycle facilities will be promoted through advocacy, with Council reporting on options.	
2.2 Urban, rural and regional destinations of inte cycling routes	erest are not connected by well-defined	walking and
Prepare detailed route options and business plans to complete key strategic route connections.	 Business plans and options will be funded through the LTP and partnerships with other agencies like NZTA, MBIE and community groups. Council's <i>Walking and Cycling Reference</i> <i>Group</i> will promote a regional branding collaboration. 	Short-term priority
Develop and support a regional approach to walking and cycling branding through a single agency; covering promotion, signage and grading.		
Actively seek, and support communities that seek to expand our network.		
2.3 Walkers and cyclists have a wide range of ski	ll, abilities and disabilities	
Support the development of a 'Cycle Hub' as part of the Pohe Island development plan, including: • A ride track	 A Cycle Hub and Safe to Ride areas will be supported through a range of funding and planning documents, including: LTP for ongoing funding 	Identification and development - short-term priority
Pump track		
Learn to ride	Pohe Island Reserve Management Plan	Ongoing
Mountain Bike Skills Track	 Recreation Strategy Blue/Green Strategy Delivery of <i>Learn to Ride</i>, <i>Bikes in Schools</i> and other walking and cycling events will be delivered by a range of community 	support and consultation - BAU
Educational facilities and buildings		
Identify <i>Sαfe to Ride</i> areas throughout the urban area, and promote cycle events and training programmes in those areas.		
Consult and liaise with Council's Disability Advisory Group and the Positive Aging Advisory Group to identify relevant issues and to involve that group in the identification, prioritisation and design of pedestrian projects.	organisations, including Bike Northland and Council.	
2.4 There are a range of local community groups that wish to develop walking and cycling opportunities in their area.		
Identify local community resources and partners to develop key connections within and between rural and urban communities.	Identification of community resources will be undertaken through wider community consultation, and Council's <i>Walking and</i>	BAU / grants
Develop and promote partnership projects with local communities.	Cycling Reference Group.	

Goal 3: More people walking and cycling, more often

ACTION	IMPLEMENTATION	PRIORITY
3.1 The community perception of cycling is that it is unsafe, unattractive and inconvenient		
Develop and deliver a <i>Lets-go-Community</i> walking and cycling initiative to promote positive behaviour change. Promote consistent and positive walking and cycling messaging and travel planning through a single branding agency. Develop and provide up to date and accessible on-line	LTP funding will include the delivery of behavioural change programs and education initiatives and events. Council will identify options for a dedicated resource to deliver these programmes.	BAU and short- term priority
maps and information to inform the community and tourists of safe, appropriate on and off-road walking and cycling routes.		
3.2 Many parents are risk averse and are unwillin	g to allow young people to walk or cycl	e to school
Promote and increase cycle and pedestrian awareness through the <i>Share the Road</i> education initiative.	The delivery of educational and promotional activities will be led by different partner agencies:	BAU
Support and promote the Bikes in Schools programme.	• Bikes in Schools – Bike Northland	
Develop and promote School Travel Planning.	• Bike training activities and events – Bike	
Promote family-based walking and cycling activities and	Northland	
events, including walking busses.	• Share the Road campaign – NZTA	
	School Travel Planning – Council.	
3.3 Bike parking and a lack of appropriate Infras people to walk and cycle	tructure is a significant barrier to enco	uraging more
Provide secure bike storage facilities at recreational and community centres.	The identification and prioritisation of bike storage facilities will be undertaken in consultation with the <i>Walking and Cycling</i> <i>Reference Group</i> . The <i>District Plan</i> and consent process will	Short-term priority
Co-ordinate and partner with other agencies, for example DOC, to develop and provide appropriate walking and cycling infrastructure, including bike parking.		
Encourage secure bike storage and travel planning as part of consented developments.	be utilised to develop bike storage facilities. This may require plan changes to achieve.	
3.4 Additional infrastructure is required to make routes truly accessible.		
Include the provision of rest stops, seating, shade, water, bike storage, way finding, cultural experiences and accommodation as part of the design and route selection process.	LTP and other funding applications for route development will include funding for additional infrastructure where practicable.	BAU
3.5 Restrictive bylaws can be an impediment to c transport modes such as scooters and skateboar		rnative
Safe cycle, scooter and skateboard access and use as a mode of transport will be a consideration when reviewing bylaws and other relevant Council policy.	Review of bylaws, planning documents and Council policy will be undertaken within the normal review timeframes and processes.	BAU

Goal 4: A walking and cycling network that connects with a regional network through significant locations in our District

ACTION	IMPLEMENTATION	PRIORITY	
4.1 Land ownership varies along the length of rural routes			
Identify and prepare options for detailed strategic rural tourism and recreational routes.	Identification of options and community engagement will be supported by the	Short-term priority	
Develop an on-going community engagement plan for each route stage, with a focus on engaging with landowners.	Walking and Cycling Reference Group.		
4.2 The development and completion of regionally connected routes will require Council to partner with other funding agencies			
Support and maintain the <i>Walking and Cycling Reference Group</i> as a key stakeholder consultation group.	Funding will initially be provided through the LTP process, along with funding applications to other agencies. A specific project group, reporting to the <i>Walking and Cycling Reference Group</i> will be required to develop partnerships with stakeholders, community groups and other funding providers.	Short-term priority	
Develop full business cases and options for each stage of the <i>Strategic Regional Network</i> .			
Identify potential funding partners for stages of the Strategic Regional Network.			
Identify, develop and support partnerships with community groups and organisations that wish to develop portions of the wider network, particularly the District- wide routes connecting to the north and south.			
4.3 There is an opportunity to leverage rural cycle route development as part of major upgrades to th state highway Network.			
Promote the inclusion of a cycle route connecting the proposed <i>Limeburners Urban Route</i> with Ruakaka and Waipu, south of Whangarei as a component of the Whangarei to Port Marsden four-laning project.	Council will actively advocate for a cycling connection to be included as part of future developments of SH1 between Whangarei and the Brynderwyns.	BAU	
4.4 The development and marketing of a regiona	l walking and cycling network requires	strategic	
direction on a region wide basis			
Develop and promote a regionally consistent approach to a regional cycle network, including branding, priorities and co-ordination between districts.	In collaboration with other Northland Council's, including NRC and Northland Inc, identify and assist with the funding of a	Short-term Priority	
Programme business cases for cycling in Northland.	single organisation to promote and develop branding for cycleways in Northland.		
Support the development of a Northland wide strategy.	branding for cycleways in Northallu.		

