

WAITAKERE CITY COUNCIL

Walking and Cycle Strategy



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Vision and Purpose

Waitakere City Council Walking and Cycle Strategy

VISION

For Waitakere to be a “walking and cycling friendly” city, where walking and cycling are safe, enjoyable and popular forms of transport and leisure.



PURPOSE

The purpose of this strategy is to promote the health and fitness benefits of walking and cycling and reduce the negative impacts of motor vehicles, by:

- a) Increasing the proportion of short trips made by walking or cycling to major destinations (town centres, schools, bus and rail stations).
- b) Increasing the number of walking and cycling trips made for leisure.
- c) To support commuting by walking or cycling.

In order to achieve this, the Council will focus on:

1. Establishing an expenditure programme.
2. Providing a city-wide walking and cycling network that offers:
 - safe, pleasant, convenient walking and cycling opportunities.
 - walking and cycling opportunities to town centres, rail stations, and other destinations.
3. Increase walking and cycling promotion and education.

Targets

The success of the strategy will be in part measured against six targets, the first four of which are currently being measured; the other two are new.

1. To complete the walking and cycling network by 2015 (see page 14).

	2000	2005	2010	2015
Total	5%	25%	65%	100%

Estimate of amount complete – based off GIS data

2. To reduce private vehicle commuting to work by promoting alternatives (working from home, passenger transport, carpooling, walking and cycling).

	2001	2005	2010	2015
Total	21.5%	30%	40%	45%

Data from 2001 Census

3. To reduce pedestrian and cycling injury.

	2000	2005	2010	2015
Pedestrians	29.31	28	26	25
Cyclists	28.16	30	30	30

Hospitalisation data (Injuries per 100,000 people). NB Cycle figures are likely to be low due to low cycle use in the city.

4. To increase residents' satisfaction with the provision for pedestrians and cyclists.

	2000	2005	2010	2015
Pedestrians	53%	58%	65%	70%
Cyclists	32%	40%	45%	50%

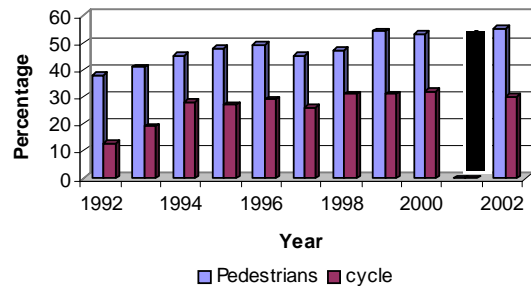
Postal survey

5. To increase walking and cycling for leisure.
6. To increase the proportion of students walking or cycling to school (including primary, intermediate, college and tertiary institutions).

Figures within 2000 are actual figures remaining figures are targets.

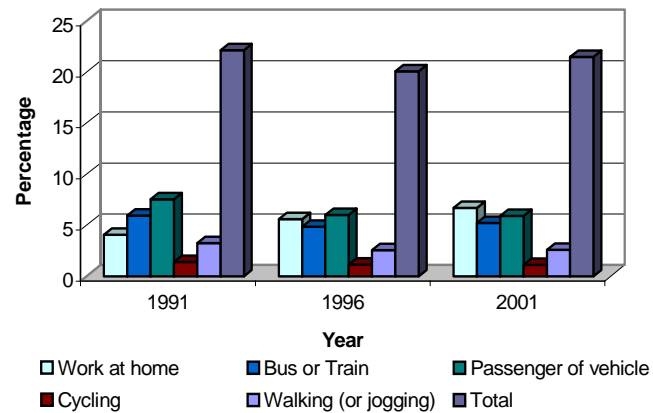
TrendsTrends

Residents Satisfied With Provision



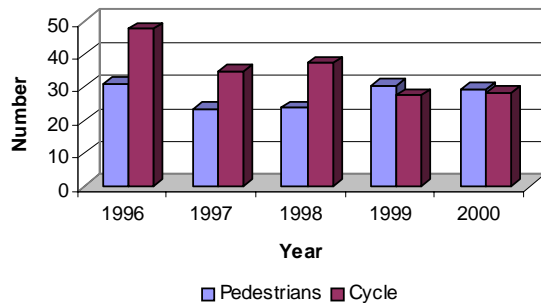
Postal survey of a sample of residents, margin or error of +/-4%

Commuting Alternatives



Census data

Injuries Per 100,000 People



Hospitalisation data

Review and updates

The walking and cycling strategy will be reviewed every 3 years to keep up with best practices and to update the 10-year implementation programme.

