

# Walking and Cycling for Sustainable Transport (WCfST) Strategy

## Part 1: The Strategy 2005-2025

**Adopted September 2007**





## DOCUMENT CONTROL SHEET



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Approved





## FOREWORD

### Walking and Cycling Strategy (WCS)

For too long now, the status of walking and cycling has taken a backseat to motor vehicles.

This document, **Walking and Cycling for Sustainable Transport (WCfST), Part 1 – The Strategy**, concentrates on walking and cycling in the context of an alternative (yet active) transport mode to motor vehicles. The recent Land Transport Management Act has provided a much needed impetus for expanding investment into these travel modes. This “transport need” for walking and cycling forms one part of the wider scope of walking and cycling within Rodney District. The complementary part will be, **Walking and Cycling for Recreation (WCfR)**. There will be many opportunities to develop both transport connectivity and recreational facilities so as to efficiently and effectively combine the two parts.

### Walking and Cycling for Sustainable Transport (WCfST) Strategy, Part 1 – The Strategy 2005-2025

The objective is to develop and maintain safe, direct, convenient and pleasant walking and cycling networks and supporting facilities for Rodney District. The focus will be, to increase walking and cycling for travel between home, work and school. Council plan to invest an average of \$1 million annually over 20 years, implementing **WCfST**. The hallmark of **WCfST** is the recognition that to succeed, walking and cycling facilities cannot be just another product of “hard” asset creation. They will have their foundation in the careful melding of engineering, education, encouragement and enforcement. A real bonus for the people of Rodney are the health benefits that come from walking and cycling.

*“The long- term vision for Rodney’s **WCfST** is:  
In Rodney, walking and cycling are safe, pleasant, and convenient modes of transport  
and the modes of choice for short journeys.”*

The safe and efficient use of walkways and cycle ways will flow from a good understanding of users’ needs, integrated planning involving key stakeholders, implementation to best practice engineering standards and timely maintenance of installed facilities. Some significant effort has already been committed by the Rodney community into school travel planning and some walking and cycling projects were completed in the 2005/2007 period, notably ;Whangaparaoa Rd., Matheson Rd, Wellsford, Omaha Causeway, and Centreway Rd., Orewa. This **WCfST** provides clear directions for both an expanded walkway/cycleway infrastructure and an increase in patronage.

#### Notes:

- 12 April 2007:

*At the Council Asset Management Committee meeting on 12 April 2007, Council adopted this draft report for public consultation. The consultation period closed on 13 July 2007.*

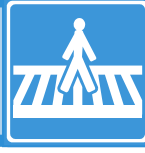
- 13 August 2007

*Feedback from the consultation period on the Draft WCfST has been addressed with revisions throughout the text.*



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## 1. ABSTRACT

### WALKING AND CYCLING IN RODNEY: WHERE TO FROM HERE

This **WCfST** document provides the strategic direction for walking and cycling for commuter journeys, primarily to work and school, in the Rodney District over the next 20 years.

*“The long- term vision for Rodney’s  
WCfST is:*

*In Rodney, walking and cycling are safe,  
pleasant, and convenient modes of transport  
and the modes of choice for short journeys.”*

The objective is to develop and maintain safe, direct, convenient and pleasant walking and cycling networks and supporting facilities for Rodney District.

The vision will be achieved by:

- improving the connectivity of pedestrian and cycle network and links to public transport
- providing cycle ways and associated facilities
- enhancing pedestrian road crossings
- improving the maintenance of footpaths and walkways, and
- considering all users of the walking and cycling network including mobility scooters, prams, wheelchairs and future transport modes.

As a result, by 2025, the areas in Rodney District where people cycle and walk safely, will be increased and improved.

The focus will be to increase walking and cycling for travel, between home, work and school. The needs of recreational walkers and cyclists are not part of this strategy but these user groups may benefit indirectly from the proposed walking and cycling infrastructure.

**WCfST** will provide for;

- a comprehensive planning framework incorporating land use planning, education encouragement and enforcement
- the reality that walking and cycling are different modes of transport with different needs for different users but similar issues
- an understanding that walking and cycling networks must provide directness, accessibility, comfort, environmental attractiveness and personal security

Rodney District Council is planning to implement **WCfST** by the construction of up to 6kms of walkways/cycle ways annually through a range of specific initiatives that include shared facilities for walking and cycling. These measures will vary from the less expensive on-road cycle lanes on re-configured road spaces and off-road footpaths, to the more expensive dedicated off-road cycle ways and cycle facilities. Planned cycle infrastructure will include cycle parking, end point facilities and route signage.

For **WCfST** to succeed, more than engineering improvements and enhancements are needed. Important changes are required to shift public attitudes to walking and cycling. This can be achieved through policy, education, encouragement and enforcement initiatives directed at changing road user behaviour and conducted in partnership with other agencies.

The strategy is written within the overall context of other preceding documents:

- International (UN Agenda 21 etc)
- (NZ Transport Strategy and Walking and Cycling Strategies)
- Regional (Auckland Regional LTS, and Walking and Cycling Strategies)
- NZ Urban Design Protocol
- North Harbour Physical Activity Strategy,2006

In compiling this strategy the following relevant Rodney documents have been referred to:

- 1999 Walkways Strategy
- 2005 Rodney Land Transport Strategy
- RDC Structure Plans
- RDC District Plan,2000

The Strategy is intended to complement the recent 2005 Rodney Land Transport Strategy on the detailed aspects of Walking and Cycling.

Following the consultation period (May / July 2007) the Strategy acknowledges and has been referenced against these later documents:

- NZ Energy Strategy (NZES)
- ARTA Sustainable Transport Plan 2006-2016
- National Guidelines for Crime Prevention and Injury Prevention through Environmental Design. CPTED and IPTED.

In developing this strategy a three tiered approach has been used: Each document is related and the documents have been progressively refined. The three related documents are:

- Rodney District Council Walking and Cycling Report - July 2005
- Rodney District Council **WCfST** - December 2005 (Preliminary Draft), March 2007 (Consultation Draft) September 2007 (Final Draft for Approval) — this strategy document
- Rodney District Council Walking and Cycling Action Plan 2005-2009, March 2007 (Consultation Draft), September 2007 (Final Draft for Approval).

The Walking and Cycling Report is a reference document and contains the strategy development detail. **WCfST** and the Action Plans (2005-2009, etc) are living documents derived from the more extensive Report.



A detailed list of projects is contained in the Preliminary Project List attached to each 4 or 3 yearly Action Plan. This is a master project list, or “work in progress”, which is to be continuously updated with the addition of new sites and revision of identified sites, fine tuned in relation to the Annual Plan and to be formally reviewed every 3 years during the production of the next Action Plan.

**WCfST** together with the triennial Walking and Cycling Action Plans, herald a formalised and structured approach to the important active transport modes—walking and cycling.

“Consultation” with the community and interested stakeholders during May / June / July 2007 has provided valuable feedback in the shaping this final strategy and RDC acknowledge the interest and efforts of all submitters. A total of 100 submissions to the Strategy and the Action Plan were received.

Respondents were requested to answer five questions and also asked to provide relevant comments if any. The results are summarised below.

Note:  
Land Transport New Zealand have requested that the current references to “seniors using mobility devices” be expanded to mean “universal access”. Universal access for the purposes of this document is deemed to mean; “Access to the road network for all forms of transport and persons including mobility scooters , other devices and all people regardless of physical capability or impairment, that have a right to access under NZ law and Local bylaw”.