How do we set our priorities?

SETTING PRIORITIES

Our priorities for walking and cycling are set around the 3-year review cycles of the LTP. The LTP sets out the direction of Council and the funding needed over a 10-year period. The LTP is reviewed every three years.

In setting the walking and cycling priorities to the LTP cycle, we ensure that projects and infrastructure requirements coincide with Council's major funding rounds.

WHAT WE MEAN
A priority that we are aiming to implement or complete within the next cycle of the LTP (2018-2021).
We are not expecting to have this action fully implemented until the second cycle of the LTP (2021-2025).
Implementation is expected to commence within the 10-year horizon of the LTP (most likely 2025-2028).
This is an on-going Action that is implemented as part of Council's normal annual work programmes.

PRIORITY WORK-STREAMS

The implementation of the *Walking and Cycling Strategy* can be divided into three work-streams:

- Urban Shared Pathways
- Tourism and Recreational Routes
- Safety and Participation Programme

The Urban Shared Pathways work-stream focusses on delivering the infrastructure necessary to develop an accessible walking and cycling network throughout the urban areas. These shared pathways will connect our communities by linking the places that people live, work, play and learn.

The *Tourism and Recreational Route* work-stream focusses on regional connections to Far North District and Kaipara District. The core backbone routes will be constructed to a *Heartland* or *Great Ride* standard. The long-term priority will be to include optional byways that cater for a varied technical or fitness levels.

The District-wide strategic routes will connect our smaller rural communities and coastal areas. They will provide opportunity for smaller rural communities to leverage economic opportunities from the routes.

The Safety and Participation work-stream focusses on the delivery of improved cycle and pedestrian safety through *LetsGo, Bikes in Schools,* travel planning and promotional activities.

The flagship of the *Safety and Participation* work-stream is the *Pohe Island Bike-Hub*. This facility will provide practical road safety and cycle safety education to all age ranges and abilities.





Kamo Shared Path

How do we implement this Strategy?

COLLABORATIVE APPROACH

The implementation of the *Walking and Cycling Strategy* requires co-ordination and collaboration across Council infrastructure activities (roading and recreation), planning (*District Plan* and other development plans), key funding agencies, developers and the community.

A Walking and Cycling Reference Group has been established to guide and promote the coordination and collaboration required. The Reference Group has a diverse membership, representing specific projects, users, advocacy groups and agencies. The Reference Group includes Councillor representation and key Council staff.

The Walking and Cycling Reference Group is integral to the successful implementation of this Strategy.

The Walking and Cycling Reference Group will:

- be managed in accordance with an agreed *Terms of Reference*
- meet on a regular basis
- review progress on the implementation of the Walking and Cycling Strategy
- provide feedback to Council, and other agencies on walking and cycling projects and relevant planning issues
- lobby for improved walking and cycling facilities.

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.

LEVERAGING FUNDING

Council will actively seek additional funding, either as subsidies, financial grants or 'in kind' assistance; to maximise the potential community outcomes for walking and cycling projects that are consistent with the strategic direction provided in this Strategy.

Where an appropriate third party is seeking Council assistance for a walking and cycling project. Council will consider:

- the project in relation to the priorities of the Walking and Cycling Strategy
- a range of options for assistance, including both financial and non-financial assistance.

COUNCIL FUNDING

Council's primary funding mechanism is the LTP. The LTP provides long-term direction and priorities for Council funding, and identifies key projects.

Funding from Council is critical in the delivery of walking and cycling infrastructure, as well as in supporting programmes to promote uptake of walking and cycling, particularly to increase the number of school children walking or cycling to school, and the number of walking and cycling commuters.

Council will prioritise its walking and cycling funding where that funding:

- contributes to the completion of the core urban and rural tourism and recreational routes identified in this Strategy
- promotes participation and uptake of walking and cycling
- Council funding can be used to leverage improved walking and cycling outcomes through third parties such as NZTA.

ADVOCACY

Council will advocate for the development of strategic urban and rural routes, utilising existing or planned infrastructure, including the appropriate use of rail corridors and as part of State Highway upgrades. Although there is a focus on shared paths, it is expected that a variety of pathway types will be utilised to suit the route, location and expected use.

Council will also advocate for improved walking and cycling outcomes at the regional and national level by actively contributing to public debate and consultations.

What are the implementation risks?

IMPLEMENTATION RISKS

Insufficient funding including local, regional and national programmes

This risk is addressed by:

- providing long-term funding direction by identifying walking and cycling projects, and funding within Council's LTP
- ensuring that evidence based participation and uptake forecasts are utilised to support funding and policy decisions
- actively participating in the development of walking and cycling policy and strategy at a regional and national level.

Insufficient public support

Public support is critical for on-going funding of walking and cycling infrastructure and networks. Evidence shows that there is significant public uptake once there is a true network of options available. The Hatea Loop is a local example of significant uptake.