The review will include surveys that monitor progress and identify key issues.

Assessment of Council Provision

Assessment of Council provision for Walking and Cycling (2002) Background Report

The Council has completed an assessment of its provision for walking and cycling in the city. That assessment:

1. Describes the way in which the Council currently provides for walking and cycling in the city.
2. Describes the regional and national context for provision of walking and cycling.
3. Assesses how well Council provides walking and cycling and recommends improvements.

The assessment found that the Council is active in most of the types of activities that facilitate the development of walking and cycling.



In many areas, the Council's promotion of walking and cycling is good. However, there is also room for improvement.

Statistics show that very few people walk or cycle to work but walking and cycling are popular leisure and neighbourhood activities.

At the regional and national levels there is now much more promotion and funding for walking and cycling than in previous years and there is support for further development.



Assessment of Council Provision continued

The background assessment showed that key issues for promoting walking and cycling are that the Council:

1. Needs to write down and map where it plans to prioritise its expenditure on walking and cycling. This is in progress, with the Transport Assets team documenting a citywide strategic network of walking and cycling routes. However, this needs a complementary expenditure programme on parks assets, linked to the cycle and walkway network and to the Council's priorities for town centre and rail station development.
2. Should develop a number of high amenity walking routes that link centres, rail stations and other major public services.
3. Should determine how to adequately provide for pedestrians crossing roads and main roads in particular. Children between the ages of 5 and 14 make up a large percentage of casualties and these occur mainly before and after school. The Council undertakes 'black spot' studies every three years (for all road users). This study informs a three-year programme for implementing improvements. Solutions may include more safe crossing schemes and providing vulnerable groups with more road safety through the Council's road safety coordination programme.
4. Needs to determine the rate at which it will create a cycle and walking network across the city. This will be linked to the Council's ability to attract Transfund and Infrastructure Auckland funding. On a per capita basis the Council appears to spend about the same amount per year on walking as Manukau City Council, but about half that of Auckland City Council. However, the Council's expenditure on the dedicated cycle element has been extremely small. The Council may choose to increase the amount it spends each year to increase its rate of asset development. Submissions received from stakeholders indicate that lack of footpaths, lack of cycle lanes, maintenance and safety are key issues for the Council to improve.
5. Needs to decide whether it wants to provide cycleways on roads by, for example, using painted lanes, or whether it wants to provide these facilities off-road wherever possible. Off road options could include wide footpaths and the use of parks. An option would be to decide on a case-by-case basis reflecting the users and site constraints.
6. Has in place a strong programme to support walking school buses. The Council increased the resource for this programme in the 2002 / 03 year but should consider whether it wants to further expand school trip management projects, given the potential benefits of reducing the number of children being dropped at the school gate by private vehicle.
7. Has a very good cycle education programme for children but it needs to implement higher profile and better-resourced promotion of walking and cycling opportunities in the city. Education of all road users groups is also required.
8. Recognises that there is significant work being undertaken nationally to encourage walking and cycling. This includes a national walking and cycling strategy, planning guides and facility design guidelines. It is suggested that the Council participates in the development of these documents and to review its own standards to maintain best practice and regional consistency.

Strategy

Council's Strategy for Improving Walking and Cycling

The Council's investments in walking and cycling will be designed to achieve the following six objectives.

1. To continue providing and promoting safe, pleasant and direct walking and cycling options throughout the city.
2. To continue improving pedestrian and cycle safety throughout the city.
3. To provide a network of walking and cycle routes across the city.
4. To provide high amenity routes linking key destinations through and around town centres and rail precincts.
5. To continue supporting walking and cycling for leisure and health.
6. To increase walking and cycling promotion and education in the city.