### Summary of Public Consultation Submissions

Item	Question	Number of replies		Comments on the numbers
		Yes	No	
1	Should Rodney District Council be promoting walking and cycling as sustainable form of transport?	81	1	
2	Do you support RDC’s Walking and Cycling Strategy?	80	3	
3	Do you support a proposed level of funding for walking and cycling facilities of \$1 million per annum?	73	5	
4	Do you have any specific observations regarding the proposed timing of the projects (if yes, please give your ideas)	Comments included: (a) the whole programme is too slow (b) Proposals to bring forward specific projects		
5	Rodney District Council is considering designating existing footpaths/ walkways so that cycling on them can be made legal (currently cycling on footpaths is not legal) Do you agree with this?	69	8	Many submissions in support highlighted the need for assessing the safety of the proposal. The Auckland Cycle Association was firmly against the proposal as they believe that it would impair safety. However they agreed to allow children below 12 to cycle on footpaths subject to appropriate safety measures.
6	Do you have any other comments?	Comments included: (a) Cycling on road is dangerous (b) Proposal for additional projects (c) Proposal for recreational cycling routes and cycle training circuits		





## 2. STRATEGIC FRAMEWORK

***“The long- term vision for Rodney’s Walking and Cycling Strategy is:  
In Rodney, walking and cycling are safe, pleasant, and convenient modes of transport  
and the modes of choice for short journeys.”***

This strategy has been written at a local level within the overall context of other relevant documents. These amongst others, are:

- International - Agenda 21, 1992 UN Conference on Environment and Development.
- National - NZ Transport Strategy 2002, National Walking and Cycling Strategy, March 2004 etc.
- Regional - RLTS 2003, Regional Walking & Cycling Strategies 2002.
- Local - District Plans, LTCCP, Structure Plans etc.
- North Harbour Physical Activity Strategy 2006-2009

The focus for this strategy is on increasing the use of walking and cycling for utility journeys (primarily journeys to work and school) in Rodney’s urban areas and the vicinity of some rural schools. Facilities provided for these key groups may also benefit people who cycle and walk for pleasure and leisure.

### The objectives (desired outcomes)

- **Increase walking and cycling to school**  
Have twice as many students walking and cycling to school, as determined from school surveys.
- **Increase walking and cycling to work**  
Have walking to work, as determined by the NZ Census, increasing from approximately 3.1% in 2001 to 7.0% in 2025.  
  
Have cycling to work as determined by the NZ Census, increasing from approximately 0.5% in 2001 to 2% in 2025.  
  
Have those using walking and cycling as part of their mixed modes of transport, increase in the same proportions as above.
- **Improve the safety record for pedestrians, cyclists and seniors**  
Have reduced the number and severity of cyclists and pedestrian injuries while increasing the number of people walking and cycling.
- **Improve transport opportunities for seniors using mobility devices**  
Examine the existing use of mobility scooters and other existing modes with a view to “universal access” (refer to Section 1 for definition). Determine the needs of people with disabilities and establish actions to address those needs.

- **Broaden opportunities for alternative (active) transport modes**

Examine new and planned transport modes and develop actions to implement these modes, with a view towards “universal access”.

The achievement of these outcomes will be reviewed every 3 years and Council will implement a performance monitoring system with established benchmarks to identify trends and monitor progress.

### Initiatives (inputs)

The initiatives are grouped into six key initiative areas:

- **Planning.** Employ land use, transport planning, and urban design principles that reduce car reliance and encourage walking and cycling
- **Engineering.** Develop and maintain safe, direct, convenient and pleasant walking and cycling networks and the supporting facilities
- **Education.** Initiate and support education programmes that improve cyclist and pedestrian skills and confidence and foster safe road user behaviour
- **Encouragement.** Promote walking and cycling as viable modes of transport
- **Resources, Coordination, Funding and Review.** Ensure coordinated planning and adequate funding for walking and cycling facilities and initiatives including Land Transport New Zealand funding.
- **Enforcement.** Plan and facilitate adequate enforcement to support this strategy and the 3-yearly Action Plans.

The Rodney District Walking and Cycling Action Plans (refer to section 13) provide the detailed list of actions within these Initiative Areas. These actions are required to achieve the objectives.

The emphasis in the strategy on schools and town centres is well aligned with the ARTA STP. The list of High Priority Town Centres listing Orewa as 1 of 25 in the Auckland Region. Huapai and Warkworth are listed as Medium Priority Town Centres. Orewa is 1 of 18 town centres identified in the development of a Neighbourhood Accessibility Plan (NAP) between 2006 and 2016.

*Note: The ARTA Sustainable Transport Plan (STP), 2006-2016 (produced after the RDC Strategy) was reviewed against RDC’s Strategy in August 2007 to ensure general alignment. Particular reference was made to the chapters; “Walking Action Plan; Cycling Action Plan, Neighbourhood Accessibility Plan, School Travel Plans and Workplace Travel Plans”.*



### 3. DEVELOPING WALKING AND CYCLING TO 2025

***“By 2025, Rodney’s population will have increased by 50% with the resulting increases in traffic congestion, unless alternatives are implemented”***

#### Current status

In 2002, over 33% of New Zealanders were not considered to be sufficiently active to maintain a healthy lifestyle (SPARC, NZ, 2002). In Rodney, this represents 28,000 people.

The trend in walking and cycling to work in Rodney District (refer Page 11) between 1991 and 2006 is a decrease in the combined average of 3 percentage points (from +6% down to 3%).

Rodney is one of the fastest growing areas in New Zealand with a population growth of 14.6% between 1996 and 2001. This represents 10% of the Auckland region’s total growth. Rodney District has 919 km of sealed roads, 769 km of unsealed roads and 279 km of footpaths as of June 2005.

Most trips in Rodney’s rural areas (95.5% of the total land area) are not suited to easy walking and cycling, as the distances between destinations and townships are too great and the topography is hilly. Currently, the demand for walking facilities in rural areas is low and Rodney’s rural cyclists usually confront the daunting activity of cycling along State Highways and busy arterial roads.

In 2005, the infrastructure for pedestrians in Rodney District comprises:

- footpaths
- pedestrian crossing facilities
- street to street access ways, and
- walkways through parks and reserves.

There are very few formal marked or off-road cycleways. Some roads have wide kerbside lanes or sealed shoulders used as cycle facilities and some walkways are used by cyclists. These are not marked as cycle facilities by traffic signs or road markings. A 2.2 metre wide shared cycle and pedestrian path was recently constructed on the north side of Whangaparaoa Rd between Vipond Rd and Red Beach Rd, as part of the four-lane highway of Whangaparaoa Rd.

Cycle stands are provided by Council at the Rodney District Council’s Orewa office and at some community facilities such as public libraries and leisure centres.