This risk is addressed by:

- developing and promoting uptake of walking and cycling options across all levels of ability
- promoting the real benefits of walking and cycling through events
- ensuring that major routes are designed to suit the specific needs of the community it is serving.



Lack of co-ordination

This risk is addressed by:

- supporting and maintaining the Walking and Cycling Reference Group
- establishing a regional governance group like the NTA.

Inability to gain access

Gaining access includes negotiating access to rail corridors, road reserves, coastal properties with private riparian rights or purchasing private property for access corridors.

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.

WHAT IF WE DON'T IMPLEMENT THIS STRATEGY?

Council is working toward Whangarei being a vibrant, attractive and thriving District. A key community outcome is 'Proud to be Local'. This Strategy is about creating a District that people want to live in; where there are a range of lifestyle opportunities.

If we do not implement this Strategy:

- Council's Vision and Community Outcomes may not be fully realised
- there will be an inability to fully leverage central government resources and funding to build a better community
- there will be missed opportunity to improve the health and well-being of our people
- there will be missed opportunity to reduce cars on our roads, reduce congestion and reduce pressure on limited carparking resources.
- an opportunity to reduce the environmental and carbon 'footprint' of Whangarei District will be lost.

Waipu Cycleway

Developing participation

HOLISTIC APPROACH

Achieving a goal of 'more people walking and cycling more often' requires a holistic approach to improving walking and cycling participation.

The key reasons for a lack of participation needs to be addressed through a holistic approach that includes skills development, safety and participation programmes in addition to the provision of accessible information and physical infrastructure.

There has been a steady decline in active cycle participation by young people, with the average time spent biking by 5-12-year olds each week reducing from 28 minutes to 4 minutes between 1990 and 2014. Only 14% of New Zealanders aged 10-14yrs receive formal safe cycling training in real road situations. Only 2% of kids cycle to school, down from 12% in 1990.

Yet, 97% of New Zealand children want to cycle.

The reasons for the decline in participation by young people are complex, but include:

- a perception that cycling to school on the road is dangerous
- an increase in risk averse parenting (resulting in an inclination to drop school children at the school gate)
- skills and confidence

The provision of skills, confidence and safety training will address some of these barriers to participation, particularly where parents can also be involved.

Within the active adult population, there is a reluctance to choose walking or cycling as an alternative method of transport, particularly when commuting to work. The reasons vary, but include:

- a perception of high personal risk
- a lack of secure bike storage, changing facilities and showers in many businesses
- weather.

Our less active adult population, and the older generation may have physical impediments to participating in cycling. However, other aspects may reduce participation in walking activities, including:

- a lack of infrastructure such as resting areas, shade and other conveniences
- isolation.

Promoting socially active programmes for walking for older age groups will assist in reducing social isolation. Ensuring that bylaws, and the design of infrastructure that enables the use of mobility scooters and other mobility aids will encourage greater participation in the older age groups, and by less active adults.

BIKES IN SCHOOLS

Bikes in Schools is our flagship participation and safety programme, targeting primary and intermediate age school children.

This programme has been delivered to 15 Schools, reaching 3,400 students. *Bike in Schools* includes the installation of a bike track, secure storage, bikes and helmets for all students. Cycle skills and safety training is delivered to a Level 2 standard.

Bike Northland delivers *Bikes in Schools* with funding from Council, NZTA and other partners.

The continuation of this programme is a priority to address skills and confidence in young people, and to increase parents' confidence in their children to be able to cycle to school.

Bikes in Schools is targeted at a long-term increase in participation.

POHE ISLAND BIKE HUB

The development and design of the Pohe Island Bike Hub is being led by Bike Northland with support from Council and is the second strand of our participation programme. This facility is expected to be of regional significance in the provision of cycling skills, safety and confidence to all ages.

The Hub will provide a variety of tracks, from which formal training and events can be held. In addition, it will provide a safe environment for young learner cyclists to gain experience, either with their parents, or with loose supervision of their parents.

The *Pohe Island Bike Hub* will provide cycle skills and safety programmes for all ages, increasing the number of adults that receive formal training.

SAFE TO RIDE AREAS

Safe to Ride areas will be identified where smaller community skills-based cycling events can be delivered, encouraging greater participation for those that may have difficulty accessing a central bike hub.

BUSINESS PARTICIPATION

Increasing uptake of walking and cycling as a commuter option will require businesses to provide facilities for their staff to store bikes, change and if necessary, shower. It is recognised that not all businesses are able to provide these facilities. However, Council is committed to working with businesses on options to encourage uptake of walking and cycling.

Our walking network

Whangarei District has a wide range of walking opportunities and infrastructure to cater for all levels of fitness and ability. These opportunities can generally be categorised as:

- Urban footpaths
- Pedestrian friendly zones
- Urban area walking tracks
- Rural walkways

Within these categories, walking infrastructure is developed and maintained to different standards, depending on the location, purpose and target users. Standards range from footpaths and paths in the urban environment through to tramping tracks and routes in the rural backcountry environment.

Urban area walking infrastructure, including footpaths and shared paths are developed and maintained by Council, with a primary purpose of providing for the commuting walker. Recreational walking infrastructure includes 54km of tracks maintained by Council, with significant additional tracks developed and maintained by DOC.

URBAN WALKING PRIORITIES

The completion of the urban backbone shared path routes is the focus of this Strategy. These routes will provide walking opportunities for all ages, abilities and fitness groups, as well as connecting our urban communities. The primary purpose of a shared path route is to provide for urban commuters and connections with places where people frequent, for example, shopping centres and recreational hubs.