Strategy continued

The Council has a strategy to cluster residential and employment development and the provision of services around town centres. High levels of passenger transport will support these centres. This strategy supports these goals by increasing the provision of safe facilities for pedestrians and cyclists.

It is intended to make the road environment in Waitakere safer and more accessible for pedestrians and cyclists as legitimate road users. To achieve this the Council will continue to undertake the following measures (not all included in this strategy):

1. Traffic reduction in selected centres.
2. Traffic calming.
3. Intersection treatment and traffic management.
4. Redistribution of the road reserves to accommodate better walking and cycling environments.
5. Cycle lanes and tracks.



Objectives and Actions

The Council's investments in walking and cycling will be designed to achieve the following six objectives using the key actions.

1. To continue providing and promoting safe, pleasant and convenient walking and cycling options throughout the city.

Discussion

Cycling and walking confer many environmental, health and mobility benefits that are compatible with higher density, mixed-use living environments and allow people to make short trips without imposing pollution and severance costs on others. The presence of cyclists and pedestrians also increases community safety.

While the Council has already made a very significant investment in footpaths, walking and cycling have the potential to make a much larger contribution to improving the city's transport pattern. In 1992, 18% of all household journeys were of less than two kilometres and 27% of less than three kilometres. These are walkable distances for many purposes. However, 63% of these short trips were made by car. Consequently, encouraging more walking and cycling on short trips will reduce the negative effects of motor vehicles.

In order to effectively promote more cycling and walking, routes will need to be safe, direct and pleasant and submissions from stakeholders indicate that maintenance and safety are two key areas needing improvement

Key Actions

a) Significantly increase from 2002/2003 levels, the level of funding for both new footpaths and cycle facilities (network development) – and for maintenance of the network.

- b) Continue to link footpath development and maintenance throughout the city to expenditure on town centres, public transport, parks and other projects.
- c) Continue to promote interconnected street networks especially in new developments.
- d) Make explicit provision in structure plans and town centre plans for walking and cycling; link that provision to the cycle network and; audit structure plans to ensure adequate walk/cycle provision has been made.
- e) Ensure public facilities are served by safe, high quality, walking and cycling access.
- f) Promote the status of walking and cycling in the urban area by:
 - providing frequent safe-crossing points on major roads
 - ensuring crossing signals enable pedestrians and cyclists to cross frequently and meet the needs of older persons and people with disabilities
- g) Design streets, footpaths and cycle routes with full regard for people with restricted mobility (such as older persons and wheel chairs).
- h) Design cycle and walkways to enhance safety and amenity values on and around the route.
- i) Review the Council's standards for provision of walking and cycling in conjunction with regional and national reviews.

Objectives and Actions continued

2. To continue improving pedestrian and cycle safety throughout the City.

Discussion

The safety of pedestrians and cyclists is an issue. The Land Transport Safety Authority (LTSA) reported in August 2001 that:

- Between 1996 and 2000 the number of pedestrians being injured on Waitakere roads changed little, while casualties in other user groups are on the decline. It appears that while vehicle safety is improving, pedestrian safety is not (or not at the same rate)
- There is a large involvement of pedestrians under 16 years old
- Most pedestrians are hit in the daytime. Crashes are most concentrated between 3pm and 5pm
- Most pedestrians are hit on arterial roads and in Waitakere 34% of pedestrian crashes occur within 500m of home

The LTSA recommended the following actions:

- Encourage development of pedestrian friendly roads
- Attention to pedestrian and cycle needs on arterial roads
- Attention to pedestrian needs especially in shopping centres
- An education programme for pedestrians targeted at children less than 16 years and their parents

Thus, main road crossings, child accident numbers and the hours after school appear to be the main problem areas.

The Council is involved with a number of successful safety programmes, including Safe Routes to Schools, and undertakes a 'black spot' study every three years to identify ways of improving unsafe places.

In order to achieve higher levels of walking and cycling, routes must be - and be perceived by all users to be - safe.