#### Desired status in 2025

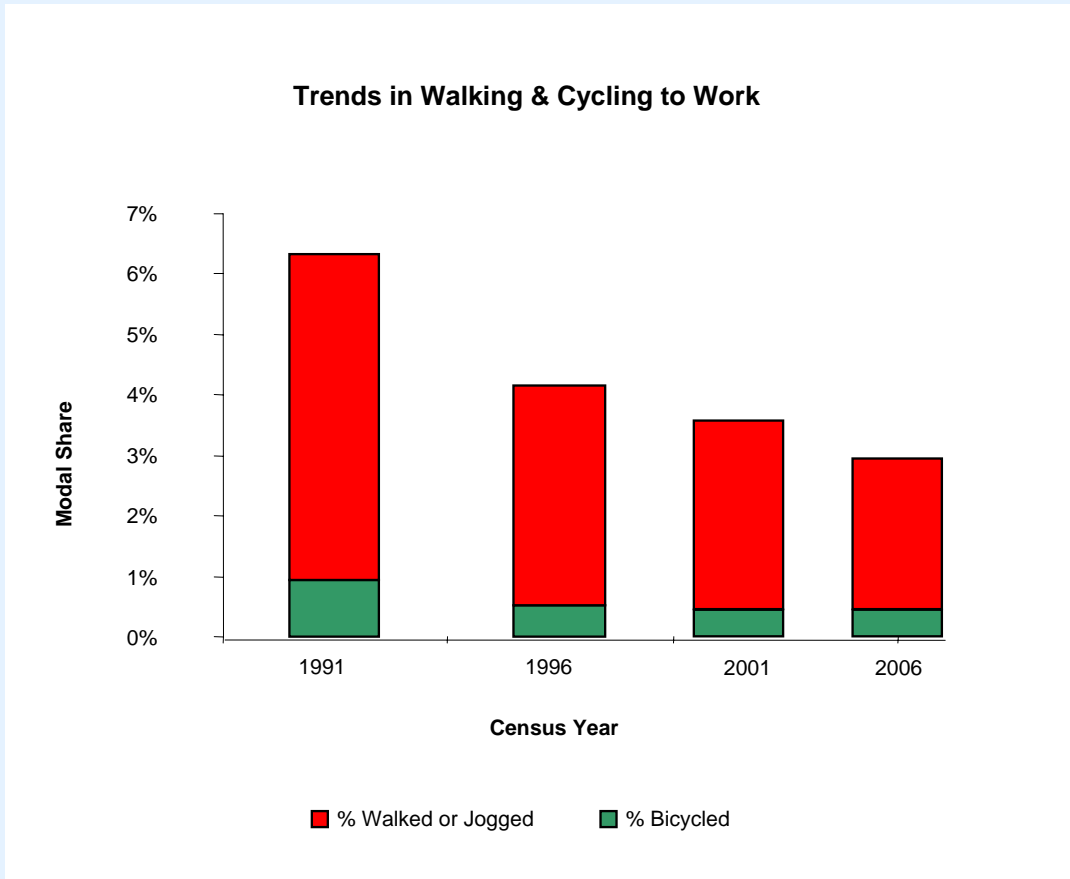
By 2025, Rodney District will be seen as a community that values the life of all citizens and encourages walking, cycling and other modes of transport, such as wheelchairs, prams and mobility scooters.

People of the community will cycle and walk to school and work and over time this will contribute to living longer and healthier lives.

By 2021, Rodney District will have grown to 117,535 (Auckland Regional Growth Strategy). Despite this tremendous growth – there will be a safe road network environment that adequately caters for both cyclists and pedestrians.

This Walking and Cycling Strategy together with the implementation of the Action Plans, will see more people in Rodney District walking and cycling especially short distances. Students – encouraged by their parents – will cycle and walk to school and workers – encouraged by their employers – will walk and cycle to work.

Council will have successfully implemented measures to reduce road trauma for cyclists and pedestrians particularly those in high risk areas such as State Highways and arterial roads where traffic speeds exceed 50 kph and traffic volumes are heavy.



**Trends in Walking and Cycling to Work in Rodney District, 1991-2006.** Between 1991 and 2006, there has been a decline in walking and cycling to work for employees living within Rodney District. The decline in walking and cycling to work over the past 15 years appears to be a national trend, with decreasing levels also experienced in Auckland City, Manukau City, North Shore City and over the Auckland Region and New Zealand as a whole.

Source: 1991, 1996, 2001, 2006 Census, Census Usually Resident Rodney Population Count Aged 15 Years and Over, Gainfully Employed, Main Means of Travel to Work

Note: 1) The census data does not cover trips to school or trips other than travel to work  
2) The data from the 2006 census has been added—August 2007



## 4. FACING THE CHALLENGES

***“Between 1995-2005, walking and cycling trips in New Zealand have halved. During this same period, there has been a decrease in the general fitness level and an increase in obesity.”***

Rapid population growth is generating more vehicle traffic and a more hazardous and less pleasant environment for cycling and walking. High speeds and heavy vehicles on rural roads present significant challenges for the safety of cyclists and pedestrians.

The decline in walking and cycling trips in the 1990s corresponds with the affordability of used and imported motor vehicles.

Injury and fatality rates among cyclists and pedestrians have increased. Throughout Rodney in 2004 there were 23 incidents including 1 fatality and 7 serious injuries. In 2005, there was 1 fatality involving a mobility scooter on Grand Drive, Orewa. Any fatality is unacceptable in the community. There is an urgent need to reduce the incidence of pedestrian and cyclist road crashes and the resulting deaths and serious injuries. An important aspect of this strategy is to reduce road trauma and provide a safer road environment for cyclists and pedestrians (including seniors using mobility devices).

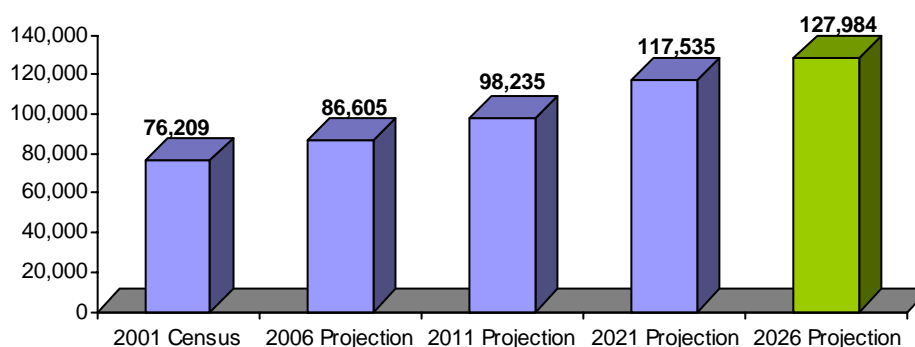
Physical inactivity is thought to contribute to 2,600 or 9% of deaths annually in New Zealand, or about 55 people in Rodney each year. Diabetes and obesity are a serious health trend among young people. This strategy seeks to increase physical

activity by increasing the opportunities for cycling and walking short distances, particularly amongst young people.

Rodney District consists of a mainly hilly topography that is not generally conducive to walking and cycling, other than for very short distances. While there are reasonably flat areas like Orewa, other urban areas such as Whangaparaoa Peninsula, Helensville and Wellsford are generally difficult for walking and cycling. In contrast, Christchurch – with flat topography – has higher percentages of cyclists and pedestrians. In implementing this strategy, consideration will take into account the local topography of each site during the project planning and prioritisation stage.

Urban growth in the Auckland Region, including Rodney District, has been based on a transport system which is highly dependent on private motor vehicles. The construction of new roads, particularly major roads designed primarily for the passage of through motor traffic, has the potential to sever existing communities and make movement between the areas more difficult.

### Population



#### ***Rodney District Population Projection***

*The projected average population growth over 20 years is 2,000 people p.a. or about 2% p.a.*



## Cycle Accidents

In the 5 year period 2000-2004, 26 cycle accidents were recorded in the Rodney District. (This data will shortly be updated with the 2002-2006 crash data).



Injury Severity	Year					Total
	2000	2001	2002	2003	2004	
Fatal	1	1	1			3
Serious	2	1		1	1	5
Minor		1	4	3	4	12
Non-injury	1	2	2		1	6
Total	4	5	7	4	6	26

## Pedestrian Accidents

In the 5 year period 2000-2004, 68 accidents involving pedestrians were recorded in the Rodney District. (This data will shortly be updated with the 2002-2006 crash data).

Injury Severity	Year					Total
	2000	2001	2002	2003	2004	
Fatal	5		1	1	1	8
Serious	3	3	5	3	6	20
Minor	6	5	7	10	8	36
Non-injury		1	1		2	4
Total	14	9	14	14	17	68



Rodney District Council will actively encourage sustainable urban growth, quality urban design and a local road network that is planned and retrofitted for smooth and uncongested traffic flows. Opportunities will be sought to improve personal safety and to reduce or at least limit the growth in criminal activity associated with the use of the walkways and cycleways in key urban areas so that more people will want to cycle and walk short distances.

Rodney District has numerous streets with long cul-de-sacs and no pedestrian interconnections. This increases the distances people have to travel and the number of high traffic volume intersections on key routes. These neighbourhoods have restricted access to walking and cycling routes. These gaps in the current infrastructure should be addressed.

Some urban residential areas are separated from employment and service areas such as shopping centres. Limited public transport and opportunities for walking and cycling are available and as a result, few people walk or cycle. The development of new residential areas, schools, roads and major infrastructure upgrades, presents planners with the opportunity to develop new and improved cyclist and pedestrian facilities.