Our overall walking priorities include:

- developing and promoting a range of accessible walking opportunities
- constructing a footpath on at least one side of all urban roads in the District
- · reducing social severance
- utilising a Footpath Prioritisation Matrix that gives an emphasis on people outcomes such as personal safety and access for vulnerable people; as well as sitespecific, physical criteria and wider catchment issues such as traffic volumes and activity nodes
- speed limit reviews, that encompass highly pedestrianised areas such as the City Centre
- further develop 'Walkability Zones', where urban design, policy and traffic calming combine to create a walkingfriendly environment.

RECREATIONAL AND RURAL WALKING PRIORITIES

Our rural and recreational walking network includes walks and tracks that provide a non-urban experience, including tracks that are easily accessed from the urban area. The primary purpose of these tracks is to provide for a recreational walking experience to both residents and visitors.

Our coastal and eastern city or peri-urban walks are under increasing pressure from users. The numbers utilising these tracks have the unintended impact of reducing the remote, or bush experience that the walk provides. At the same time, many of our inland and western walkways are underutilised.

Our overall rural and recreational walking priorities include:

- development of inland walking opportunities and related infrastructure, including improved access, to encourage use of under-utilised walking tracks, including:
 - Pukenui Forest
 - Tangihua Ranges
 - Otaika Valley
 - Western Hills
- Complete the review of tracks located near kauri and consider appropriate mitigation measures including potential track closures.
- 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.
- co-ordinate the development and upgrade of tracks and related infrastructure such as car-parking, toilet facilities and signage with DOC
- Improve available information and digital platforms to promote a "one system" or brand for walks that includes DOC and other providers of walking opportunities.
- 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.
- the collection of data on walkways throughout the District to determine usage and other key parameters.

LEVERAGING WALKING **EXPERIENCES**

Whangarei District has an extensive network of walking experiences, catering for all levels of fitness, experience and ability. It is this diversity of experience that Council will utilise to leverage economic opportunity as a destination where walking and cycling is a lifestyle. Flagship walks will be utilised as a drawcard to promote the wider walking experience in Whangarei District.

TE ARAROA – NEW **ZEALAND'S TRAIL**

Te Araroa - New Zealand's Trail is a continuous 3,000 km walking track from Cape Reinga to Bluff. The trail passes through the Whangarei District along the east coast. The trail takes in many small coastal communities and provides opportunity for those communities to supply accommodation, supplies and local experiences.

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

- Ngunguru Village to Pataua North including Hora Hora River
- Whangarei Harbour (including linking Whangarei Heads with Ruakaka via Whangarei City Centre)
- Ruakaka River Mouth (this may require a new pedestrian bridge)
- Waipu to Waipu Cove (in consultation with the Waipu Trust)
- Improve River crossings / remove barriers (for example, on Nova Scotia Drive)

TE WHARA GREAT WALK

The Te Whara track follows an ancient Māori trail from Ocean Beach to Urguharts Bay and is at least 700 years old.

The track passes through some of the best coastal forest in the North Island, and incorporates historic WWII defence station ruins. The track provides panoramic views of the Whangarei coastline, from Cape Brett (Motukokako) in the north to Cape Rodney (Tawharanui) in the south, including views to the offshore Islands.

MOUNT MANAIA GREAT SHORT WALK

Mount Manaia is the ancestor and chief of Ngātiwai and the many hapū (sub-tribes) of Whangarei. Mount Manaia is a sacred place for Ngātiwai and hapū of the Whangarei area.

The track leads the walker on a steady climb toward the summit (420m), with breath-taking views of the dramatic entrance to Whangarei Harbour. Nīkau palms, kauri stands, northern rātā and põhutukawa feature on this walk.

HATEA RIVER FLAGSHIP WALK

The Hatea River Walk connects the Town Basin with Whangarei Falls - Otuihau. The walk is easily accessible from multiple locations within the urban Whangarei area.

There are connections to AH Reed Kauri Park and Canopy Walk, Parihaka lookout and a potential further connection to Abbey Caves.









Hatea River Walkway

What are the types of walking pathways?

FOOTPATH

A concrete pathway within the urban or urban rural area, generally located alongside roads. Footpaths include shared paths. Footpaths provide a walking commuter option within the urban area and are generally well lit, with pedestrian crossings provided at intersections and across main arterial roads.

PATH

Provides an easy walking opportunity, mostly within an urban setting and suitable for all ages, abilities and most fitness levels. A Path is well formed on a durable surface such as concrete, chip seal, asphalt or compacted gravel and is well defined so that users can easily find their way in low light and all weather conditions.

SHORT WALK

Provides a well formed, easy walking experience that is up to 1 hour (return) in duration. A Short Walk is suitable for most ages and fitness levels, including people with mobility difficulties. The Short Walk is well defined so that users can easily find their way in all weather conditions, with all watercourses bridged.

WALKING TRACK

An extended walk that can range from a few minutes' duration to a full day return. A Walking Track is a welldefined, clearly marked track that is suitable for relatively inexperienced people with a low level of back country skill. All but the smallest watercourses are bridged.

GREAT WALK / EASY TRAMPING TRACK

Generally, a multi-day tramping track catering for relatively inexperienced backcountry trampers. These tramping tracks are well-constructed with a track surface, and bridges across rivers and major streams. The track is well defined by the track formation or markers (which may be poles or markers).

TRAMPING TRACK

A marked tramping track that generally follows the lie of the land and is commonly not formed. The track is marked using markers, poles or cairns (except where there is a formed track) with brides across key river crossings only. A Tramping Track may be multi-day or backcountry tracks taking less than a day.

ROUTE

Generally, an unformed, lightly cut route, or it is defined by use and not maintained. A Route caters for the most experienced of backcountry visitors. Routes follow the lie of the land and are not formed. Rivers and streams are not generally bridged.