Key Actions

- a) Provide frequent, safe, main road crossings for pedestrians and cyclists.
- b) Maintain the existing safety programmes and budgets and consider expanding these, especially those focused on children.
- c) Maintain the existing educational programmes and budgets and consider expanding these, especially those focused on children.
- d) Continue to support road safety coordinators and associated projects.
- e) Prioritise provision of safe access to town centres, schools and rail stations in order to support the Council's wider safety and strategic goals.
- f) Undertake a pilot project for slow zones around schools and expand if successful.
- g) Investigate options to provide slow zones around high use areas such as town centres and rail precincts.
- h) Monitor outcomes and make adequate investments to ensure that actual and perceived safety of walk and cycle routes is progressively increased.
- i) Design safe roads and pedestrian and cyclist routes (including attention to planting, surveillance, fencing, lighting, and signage).



Objectives and Actions continued

3. To provide a network of walking and cycle routes across the city.

Discussion

A city-wide network of routes will facilitate all walking and cycling trips whether long or short. Currently the majority of such trips are conducted close to home but long distance facilities are required by serious cyclists, walkers, runners and commuters.

The Council has spent very little on cycleways relative to other Councils and the city is poorly served in this regard.

Walking and cycle routes will include, where appropriate, cycle lanes, off-road facilities, intersection treatment, signage, bike racks/storage, rest stops, drinking fountains, toilets and safe road crossings. Public transport operators should also be encouraged to provide bike storage.

The Council intends to develop a cycling and walking network (see map, page 14). The type of facility provided for cyclists will be determined on a case-by-case basis reflecting users of the facility. Cycle users may include:

- Children learning to cycle
- Primary* and intermediate school children
- Adults and older children commuting to school or work
- Leisure cyclists
- Sports/professional cyclists
- Touring cyclists

* International studies indicate that children under 10 don't have the ability to judge speed and also do not have enough cycling experience, accordingly, the Council does not encourage cycling to school for children younger than 10.

Generally less confident and younger cyclists will prefer off-road facilities whereas more confident cyclists will prefer on road facilities (which are usually more direct and allow greater speeds).

Key Actions

- a) Complete the walk / cycle network (see map, page 14) by 2015. This includes:
 - I. Type one routes - these will be dedicated off-road facilities for their entire length and are envisaged as forming the backbone of the network. Includes rail corridor and state highway routes.
 - II. Type two routes - these act as both "safe-collector" routes for type one routes and routes to key locations (schools, town centres etc). Facilities will be determined on a case-by-case basis.
 - III. Sport cycling routes - As sport cyclists usually prefer on-road facilities it is intended to provide signage and sufficient shoulder widths (especially on uphill and poor visibility areas) where possible.
- b) Undertake a feasibility study of the full network (this has been completed for type one routes).
- c) Agree a timeline and funding to implement the network, with the emphasis on a three-staged implementation programme for Infrastructure Auckland and Transfund funding.
 - Stage 1 – Current projects, interim upgrades and those linked to major infrastructure projects - such as rail corridor and state highway developments.
 - Stage 2 – 2005 – 2010 implementation programme.
 - Stage 3 – 2010 – 2015 implementation programme.
- d) Link network implementation with rail, state highway and local road development.
- e) Link with routes in adjoining cities and districts where possible.
- f) Provide sufficient facilities (such as covered bike racks/storage, lockers, drinking fountains, showers, rest stops, and seating) at key locations including; public transport nodes, libraries, town centres, leisure facilities, and major parks.

Objectives and Actions continued

4. To provide high amenity routes linking key destinations through and around town centres and rail precincts.

Discussion

The majority of walking and cycling is dispersed over the city involving short trips in local neighbourhoods. However, there is a small number of areas where significant numbers of people will walk and cycle if the routes are safe, pleasant and direct. These include places where significant facilities are within proximity of each other. These are primarily in town centres, associated with rail stations and key destinations such as the West Wave Aquatic Centre. Investing in these places will encourage walking and cycling and support the Council's town centres and rail strategies.

While providing functional footpaths, these routes could also be highly valued as a journey in their own right, to which residents would be attracted. This attraction could be achieved by (a) developing routes that incorporate art works, information about heritage or environmental features and (b) encouraging adjacent land owners, especially shops, to provide good frontages to the routes. Making investments in these high amenity routes would help to extract maximum value from the town centre and rail investments already being made and encourage people to access them by means other than the car.