The District Plan 2000 includes a number of objectives, policies and rules for the provision of walkways & cycle ways in new subdivisions. There are further opportunities now to provide new policies for walkways, cycling and senior transport needs in at least two areas:

- New land use provisions
- Proposed road and transport projects

Those future needs will be addressed through land-use planning initiatives in the 3-yearly Action Plans.

Most people gain benefits from improved walking and cycling infrastructure. Nationally, 70% of walking trips are less than 1 km (51% are under 0.5 km) and 75% of cycling trips are less than 3 km. In this strategy, short walking and cycling trips (distances less than 5 km) in urban communities will be targeted. A “short walk” is generally classified as less than 2kms.

Rodney District’s population is increasing along with the average age of citizens. In 2006, 15% of the local population were seniors: above the national average of 12.9%. Northern Rodney and Hibiscus Coast are popular retirement areas. There is an increase in the number of older drivers and seniors (age group - 65 years and over) looking for alternative (active) modes of transport as they cease driving cars.

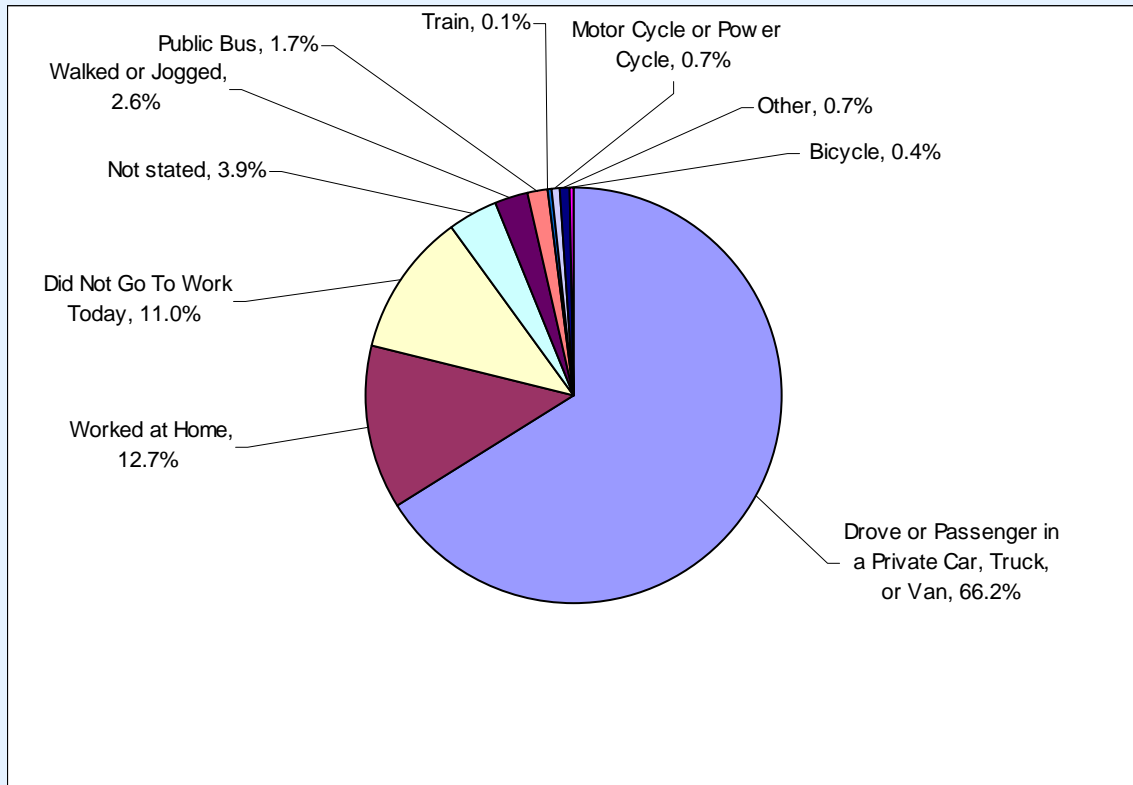
#### *Overseas example of signage for The Aged*

In the future, more people in the community will be:

- walking
- cycling
- using mobility scooters, and
- requiring public transport.

As with any community that has an ageing population, road safety is an important issue. Older road users are more likely to die as a result of injuries sustained in a crash and require greater protection in all transport modes and environments.





**Modal share for travel for work for people usually resident in Rodney**

Source: 2006 Census, Census Usually Resident Rodney Population Count Aged 15 Years and Over, Gainfully Employed, Main Means of Travel to Work



## 5. EVALUATING FUTURE TRANSPORT

### The shape of things to come:

- **Further increase the use of walking and cycling for short commuter trips and to schools**
- **consider the needs of other modes such as mobility devices and alternatives for seniors**

For the strategy to be successful, one must begin to understand the likely future environment. From the available research a number of trends are appearing in Rodney.

- Motor vehicle traffic is increasing faster than the economy and the population, with truck numbers likely to be up at least 80% by 2015.
- Vehicle incompatibility with other road users will only deteriorate with an increasing number of larger trucks being registered. These trucks will continue to share the road corridor with other road users.
- Vehicle emissions will increase.
- Congestion costs will increase.
- Residential development will continue to increase and public transport is unlikely to keep up with growing transport needs.
- The mean age of citizens in Rodney is likely to be around 43 years in 2014 and over 45 years in 2025 with possibly as much as 15% of the population being 65 years and over in 2025.
- The use of Mobility Scooters and other alternative transport modes such as mopeds, “Segways” and electric vehicles is increasing.

Rodney District will play its role in implementing NZ’s Road Safety to 2010 strategy. The key areas of the strategy are:

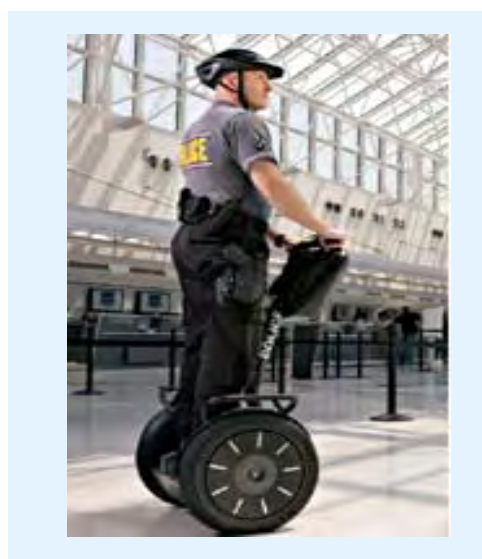
- engineering safer roads
- reducing speed
- combating drink-driving
- dealing with serious offenders
- encouraging the use of safety belts
- improving safety for pedestrians and cyclists
- improving the vehicle fleet
- new and better target education initiatives.

Based on current research and development, there is an increasing role for:

- Improving “universal access” (refer to Section 1 for definition).

- Battery powered vehicles
- Alternative mobility devices
- Developments of mobility scooters with a safer more enclosed body
- Part car/part mobility scooter
- Travelators – moving footways in and around commercial centres – possibly connecting one centre or hub with another
- Light rail options – trams or trolley buses
- Monorails
- Greater use of mini buses and taxis for seniors

As these transport modes currently have a minimal effect on walking and cycling within Rodney District, one can only speculate on their likely effect toward 2025 and beyond. The 3-yearly Action Plans will consider alternative transport modes as part of the strategy reviews. In the first Action Plan, focus will be on quantifying current usage of the ‘fringe’ travel modes such as mobility scooters, and a desktop review of these travel modes on a national basis and current Australian experience.