Hatea River Walkway



Developing our urban shared path network

Our *Urban Network* is made up of five key shared path routes that form the backbone of the network. The Network also includes a *Bike-Hub* located centrally at Pohe Island. The Bike-hub provides facilities to deliver cycle education to all levels of participants.

The key backbone routes connect our main communities with the City Centre. In developing these routes our priorities are:

ROUTE	PRIORITY
Kamo	Short-term
Onerahi	Short-term
Pohe Island Bike-Hub	Short-term
Raumanga	Medium-term
Tikipunga	Medium-term
City Centre	Medium-term
Blue/Green Strategy	Medium-term
Maunu	Long-term
Limeburners/Port Nikau	Long-term
Hatea Loop	BAU

In addition to the key backbone routes, Council is partnering with the NZTA to provide upgraded walking and cycling pathways as part of current and future upgrades of the urban sections of SH1 from the intersection of SH1 and Kamo Road in the north, to the Bluegoose in the south; and SH14 from the Maunu Lights to Te Hape.

As these routes are developed, further work will be undertaken to develop a network of off-road and on-road connections to schools and education institutions, active playgrounds, important recreational hubs and other key destinations within the urban area.

The priorities for the urban network development are:

- completion of key off-road backbone routes that enable shared use, and is accessible to all ages and abilities
- development and promotion of connections from the backbone route to schools and other educational institutions
- 3. develop connections with recreational hubs, with an initial focus on areas that have a high recreational sporting use
- 4. identify and develop walking and cycling connections to important destinations where people frequent, including shopping centres, social hubs and local tourist destinations.





Pohe Island, Hatea Loop

Town Basin, Hatea Loop

What are the types of cycle pathways?

GREENWAYS

Greenways are walking and cycling friendly 'quiet streets'. They are characterised by low traffic volumes and low speeds. Greenways are normally located in residential areas, providing connections from main routes to residential areas, community facilities and schools.

Greenways will be used to provide indirect connections from our backbone routes to schools, recreational areas and other community facilities.

SHARED ZONES

A Shared Zone is where there is no segregation of road users. Pedestrians, cars and cyclists share a space where there are no formal footpaths or road markings. The area is characterised by street furniture, cycle parking, landscaping and environmental queues.

Drivers and cyclists are legally required to give way to pedestrians.

Shared Zones will be promoted and used in destination areas like the City Centre, where our core backbone routes connect.

SEALED SHOULDERS

A Sealed Shoulder comprises space and an appropriate surface for cycling outside the general traffic lanes along the edge of a generally un-kerbed road.

Sealed Shoulders will be utilised along more rural routes, and along alternative cycle routes that are utilised by more experienced, confident cyclists.

CYCLE LANES

Cycle Lanes are painted lanes within the carriageway that are suitable for more confident cyclists but, apart from encouraging separation from vehicles, do not offer sufficient protection for less experienced or nervous cyclists.

Painted cycle lanes provide faster cycle commuter options along arterial routes for confident cyclists wishing to travel faster than on a shared path and are a viable secondary commuter route, for example, along SH1 and SH14.

SEPARATED CYCLEWAYS

Separated Cycleways are exclusively for cycling, and have a physical barrier from motor traffic.

Separated Cycleways will be utilised where practicable for commuter-based routes on arterial routes.

SHARED PATHS

A Shared Path is designed to be utilised by pedestrians, cyclists, riders of mobility devices and riders of wheeled recreational devices at the same time.

Generally, a Shared Path is at least 3 metres wide, and is of an easy grade, with a focus on accessibility.

Wherever practicable, our core urban backbone routes will be shared paths, with a focus on accessibility and easy grades. Shared Paths will also be utilised for recreational loops, for example, the Hatea Loop.

TRAILS

Trails are generally located in rural areas, and can be sealed or un-sealed. Trails cater for a variety of skills and experience, but particularly for the recreational cyclist (or walker) or for touring (for example the New Zealand Cycle Trail).

A Trail does not necessarily follow a road and can include technical mountain bike trails through to fully accessible Great Rides or Heartland Rides. Our rural tourism and recreational routes will generally be a Trail.

GREAT RIDES AND HEARTLAND RIDES

A Heartland Ride forms part of the New Zealand Cycle Trail, and enables the user to experience 'Heartland New Zealand' and may include quiet, scenic back country roads, or off-road sections following paper roads, rail corridors or riparian areas.

A Great Ride conforms to a higher standard and is a recognised, nationally significant ride.

Our rural strategic network, connecting regionally to the north, south and west will be designed, wherever practicable, to either a Great Ride or a Heartland Ride standard.

How will our urban network look?

THE KAMO ROUTE The 6.5km off-road walking and cycling route connects the Whangarei City Centre with the Auckland University Campus, Kensington Park through to Kamo and the Kamo Walkability Environment. The route provides safe walking and cycling access for over 6,000 students who attend schools within 500m of the route. The route will reduce the number of serious accidents and injuries by separating pedestrians and cyclists from high volume arterial roads where most accidents occur. The route also provides for walking and cycling commuters between Kamo and the City Centre, and will reduce pressure on SH1 and Kamo Road.



RAUMANGA / MAUNU ROUTE

The Raumanga/Maunu Route is a shared 5km route designed for pedestrians and cyclists. The cycleway/ walkway is designed to provide a safer route for people travelling between Whangarei's western suburbs and the city. The mainly off-road route which runs through Carruth and Tarewa parks will also provide access to the Whangarei Hospital, NorthTec and recreational areas such as Tarewa Park and Cafler Park in the city.

A pedestrian/cycle underpass under Otaika Road (at the end of Tarewa Park) is planned (2018-19) to enable walkers and cyclists to avoid the risk of crossing State Highway 1 (Otaika Road) and to reduce community severance.



Falls.