Key Actions

- a) Provide a small number of high amenity routes of significant public value. Initial routes to be:
 - I. Henderson: rail station and new Civic Centre to West Wave Aquatic Centre via Rainside Ave, Ratanui Road and Alderman Drive, with linkages to Waitakere Gardens on Sel Peacock Drive.
 - II. Henderson: town centre to Henderson Intermediate School, linking town centre, rail station, Corban Estate, Waitakere Hospital and Lincoln Road schools.
 - III. New Lynn: Rankin Ave and Totara Ave from Ambrico PI to Todd Triangle, linking the rail station and community centre.
 - IV. New Lynn: Triangle around Totara Ave, Great North Road and Memorial Ave, providing a high amenity walking route around the town centre.
 - V. Glen Eden: Rail station to Waikumete cemetery – regional access to major leisure walking area.
 - VI. Ranui Station Road, linking Swanson Road shops, library, primary school and rail station.
 - VII. Swanson Road across the rail line and between the rail station and town centre.
- b) Work with adjacent property owners to extract greatest value from investments.
- c) Provide wide, high quality footpaths with interesting features, such as art works, and ensure the safety of the whole route (including road crossings and adequate lighting).
- d) Provide sufficient budget to enable these.
- e) Extend these routes as demand grows.

Objectives and Actions continued

5. To continue supporting walking and cycling for leisure and health.

Discussion

Supporting walking and cycling for leisure will help promote more active lifestyles. The health sector is very concerned about the rising levels of obesity and sedentary lifestyles in the population and has identified increasing the levels of walking and cycling as one of the response to this problem.

Walking is also an important low impact exercise for older persons and for some disabilities. Leisure cycling is an important step for learning and building confidence for more ambitious cycling.

The Council's investments will help to reduce the significant costs in wellbeing and financial terms that are associated with lack of exercise.

To help encourage walking and cycling for leisure, the Council can provide high quality leisure routes in addition to local opportunities. There are a number of places in the region that are highly valued and people will travel some distance to use them. Examples include Mission Bay, One Tree Hill and Western Springs. Youth, families and other groups often use these places. Part of the value of these places is their physical location, however, this can be enhanced



by the provision of such things as art works and information on historical features.

There are a number of places in Waitakere where the Council could provide high quality walking and cycling routes for leisure. To assist these to be highly used they would need to be safe across their whole length.

Key Actions

- a) Invest in footpaths and road crossings to support access to parks and coordinate these investments with investments in parks.
- b) Audit walking and cycling access in the vicinity of parks as part of reserve management planning processes.
- c) Link planning for parks to the walking and cycle network.
- d) Provide a small number of high quality routes that will provide significant public value and be heavily used. Initial routes to be:
 - I. Harbourview.
 - II. Hobsonville Peninsula.
 - III. Henderson Creek.
 - IV. Paremuka Reserve to Xena Lake.
 - Provide durable, high quality footpaths and cycleways with interesting features, such as art works, and ensure the safety of the whole route.
 - Provide sufficient budget to build and maintain these.
 - Extend these routes as demand grows.
- e) Identify future routes within the Swanson Pedestrian Access and Reserve Plan and the Oratia Reserve Plan processes.

Objectives and Actions continued

6. To increase walking and cycling promotion and education in the city.

Discussion

The background report notes that there is little promotion of walking and cycling in the city and most people find out about walkways in passing. This results in an under-utilisation of the current assets.

The Council can do more to promote established routes. Improved signage of routes, especially in parks, describing the route and its degree of difficulty (including accessibility for people with disabilities) will help to promote usage. Signage should (as appropriate) include Call Centre contact details for reporting maintenance issues and obtaining further information.