A “Segway”





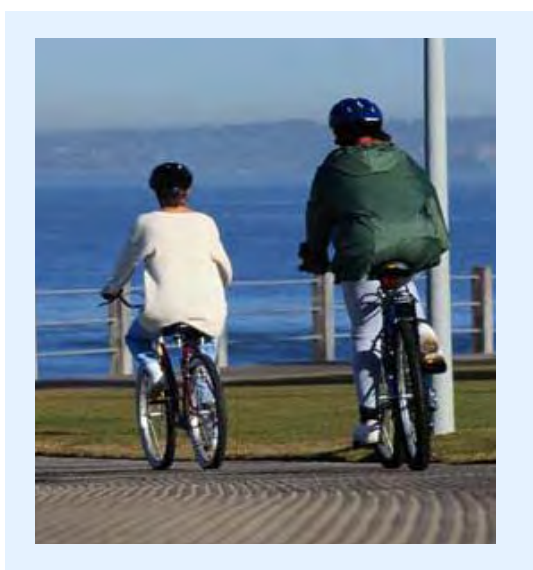
## 6. RECOGNISING THE BENEFITS

***“Walking and cycling are important transport options, particularly for shorter trips. One third of all car journeys are under 2 km and two thirds under 6 km. These distances are well within the walking or cycling ability of most people.”***

As alternative (active) modes of transport for short car trips and as a form of exercise and recreation, walking and cycling have a number of benefits to the community and its people.

### Benefits to the community

- Decreased reliance on fossil fuels and improved sustainable and energy efficient modes of transport
- Reduced traffic congestion, air, noise and water pollution through the replacement of motor vehicle trips with walking and cycling trips
- Reduced demand and costs for energy, road repairs, additional roads and parking, and
- Added value of a multi-modal transport network and travel continuity.
- Increased neighbourhood security with more “eyes” on the street.



### Benefits to the individual

- Increased mobility in a relatively low-cost and easy manner
- Cost effective travel over short distances
- Increased independence, especially for children and seniors, and
- Improved health and fitness and a greater sense of well-being.

Regular walking and cycling increases fitness and helps reduce the incidence of heart disease, strokes, type-2 diabetes, osteoporosis, some cancers and obesity, cholesterol levels, depression, fatigue and aggression.

Socially, as people walk and cycle around neighbourhoods more often, this will create a pedestrian and cycle-friendly neighbourhood with reduced car traffic.

Substituting walking and cycling for short car trips in Rodney has the potential to increase local purchase of goods and services and create an environment that encourages visitors, tourists, new businesses and employment to the community.

Rodney District is committed to the health of its people and in July 2006 the Council helped sponsor, prepare and launch the “North Harbour Physical Activity Strategy 2006-2009”.





## 7. STIMULATING CHANGES TO TRAVEL CHOICES

*“Getting more people walking and cycling, will require more than the provision of safe, direct and pleasant routes. Education and encouragement of the people – particularly young people and seniors – to walk and cycle when travelling short distances.”*

To encourage more cycling and walking in Rodney District, application of a comprehensive approach will be needed to:

- reduce the demand for vehicle travel and car dependency
- bring a range of desired destinations within easy walking and cycling distance and improve the connectivity of the network.
- improve the overall environment for walking and cycling by reducing traffic speeds and volumes, and
- make the street environment more interesting, safe and attractive.
- Provide walkways, cycleways and associated facilities and provide for “universal access” (refer to Section 1 for definition).

Cyclist and pedestrian routes must be:

- **safe** – where roads and intersections can be travelled and crossed safely and are perceived as safe by pedestrians and cyclists. These roads should have; low traffic speeds, be low traffic volume routes where possible, separation from other vehicles on route, traffic signals, grade separation or underpasses.
- **direct and easy to follow** – where people can walk and cycle by a direct route without encountering major obstacles and have access to pedestrian and cycle-only short cuts where possible. Cycle routes need to be continuous: facilities that are in isolation and disconnected are not conducive to stimulating increased cycle use.
- **comfortable** – with high quality and well-maintained facilities and suitable allocation of road space with minimum gradients where possible.
- **attractive** – in both the built and natural environments.
- **personally secure** – including suitable levels of lighting, visibility, surveillance, and secure cycle parking where possible.

While some measures can benefit both cycling and walking, most of the ‘on the ground’ facilities required by walking and cycling are different. Where potential conflicts arise, the solution will



need to work for both cyclists and pedestrians. Walking is a fundamental component of all travel. The potential for developing walking initiatives will be greatest for short trips (under 2 kilometres). However, pedestrians have differing needs according to their age and abilities. Children, the disabled and seniors are well-represented in pedestrian injury statistics and require specific consideration. For example, the design of pedestrian networks around retirement villages where people extensively use motorised scooters (which are treated in the same way as pedestrians under traffic regulations) may require very wide footpaths.

Cycling requires special equipment and is a more conscious transport choice than walking. Cycling is faster and has greater potential for use in mid-distance trips of 2-5 kilometres.



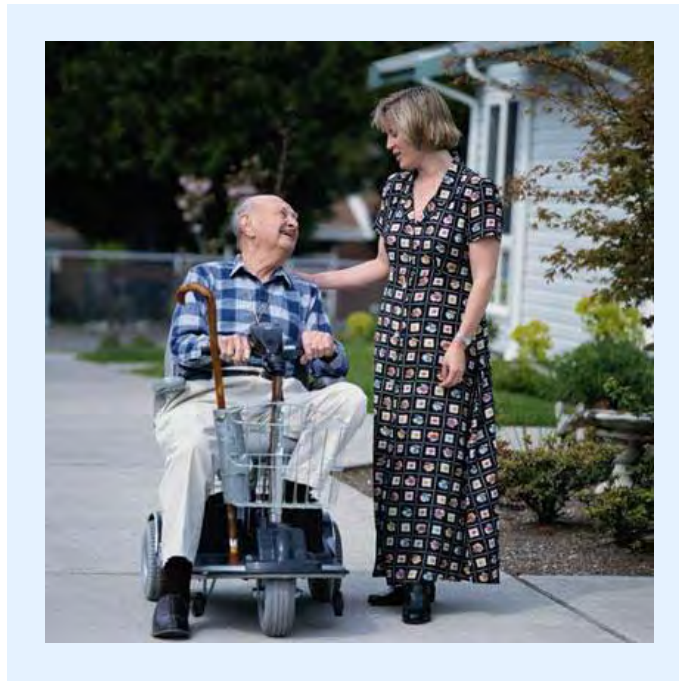
Like pedestrians, cyclists have differing needs (such as age, ability and special needs) and may require different cycling facilities. For example, commuter cyclists may require a cycle lane or wide kerbside space and school students travelling along on the same road may require a separate cycle path.

Having universal access for all, safe and easily obtainable alternative transport modes and networks for seniors in Rodney, such as for walking and mobility scooters, will encourage more senior citizens and others to try these alternatives and create an environment where Rodney is seen as safe.

Future work in identifying the needs of seniors and implementing appropriate solutions will be done through the 3-yearly Action Plans that are developed from this strategy.

Examples of this work may include:

- Mobility Scooter User Surveys
- Retrofitting intersections and footpaths in high usage areas to properly cater for mobility scooters and other alternative transport modes, such as wheelchairs.





## 8. INVOLVING STAKEHOLDERS

To increase the safety of cycling and walking, attitudes and behaviour need to be addressed. To succeed, close coordination with engineering, planning, education, encouragement, resources and enforcement is required.