TIKIPUNGA ROUTE

The proposed Tikipunga Route is a shared off-road route connecting the fast-growing northern end of the Tikipunga residential community, Tikipunga High School, shopping centre and Whangarei

The route is also a key component of the Tutukaka Coast Tourism and Recreational Route, catering for the cycle tourist seeking to cycle from Whangarei City Centre through the Tutukaka Coast, Ngunguru, Whananaki and on to the Bay of Islands. This route also connects with a network of shared paths being developed through subdivisions (including Totara Park).



ONERAHI ROUTE

The Onerahi Route is a 6km off-road shared path route that connects the Hatea Loop and Whangarei's City Centre to Onerahi. There is a planned future extension of the route to Waikaraka Beach.

The route will provide a natural extension of the Hatea Loop, taking in saltwater wetlands, the historic Waimahanga Wetland and Onerahi Beach Road. The route caters for both commuter and recreational cyclists and walkers.



LIMEBURNERS

The Limeburners Route is a future route planned to cater for a planned residential

development in the Port Nikau area. The Route connects to the City Centre. In addition, it will connect across to Raumanga, providing an alternative route from the southern Raumanga catchment to the Port Road area and the City Centre.

The route will also provide the primary link south as part of the tourism and recreational route to Waipu, Mangawhai and on to Auckland.



CENTRAL CITY

Central City routes include the existing Hatea Loop. Central City routes are being

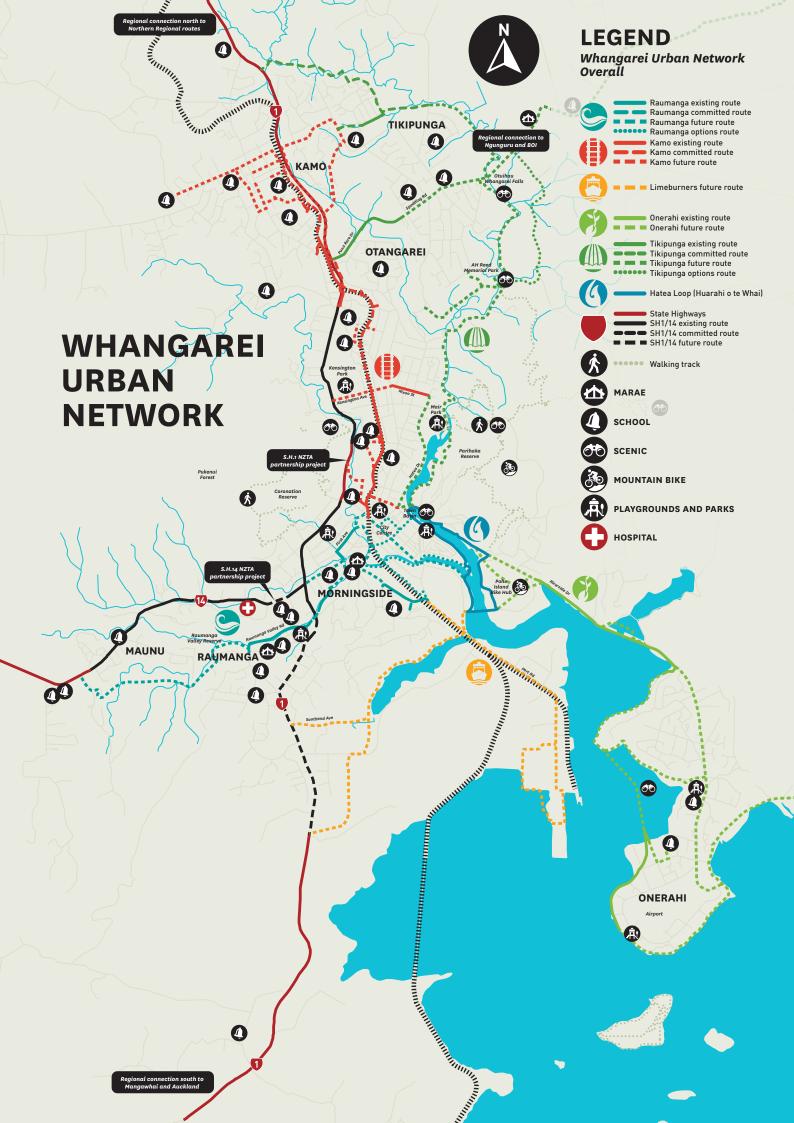
considered as options that will be developed through the Central City Development Plan. Central City routes are focussed on providing safe routes that connect through the City Centre onto other urban routes.

POHE ISLAND BIKE HUB

The Pohe Island Bike Park is a cycle training and education facility that provides a range of tracks and facilities to enable the delivery of cycle education, with a focus on schools. Training will be delivered by Bike Northland as a partner organisation to Whangarei District Council.

Facilities will include a range of Learn to Ride and skills tracks with Junior Learn to Ride, Level 2 Learn to Ride and Mountain Bike Skills Tracks.

It is expected that the facility will deliver Learn to Ride programmes on a regional basis to primary and intermediate aged children, and skills programmes for an adult market.



LEGEND

Pohe Island Bike Park Overall concept plan

Existing rugby field 1 2 Left only exit onto Riverside Drive Bus parking area 3 4 One way car parking Overflow parking 5 6 Multi-use trail connection to rugby fields and beyond Future recreation activity 7 8 Pedestrian crossings over Dave Culham Drive Vehicle entrance into Bike Park 9 10 Vehicle parking at Bike Hub 1 Bike Hub building based on existing ex Re-Sort facility 12 Junior learn to ride track Vegetation screening 13 14 Realigned fence around BMX track 15 Pump track, single lane 16 Level 2 Learn to Ride track 17 Existing dog park 18 Multi use trail connection to Te Matau a Pohe 19 Ride track, connection to Bike Hub activities 20 Mountain bike skills track Existing toilets 21

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Developing our Tourism and Recreational Routes

Our *Tourism and Recreational Routes* provide a cycling connection from Auckland to the Bay of Islands through Whangarei City. A western connection will also be developed to connect with the Kauri Coast and Missing Link Cycleways that Kaipara District are developing. The completion of these routes will connect our smaller communities with the cycling equivalent of the *Twin Coast Discovery Highway*.