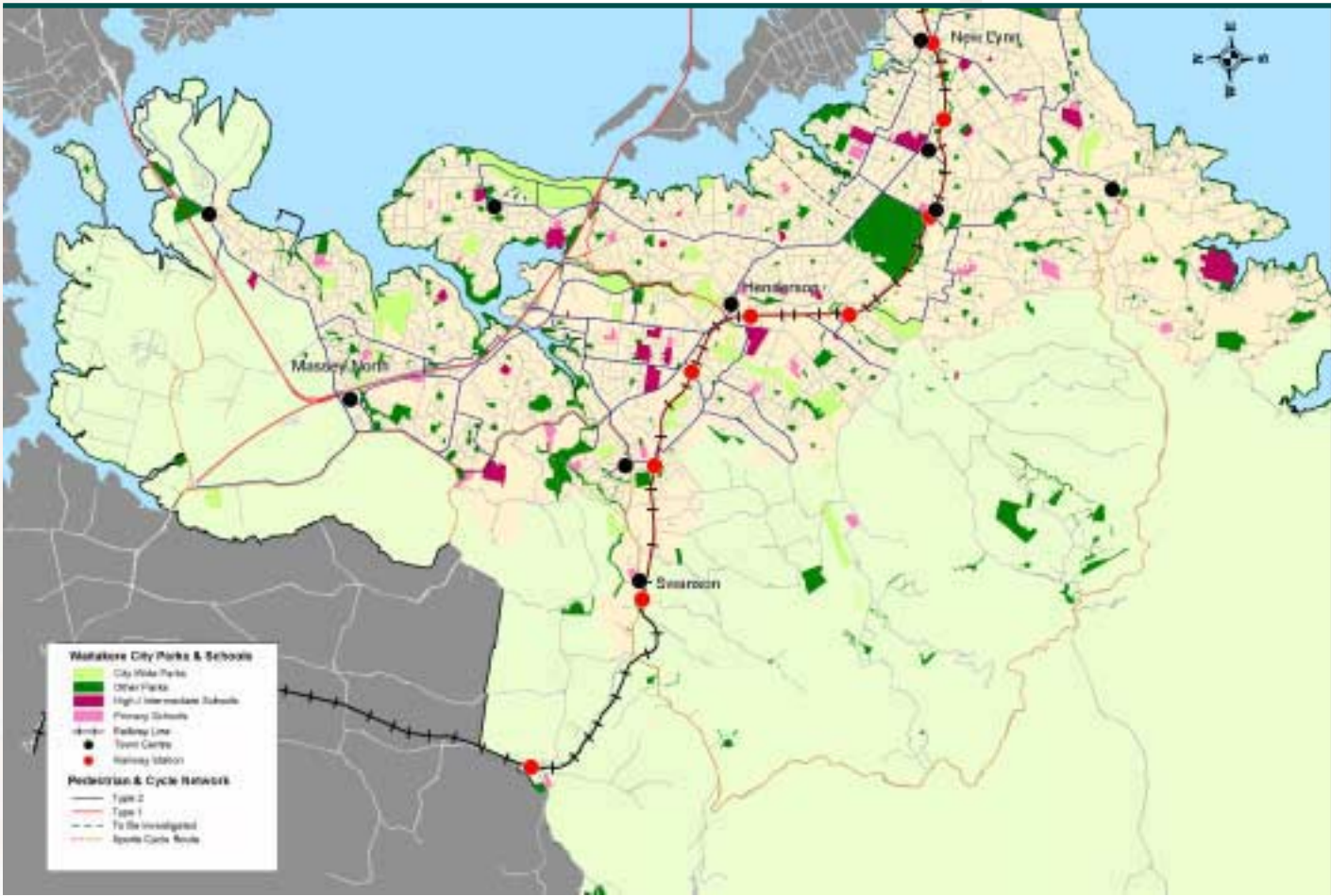
The Council's website can also promote this strategy, promote walking / cycling for health and promote and describe existing and future routes.