Rodney District Council will take a leadership and coordination role to develop, implement, measure and evaluate these initiatives with the community stakeholders. The key stakeholders include:

Stakeholder	Activities
<b>Rodney District Council Travel Planners</b>	Education, coordination, strategy champion, School Travel Plans (STP's), Workplace Travel Plans (WTP's), 'Travel Wise' Programme, 'Walking School Buses'
<b>RDC Transport Directorate</b>	Leadership and management 40 kph School Zones Living Streets Road Safety Coordination Other Strategies Funding Facilitation and Coordination Projects Road Access Management Guidelines—review options
<b>RDC Strategy &amp; Policy</b>	Land Use Planning Update, <a href="#">Walking &amp; Cycling for Recreation (WCfR)</a> , RDC; Urban Design Guidelines, Recreation Strategy ,Public Open Space Strategy—Link both the WCfST and WCfR to the District Plan Revisions GIS and Mapping
<b>RDC GIS</b>	Road Access Management Guidelines—review options
<b>RDC Parks &amp; Reserves</b>	Facilitate links to walking and cycling transport routes through parks
<b>RDC Communication</b>	Media liaison, press releases
<b>ARC/ARTA</b>	Funding, coordination, liaison STP's and BTP's, software and strategies, the ARTA Sustainable Transport Plan 2006-2016 etc.
<b>Land Transport NZ</b>	Project funding, 'Cycle Safe' funding, strategy liaison, crash statistics
<b>Transit New Zealand</b>	State highway interface
<b>NZ Police</b>	Enforcement and education of 40 kph school zone and pedestrian crossing programmes in schools, targeting serial abusers, alcohol, drugs and speed enforcement etc
<b>Schools and Board of Trustees</b>	School Travel Plans, End User Facilities, Coordination User Surveys, Safer Roads for Schools, Walking School Buses
<b>Age concern groups</b>	Liaison regarding seniors needs
<b>Local Businesses</b>	BTP's, 'Cycle Safe' Support (bikes, helmets)
<b>SPARC</b>	'Walk and Cycle for Health Campaign', Health & Safety in Sport
<b>Ministry of Environment</b>	NZ Urban Design Protocol Urban Upgrades and Crime Prevention through Environmental Design (CPTED). Injury Protection through Environment Design (IPTED). NZ Energy Strategy.
<b>EECA</b>	Specific project funding and support Health and Safety in Sport
<b>Cycle Action Auckland</b>	Rodney Commuter Challenge, Cycle user coordination, identify local champions and community enthusiasts
<b>New Zealand Department of Statistics</b>	2006 Census Data, Travel to Work Survey and Health Statistics
<b>Rodney ratepayers, businesses, associations and groups</b>	Liaison regarding local needs
<b>Auckland Regional Public Health Service</b>	Public Health Services across the Auckland Region
<b>NZ Historic Places Trust</b>	"Saving our past for our future". Co-ordinating the identification and preservation of historic places and sites.



## 9. CREATING SAFE AND USER-FRIENDLY WALKING AND CYCLING NETWORKS

*“Safe access to roads, transit facilities and public transport 24 / 7, are necessary to encourage increased walking and cycling in Rodney District.”*

Within the 20 year framework of this strategy, infrastructure and facilities will be built as an integral part of the approach. The cycle network proposed for the Auckland Region over the next 20 years is as shown on the Regional Cycle Network (RCN) map in Appendix A of the Action Plan.

Developing new roads and subdivisions with high standard cycle and pedestrian facilities and maintaining the existing network to encourage more walking and cycling will require extensive funding. Rodney District Council plan to spend on average, \$1M p.a. over 10 years to implement this strategy. Over \$5M is planned over these first 3 years. The WCfST Part 2 - Action Plan contains



the preliminary project for the 20 year period 2005-2025. The selection of candidate sites for development of walking and cycling infrastructure has been undertaken using a multi-criteria evaluation process. The selection criteria (and design guidelines) are described in Appendix B and Appendix C of the Action Plan.

Road upgrade projects and maintenance works will include better provisions for cyclists and pedestrians, e.g. provide a wide kerbside lane or dedicated cycle lane when repainting road markings or allocating more space on the road when doing kerb and channel work.

The aim is to encourage cyclists and pedestrians

into using streets and cycle paths at all times, including during road maintenance and upgrades. The on-going and continued use of these spaces can be encouraged by:

- Keeping cycle lanes and paths free of potholes, clear of debris, rubbish and overhanging trees
- Restoring road surface quality and seal smoothness after roadworks/resealing
- Ensuring utility and drainage covers are kept flush with the road surface
- Aiming to keep the road pavement flush with the edge of the gutter
- Repainting road markings with non-slip reflectorised paint
- Ensuring that when grass and trees are planted, they do not damage or obstruct a cycle path or walkway or reduce visibility
- Keeping signs clean and in good repair.
- Providing “end point” facilities such as lockable bike racks and showers in work places

Road Access Management (RAM) is currently being promoted by Transit NZ. The objective is developing national guidelines for improving the road network by providing a balance between the needs of land development and transport planning. These guidelines may extend to arterial roads and possibly distributor roads. They may be used when retrofitting existing roads and designing future roads. The role of walking and cycling will need to be integrated within this access planning.

Better roads in Rodney District may mean:

- Access to a larger market area for users
- Improved productivity
- Increased sales & market activity
- Decreased number of crashes
- Shorter travel times and reduced congestion
- Less frustration on the road
- Improved environment and quality of life
- Longer life of district assets, and
- Improved network efficiency.

Motorists, pedestrians, cyclists, users of public transport and land users may all benefit from these guidelines.



The Design Guidelines for the proposed Walkways & Cycle Ways will generally be; Best practice guidelines including LTNZ's; Cycle Network and Route Planning Guide and; NZ Walking and Cycling Strategy—best practice, and Austroads Parts 13 and 14-Design Guides etc. Rodney District Council is the appointed champion and custodian of this strategy. The evolution and implications of RAM development will be monitored through the Action Plans.

Education will play an important part in increasing community awareness of the environmental, health and other benefits of replacing short car journeys with cycling or walking. Training people how to ride and cross roads safely and confidence building courses, are important in encouraging young people and new cyclists to make more journeys by foot or by cycle.

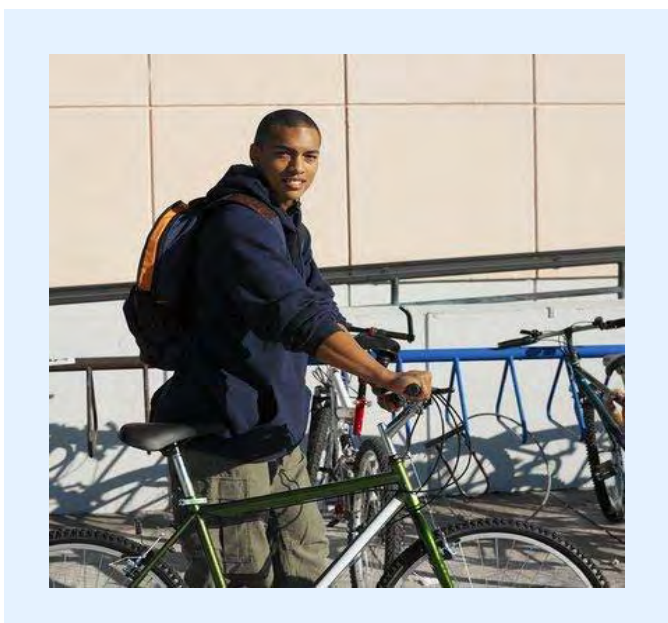
Enhancing the transport network is essential. Virtually every public transport trip involves some degree of walking and without adequate pedestrian access to transit stations and stops, the viability of public transport is significantly reduced. Comfortable, safe, pleasant, and well-lit environments at public transit stops will increase walking and cycling and the use of public transport.

The planning of urban infrastructure requires consideration towards further development of direct links to bus stops, railway stations and ferry termi-

nals, as well as safe road crossing facilities. Council has developed a strategy of improvements and extensions to bus shelter facilities across the District.

There are many opportunities to integrate public transport with cycling, including:

- Bike racks on buses, ferries and trains
- Secure cycle parking at principal bus stations, ferry terminals and train stations. Currently, Waitakere Station on the Western Line is accessible to Rodney residents and future access to other stations (Kumeu and Helensville) within Rodney District Council may be an option, as the commuter access to Auckland Central is improved and the duplication of the Western line is completed.
- Bike storage facilities on passenger ferries, ferry terminals and at park and ride car-parks.
- A number of major redevelopment projects are expected to commence in the coming years in Orewa and Silverdale which will lead to significant increases in travel demand. There is some potential for a narrow gauge railway between Silverdale as far as Snow Planet and Orewa. Walkways/cycleways linking the light rail stations will be considered when the railway is planned.