The development of *Tourism and Recreational Routes* in our rural areas will enable our smaller communities to leverage economic benefit from a growing cycle tourism market, through the provision of accommodation, food, tourist opportunities and cycle-related services.

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.

THE NORTHERN CONNECTION

The Northern Connection will connect Whangarei with the Bay of Islands and the *Twin Coast Great Ride* from Bay of Islands to the Hokianga Harbour.

The preferred route takes advantage of Whangarei District's stunning coastal areas and small coastal communities. The Route leaves the Whangarei urban area at Tikipunga and takes the cyclist to Ngunguru and along the Tutukaka Coast, north to the Bay of Islands. This preferred route compliments the existing *Te Araroa - New Zealand's Trail*.

An option to provide an additional route north, following the *North Auckland Rail Corridor*, is also being considered. This additional route would provide an easier grade and prove easier to construct, but would not take in Whangarei Districts coastal areas.

THE SOUTHERN CONNECTION

The Southern Connection will connect Whangarei with Mangawhai and on to Auckland. The route will enable cycle tourists to cycle from Auckland through to Whangarei. The completion of this route, alongside the Northern Connection is expected to encourage cyclists to stay in the Whangarei District for an additional 3-5 days.

The preferred route is expected to include a byway to One Tree Point / Marsden Cove / Ruakaka area. A potential ferry crossing from Marsden Cove to the northern side of the Harbour will enable cyclist to take in the Whangarei Heads / Ocean Beach area.

THE WESTERN CONNECTION

The Western Connection will connect Whangarei with Kaipara District toward Dargaville. Some potential routes have been identified and will be further investigated; these include

- the North Auckland Rail Corridor
- a route via SH1, connecting Waipu to Maungaturoto via the proposed new SH1 realignment.

The western route will connect with Kaipara District's Kauri Coast and Missing Link routes.

CONNECTING OUTSTANDING LANDSCAPES

The Whangarei District Plan identifies Notable and Outstanding Landscapes. As a long-term priority, Council will seek to develop either on-road or off-road cycle routes that enable cyclists to experience our outstanding landscapes and other notable features in the District.

ZONED DEVELOPMENT

The rural tourism and recreational network will utilise a combination of quiet back-roads, riparian areas, paper roads and upgraded walkways.

The preferred network has been divided into zone 1-4. Each zone provides a significant connection from one destination to another. Council will seek to develop projects and connections within all zones as the opportunity arises and where there is community support. However, Council will actively seek external funding to complete major connections with Zone 1 areas being prioritised over Zone 4.

In addition to the preferred network, Council has identified some byway connections. These byways seek to provide additional connections from the main route, to significant locations and destinations.

Northern Connection Zones

There are four zones and a byway as part of the Northern Connection.

Zone 1 connects the Whangarei Urban Network with Ngunguru. This provides a cycling connection to Ngunguru and the start of the Tutukaka Coast, as a significant destination for activities such as diving and other coastal based activities.

Zone 2 continues the Ngunguru connection through to Whananaki. The combined Zone 1 and 2 will form a ride that will conform to a *Heartland Ride* standard, and can be marketed as such.

Zone 3 connects Whananaki with Oakura and takes the cyclist to the edge of the Russell Forest. There are existing roads that connect this zone with the Bay of Islands.

Zone 4 is the final connection from Oakura through to the Bay of Islands and the Twin Coast Cycle Trail. This zone has only a short distance within the Whangarei District, and will require co-ordination and timing with a corresponding development within the Far North District.

A byway is proposed to link the Zone 1 Whangarei to Ngunguru route with the Whangarei Heads. There are several options being considered for this byway, including via Pataua.

Southern Connection Zones

There are two zones and a byway as part of the Southern Connection.

Zone 1 links Ruakaka south through Waipu, Waipu Cove and Langs Beach. There is an existing shared path cycleway partially connecting Waipu and Waipu Cove, with significant community support and resources for continuing the development of this route section.

Zone 2 links Whangarei from the proposed Limeburners Urban Route through to Ruakaka. The development of this Zone 2 link is expected to be developed in conjunction with the upgrade of State Highway 1. When Zone 1 nears completion, it is expected that the need for a connection with Whangarei will be a high priority.

A byway is proposed to link the main southern connection with One Tree Point. This is expected to provide a connection between the fast growing One Tree Point community and Ruakaka. If a future ferry service were to be developed between Marsden Point and McCleods Bay, then an alternative route to Whangarei would be possible.

OTHER PRIORITIES

The completion of the rural tourism and recreational network is a long-term project, with both the Northern and Southern Connections being the highest priority.

The following short-term priorities will ensure consistent progress toward realizing this network:

- support the completion of the Waipoki Coastal Trail (Ngunguru to Scows Landing)
- prepare business case for a connection to the Twin Coast Trail, including route options for a coastal route and an inland route following the rail corridor
- Complete Waipu to Langs Beach
- prepare funding applications for Zone 1 (Southern Connection) from Ruakaka to Waipu Cove
- co-ordinate with Kaipara District Council to identify route options from Langs Beach to Mangawhai
- . investigate a partnership agreement with NZTA for the inclusion of a rural cycle route connecting Ruakaka with Whangarei as part of SH1 upgrades
- · co-ordinate with the Whangarei Heads Cycleway Group to develop a connection from Parua Bay to McCleod Bay.