Key actions

- a) Increase promotion of walking and cycling as leisure activities, including links to national incentive programmes such as the New Zealand Heritage Walkways and KiwiWalks.
- b) Promote health benefits.
- c) Support external events such as cycle races.
- d) Promote existing and new facilities with opening events and public affairs activities including:
 - public information
 - walking and cycling maps and route brochures
 - website page - and links to other walking, cycling and relevant health sites
- e) Ensure that facilities are clearly sign-posted to enhance promotion and awareness.
- f) Regularly audit signage for parks and cycle network routes to ensure they provide full information on route options and travel times.
- g) Appropriately fund a signage (and way-finding) implementation programme.
- h) Undertake education and awareness campaigns (for pedestrians, cyclists and car drivers).
- i) Promote the Call Centre for reporting maintenance issues and provide option for residents' feedback on the Council's website.
- j) Expand existing Sport Waitakere walk assessment reports to incorporate other organisations and users (i.e. assessment sheets to encourage feedback on maintenance and general issues).
- k) Provide cyclist skill training for both children and adults including:
 - I. Bike West programme (school cycle training).
 - II. A training facility park (mock road-layout and information area).

Network Map



Implementation Plan

The following is an indicative implementation plan to 2015. The highlighted cells are the years in which a project will be undertaken (with indicative budget figures where appropriate).

Budget covers Council funds only and does not include external funds. Significant funding will be sought from funding agencies such as Transfund and Infrastructure Auckland to support many of these projects

Objective one

Project	2003/2004	2004/2005	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015
New Footpaths	450,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000
Footpath Maintenance	550,000	600,000	620,000	640,000	660,000	680,000	700,000	720,000	740,000	760,000	780,000	800,000
Cycleway Maintenance	20,000	40,000	50,000	60,000	70,000	80,000	90,000	100,000	110,000	120,000	130,000	140,000

Objective two

Project	2003/2004	2004/2005	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015
Accident investigation study												
Accident investigation study physical works												
Walking School Buses												
Bike West Programme												
School Slow Zones	45,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000
Town Centre Slow Zones		10,000		10,000								
Cycle Safety Advocacy												

NB: Accident investigation study and physical works covers all road users, pedestrian and cycle improvements part of overall budget

Implementation Plan continued

Objective three

Project	2003/2004	2004/2005	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015
Rail Corridor cycleway*	50,000	200,000	200,000	50,000								
State Highway 16 cycleway extension	125,000	180,000	180,000	180,000	180,000							
State Highway 18 cycleway*			470,000	470,000								
Rathgar Rd Cycleway*	50,000											
Network development (Stage 2)*		30,000	200,000	200,000	200,000	200,000	200,000					
Network development (Stage 3)*							30,000	200,000	200,000	200,000	200,000	200,000
Sport Cycle Routes*			25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000
Network feasibility Study	60,000											
Sports routes feasibility study		30,000										
Facility upgrades		10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000

} Network development (Stage 1)

* Projects where significant external funding will be sought.

Objective four

Project	2003/2004	2004/2005	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015
Henderson (Rail - Aquatic)	50,000	140,000										
Henderson (TC - Intermediate)					300,000							
New Lynn (Rankin - Todd)			250,000									
New Lynn (Todd-Totara-Grt Nth)	100,000	150,000				100,000						
Glen Eden							300,000					
Ranui						100,000						
Swanson								300,000				

Implementation Plan continued

Objective five

Project	2003/2004	2004/2005	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015
Harbourview	250,000											
Hobsonville												Dependent on land release and land purchase
Henderson Creek		150,000										
Swanson			50,000	85,000	55,000							
Oratia												Undergoing reserve management plan
Paremuka	200,000											
Opanuku Reserve			350,000			170,000	150,000					
Te Atatu Peninsula Walkway	60,000	400,000		65,000								
Te Rangi Hiroa - Mountain Bike Track		20,000	230,000									
Waitakere Sports Complex bridge over Henderson Creek	30,000	500,000										

NB: Does not include all parks projects, only significant projects and projects directly related to the strategy.

Implementation Plan continued

Objective six

Project	2003/2004	2004/2005	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015
Training Park							50,000					
Health promotion												
Audit signage			100,000							50,000		
Signage and way finding upgrades				50,000	50,000	50,000					50,000	50,000
Call Centre Promotion												
Share the Road Campaign		40,000			40,000			40,000			40,000	
Promotion (Maps and destination brochures for new and existing facilities)	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000
Walking and cycling leisure brochures	10,000			10,000			10,000			10,000		
Walking and cycle strategy monitoring and review			20,000			20,000			20,000			20,000