## 10. PROMOTING WALKING AND CYCLING TO SCHOOL

***“The greatest potential to change road user habits is implemented by targeting school students.”***

School students are the largest target user group for the strategy. There are nearly 50 schools in Rodney District with a total roll of around 14,000 students. In the urban areas of Rodney District, up to 40%<sup>(1)</sup> of morning peak trips by car are travel to school.

Although precise data is not available for Rodney, it is thought that on average, up to 73%<sup>(1)</sup> of primary school students in urban areas live within one kilometre of their school and up to 53% are being driven to school. Educating and training children to cycle and walk to school is an essential element of road safety and a key objective of this strategy.

Strategy implementation will be through Action Plans. The key tools for project ranking will be school rolls and the urban nature of each school. This is based on the assumption that the larger the user group, the greater the potential for travel behaviour change.

- Ferries
- Trains (West Rodney)
- “Don’t burst their bubble” campaign
- Land Use Planning Review
- Rodney Transport Strategy - Review
- Rodney Road Safety Strategy - Review



Stanmore Bay Primary School students Sinead Callinan, left, Jaydene Lucas, Jessica Harvey and Rhiannon Ford get ready to talk road safety with television presenter Suzy Cato.

**Suzy lends her support to school walking bus**

The initiatives in each Action Plan include:

- Cycle Safe Education for Schools
- Walk and Cycle for Health Campaign (SPARC)
- 40kph School Zones
- Inter-modal Improvements
- Buses

Council specifically advocates the continuation and expansion of road safety education programmes developed and delivered to Rodney schools and works in partnership with other agencies on cyclist and pedestrian road safety initiatives.

The Road Safety Coordinator will continue to work with other agencies in delivering cycle and pedestrian safety education programmes to school students to foster safer attitudes, skills and behaviour amongst motorists, cyclists and pedestrians.

*School Travel Plans* (STP’s) are a way for schools to encourage reduced car use on the school journey by enabling and encouraging school pupils to walk, cycle or use public transport.

*Note: (1) Source: NZ Walking and Cycling Strategy 2004*



*School Travel Plans* encourage walking and cycling by:

- Identifying and mitigating safety issues
- infrastructure improvements
- Establishing *Walking School Buses*
- Establishing secure cycle parking facilities at schools
- Supporting school-based campaigns e.g. *Bike Wise Week* and *Bike to School Days*
- Targeting teenagers (intermediate and secondary school students) who consider cycling ‘uncool’
- Promotions like *Be Safe Be Seen Days* and the *Mayoral Challenge Bike Ride*

The ‘Travelwise to School’ programme is an example of the partnership between Local Authorities, EECA Regional Councils and individual school communities.

TravelWise to School



Rodney’s “Mayoral Challenge Bike Ride”, 25 February 2007

## Walking bus starts

Stanmore Bay Primary School is to trial the walking school bus system used successfully in other schools across the district from next term.

The initiative follows a successful Project K walkathon held recently.

A walking school bus survey sent to parents with the incentive that if the survey was returned to the school, their child would receive a free kick ball.

The parents’ response to the survey set a new precedent, says Rodney District Council road safety officer Jacki Dawson.

The initial route for the walking bus is now being considered for the trial to start later this month, she says.

“The recent walkathon has helped raise awareness of the issue thanks to tremendous support from Suzy Cato, Constable Bryan Ward and Rodney’s Deputy Mayor, Bill Smith.”





## 11. PROMOTING WALKING AND CYCLING TO WORK

***“Road safety programs need to be developed for motorists to demonstrate how the road can be an environment that is shared with cyclists and pedestrians.”***

Walking and cycling trips to work have halved over the last 10 years and general fitness and health have decreased to the point where one third of all New Zealanders are not active enough to benefit their own health.

Some people travel to work by car by necessity, but many are able to choose and mix their mode/s of transport. Many local trips are short and consequently have a greater opportunity to increase cycling and walking to work as part of that mix, particularly in the areas of Wellsford, Warkworth, Hibiscus Coast, Helensville and Kumeu.

As safer and more user-friendly walking and cycling infrastructure are developed there will be a need to address the negative public perception of these modes of travel. Active promotion and encourage cycling and walking on short journeys to work will be implemented.

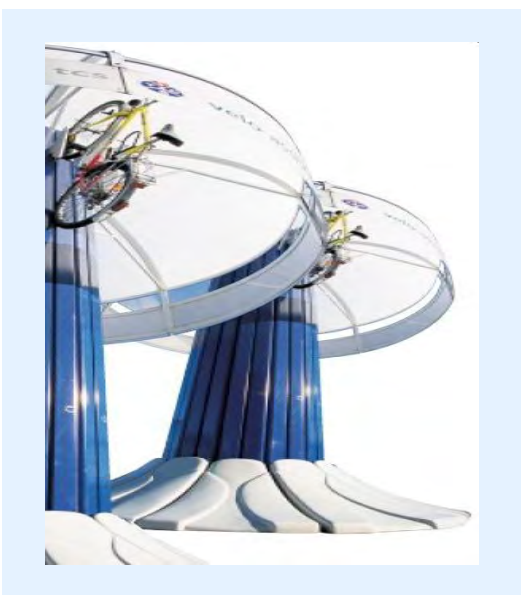
Integrating public transport with cycling, requires cycle parking that caters for secure all-day parking at principal bus stations, ferry terminals, train stations and park / ride car-parks. These need a high level of security and includes bicycle lockers, lockable bike racks or enclosures.

End point facilities including cycle parking and other amenities for cyclists, such as lockers and showers at workplaces, make an important contribution to the convenience of a cycling journey and can provide an incentive for more cycling journeys to work. Inverted u-racks are a simple, low-cost, secure, space efficient cycle stand design suitable for installation at a variety of locations. The Action Plans will target employers in local businesses and organisations. Businesses can be encouraged to establish bicycle user groups and walking groups to raise awareness of the benefits of walking and cycling and improve the provisions for these modes in their organisations.

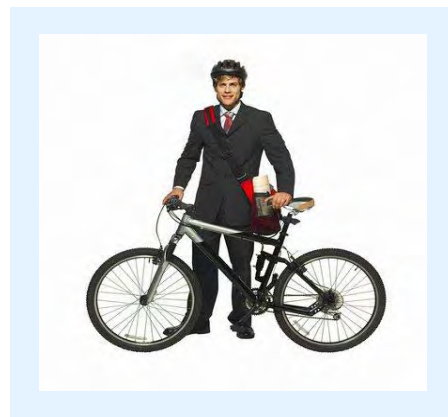
Initiatives in each of the Action Plans may include:

- Walk and Cycle for Health Campaign (SPARC)
- Inter-modal Improvements
  - Buses
  - Ferries
  - Trains
- “Don’t burst their bubble” campaign
- Land Use Planning – Review
- Rodney Road Safety Strategy – Review
- Rodney Transport Strategy – Review
- 2006 Rodney Commuter Challenge

*Workplace Travel Plans (WTP’s)* are designed to encourage workers to use active transport modes such as walking and cycling as well as carpooling and public transport.