Waipu Cycleway



TOURISM AND RECREATIONAL ROUTES MAP

Our Tourism and Recreational Route map identifies preferred routes and options for the development of rural cycle routes. The routes provide opportunity for our smaller rural communities to leverage economic benefit from the routes.

There is a wide range of experiences on offer along our Tourism and Recreational Routes, making each route more attractive as a multi-day journey.

Facilities

The maps identify areas where there are existing facilities for the cyclist utilising the route. Facilities may include:

- a variety of accommodation options, including camping
- toilet facilities
- retail, including general supplies
- information.

🗥 Marae

Northland, and the Whangarei District have a rich cultural heritage. There are a number of Marae in our coastal communities, providing a focal point for local Hapū. Marae located in proximity to the route are identified.

There may be opportunity for Marae to provide cultural experiences or other services for cyclists utilising the route.

Marine

Whangarei has a spectacular and diverse coastal environment, with experiences including diving at the world famous Poor Knights Islands. All of our coastline provides opportunities for fishing and swimming, and there are a number of surf beaches.

Areas identified as having a marine experience may include experiences such as:

- scuba diving or snorkelling through an established commercial operator
- game fishing, or small boat fishing charters •
- kayaking
- high profile beaches.

🔊 Mountain Biking

Whangarei District has well established mountain bike parks and existing mountain bike trails. The most wellknown areas are the Glenbervie Forest Park, Parihaka Mountain Biking tracks and Waikaraka (Private) Park. Our recreational routes offer the opportunity for mountain bikers to incorporate a variety of tracks into their journey along a main Tourism and Recreational Route.

🔊 Scenic

Whangarei has some outstanding scenery and landscapes, including the Whangarei Heads, coastal vistas and our secluded sandy beaches. Scenic experiences include areas where there are special views, or you experience being within the landscape.



Te Araroa - New Zealand's Trail takes in our coastal areas. There are places where our Tourism and Recreational Routes coincide with the Te Araroa Trail. There are also other numerous opportunities to include a walking experience as part of the route.







How will we monitor and review this Strategy?

Enabling us to see how we are progressing and what need to change.

MONITORING AND REVIEW

Monitoring and review forms an important part of this Strategy.

Monitoring uptake and participation will enable Council to identify overall walking and cycling trends, predict future trends and provide evidence based funding applications. We will do this by:

- undertaking bi-annual surveys of cyclist and pedestrians utilising new and/or existing routes, including the number of users, routes being taken and demographic information
- bi-annual reviews of Bikes in Schools and education activities at the Pohe Island Bike-hub, including the number of programmes delivered and the number of participants.

Monitoring cycle and pedestrian safety as part of providing a safe and connected network will be undertaken by:

- reviewing cycle and pedestrian crash rates in conjunction with Council's crash reduction studies
- reviewing the number of hospital discharges due to pedestrian and cyclist injuries.

Implementation of identified actions will be monitored. With progress regularly reported through to the Walking and Cycling Reference Group.

REPORTING

Progress, and major monitoring information will be reported through the Walking and Cycling Reference Group, as and when that information is available.

A brief overall Annual Report on progress in the implementation of the Strategy will be prepared as part of Council's overall annual reporting.

REVIEW AND UPDATING THIS STRATEGY

The Walking and Cycling Strategy will be reviewed every 5 years.

Action and Implementation Plans will be reviewed on a three-year cycle coinciding with Council's LTP. This review cycle will reflect the need to maintain alignment with the national funding programmes and related regional and local projects.





Glossary of terms

GLOSSARY

Access

The ability to legally and physically access a facility, and includes right of ways, easements and other physical means of access.

Accessible

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.

Byway

A secondary rural cycle route, on sign posted quiet rural roads, or off-road, connecting the main strategic route with other destinations of interest.

Community severance

Community severance occurs when transport infrastructure or motorised traffic divides space and people, causing greater isolation of communities and individuals.

Community Outcomes

The outcomes that a local authority aims to achieve in meeting the current and future needs of communities for good-quality local infrastructure, local public services, and performance of regulatory functions.

CPTED

Crime Prevention Through Environmental Design. Ensuring that the built environment reduces the risk of crime by considering aspects such as lighting, sight distances and isolation.

DOC

Department of Conservation

End to End Planning

Ensuring that all aspects of a journey are considered, including the journey itself, cycle storage facilities, changing and showering facilities at the end of the journey, and alternative transport to return if required (e.g.: buses with cycle carrying facilities).

Great Ride

A Great Ride is the core component of Nga Haerenga, The New Zealand Cycle Trail.

Heartland Ride

Heartland Rides aim to encourage cyclists away from busy state highways and onto scenic, quiet, back-country roads where they will experience heartland New Zealand. Sections of a *Heartland Ride* may be either on-road, or offroad. *Heartland Rides* are also used to connect with *Great Rides*.

Long-Term Plan (LTP)

The LTP outlines the activities and priorities for Council over the next ten years, providing a long-term focus for decision-making. It also explains how Council's work will be scheduled and funded. The LTP is Council's primary funding document.

New Zealand Transport Agency (NZTA)

A government department that is responsible for all aspects of transport, including safety, research and funding.

Tourism and Recreational Route

A cycling route that may include off-road or on-road sections, targeted at the cycle tourist and the more experienced, confident local cyclist.

Urban Route

A walking and cycling route through the Whangarei urban area. Generally, these routes connect one community with another via a shared path, that is off-road wherever practicable.

Walking and Cycling Reference Group

A consultative group of key walking and cycling stakeholders, and Councillors, that provide direction to Council on walking and cycling issues.





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