Bike Tree



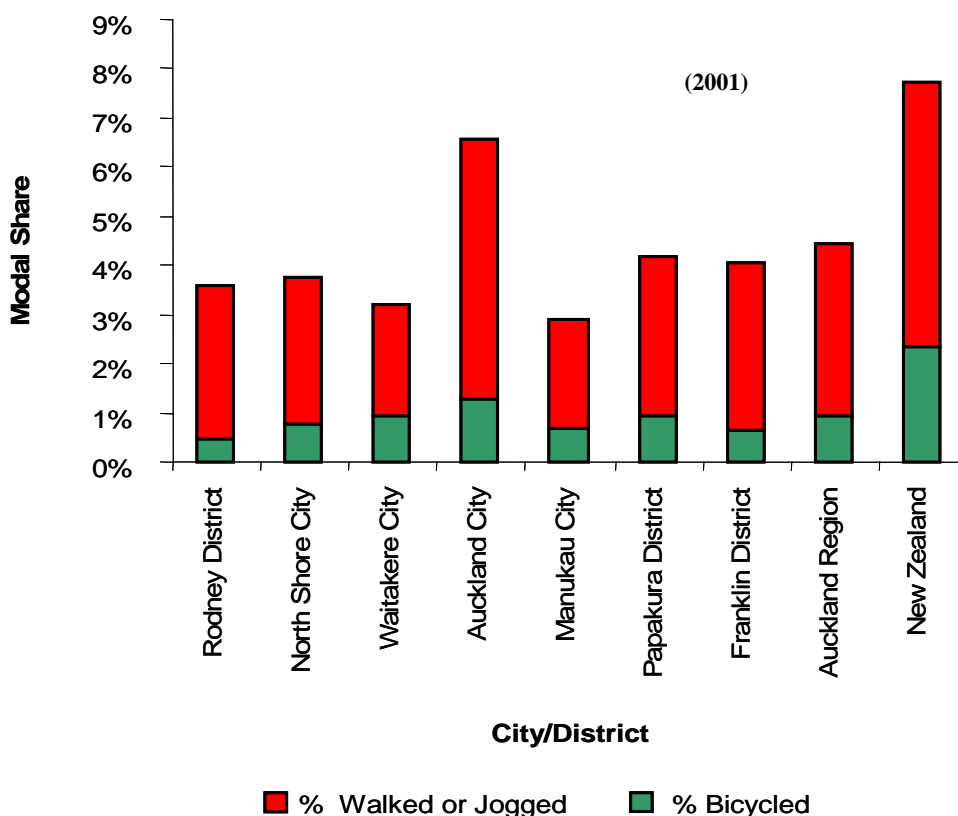


*Bike Wise Week* offers a great opportunity to make the most of a high profile national event to draw attention to cycling issues and opportunities for cyclists in Rodney. *Bike to Work Days*, *Commuter Challenges* and *Bike Business Battles* are some of the cycle to work promotion events that are available.

Walking and cycling to work is supported by the Energy Efficiency and Conservation Authority, (EECA), Sports and Recreation Council (SPARC), NZ Heart Foundation and the Health Sponsorship Council.

In 2001, Rodney had the lowest level of cycling to work in the Auckland Region. The level of walking to work in Rodney is comparable with North Shore City and higher than in Waitakere and Manukau City. Both Franklin and Papakura Districts, which are predominantly rural land districts, had slightly higher proportions of the workforce travelling by cycle or on foot. This low level of walking and cycling in Rodney can be attributed to the rural nature of the district, low intensity urban development, and the high proportion of people travelling long distances to Auckland City and North Shore City to work.

### Regional Comparison



#### Regional Comparison of modal share of walking and cycling to work, 2001

Source: 2001 Census, Usually Resident Population Count Aged 15 Years and Over, Gainfully Employed, Main Means of Travel to Work (this graph will shortly be replaced with 2006 Census data).



## 12. REALISING THE BENEFITS - ENFORCEMENT IS ESSENTIAL

*“Enforcement is currently the responsibility of the NZ Police”*

The number of fatalities and injuries as a result of road trauma, is still a significant issue for the community. Without sufficient enforcement to back up the engineering and education initiatives, New Zealand will face 400 road fatalities a year by 2010.

The goal of the New Zealand Road Safety Strategy to 2010, is to reduce the road toll to 300 deaths and 4,500 hospitalisations annually, by 2010. In achieving this goal, there are a number of enforcement initiatives targeting improved safety for pedestrians and cyclists. Speed enforcement and alcohol in built up areas are 2 major initiatives. At impact speeds over 30kph, pedestrians and cyclists risk life threatening injuries. At 60kph, death is almost certain.



Recent national enforcement measures proposed to address speed and alcohol-related crashes are:

- Immediate roadside licence suspension for exceeding the posted speed limit by 40kph (down from 50kph).
- Immediate loss of licence for 28 days if blood alcohol level is 130mg/100ml
- Vehicle impoundment and licence suspension with 3 blood alcohol offences within a period of 4-years.
- Speed cameras operating ‘anywhere anytime’.

Many of these national initiatives will bring benefits to pedestrians and cyclists. However, to achieve sustainable benefits these activities need to be complemented with local measures with appropriate enforcement to ensure proper flow of the benefit stream.

Potential enforcement initiatives at the local level can include:

- the use of 40kph school zones
- ‘Safer Roads’ and ‘Safe Routes to School’
- targeted road policing
- increased parking enforcement around schools and other problem spots
- parking restrictions in cycle lanes to regulate and enforce the appropriate use of off-road facilities if conflict between different user groups becomes an issue.

Future considerations may include:

- 40 kph speed zones in town centres
- RDC consideration of a transport user’s hierarchy in planning to prioritise pedestrians, people with mobility problems and cyclists ahead of public transport, motorised two wheelers, commercial vehicles and cars as per City of York order of priority. Acknowledgement to: Auckland Regional Public Health Service Submission 10 July 2007 and Cycle Action Auckland Submission 11 July 2007.



## 13. IMPLEMENTING THE STRATEGY THROUGH ACTION PLANS

*“Action Plans will link with other policy initiatives including health, road safety, positive ageing, disability awareness and ensure successful implementation of this strategy.”*

The success of this Strategy and each Action Plan is dependent on a well directed effort by Rodney District Council in partnership with other key agencies and community stakeholders.

The success of the strategy will be measured by the achievement of the outcomes established in 3-yearly Action Plans. During the review of the previous Action Plan and preparation of each new Action Plan, the success of actions against the key objectives will be evaluated, to ensure:

- continuing with what works
- abandoning or revising what doesn't work, and
- addressing new trends.

The 3-yearly review will include a review of the key statistics for:

- safety
- numbers of people Cycling and Walking to work and school
- senior citizen needs evaluation and recommendations
- alternative transport modes evaluation and recommendations.

The 3-yearly review includes monitoring sustained behavioural change in the key groups:

- **Parents** encouraging and supporting their children to walk and cycle to school rather than be driven to school by car.
- **Children** recognising the benefits and embracing the change.
- **Employers** encouraging and supporting their workers to walk and cycle rather than drive to work.
- **Workers** recognising the benefits and embracing the change.
- **Rodney District Council** championing the cause and providing leadership to facilitate the change.



Rodney's Mayor John Law Leading the way in the 2007 "Mayoral Challenge Bike Ride"

The five key objectives (see page 9) will be monitored every 3 years and the achievement level will be recorded and reviewed against the targets. Any remedial action required will be taken.

Monitoring the achievement of the objectives will be aided by collecting suitable data on:

- **Cyclist numbers/routes in use** – A rolling 5-year programme of cycle counts to monitor the numbers of cyclists in any particular location, will provide the most immediate indication of cycling patterns in the District.
- **School cycle parking surveys** – Counts of the numbers of bikes parked at schools gives an indication of current levels of cycling to school.
- **Trends in walking and cycling to work** – Census data will be compiled to monitor trends in walking and cycling to work.
- **Cycle and pedestrian accident data** – LTNZ (ex LTSA) crash data will be compiled to monitor trends in accidents involving cyclists and pedestrians.
- **Customer satisfaction** – the degree of satisfaction or dissatisfaction with provisions for cyclists and pedestrians evaluated through customer surveys.
- **Cycle network implementation** – maintain a plan and schedule of the sections of the cycle network.
- **Mobility scooter user survey** – determine the existing use and their needs.

