

Wairoa District Council

Walking

And

Cycling

Strategy



2006

Adopted 10 October 2006

Prepared by Alan J Watton
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FOREWORD

The Wairoa District Council's Walking and Cycling Strategy is a comprehensive document designed to take the district into the future.

Part of the Council's Long Term Council Community Plan (LTCCP) talks about the health and wellbeing of the community and the strategy is part of that plan.

We look forward to developing a network of cycling and walking pathways, which will be enjoyable, and also lead to safety and a healthier lifestyle for the community.

A handwritten signature in blue ink, appearing to read 'L. Probert'.

L Probert
HIS WORSHIP THE MAYOR

WAIROA DISTRICT COUNCIL

WALKING AND CYCLING STRATEGY

2006

Introduction

This strategy has coverage of the Wairoa Township urban area and immediate surrounds and the Mahia Township area and its immediate surrounds.

The strategy does not encompass the rural areas of the District, but does refer to recreational tracks and paths as provided for by other agencies such as Department of Conservation.

Vision

The strategy vision is:

“For Wairoa to be a safe, healthy and enjoyable place to walk and cycle, giving a form of transport to compliment both commuting and outdoor lifestyles.”



Wairoa Township

About Wairoa and Mahia

Wairoa

Population

The Township of Wairoa had a 2001 census population of 4,428, showing an 11.6% decrease from the 1996 census count. Almost 30% of the population were under 15 years of age and just under 15% were over 65 years of age.

This leaves some 55% high school children and what could be termed as those able to be in the employer/employee situation.

Wairoa Township population peaked at around 5,500 in the 1970's and since then has been in decline.

Based on the overall District projection on population, the medium decline projection is 4% per annum. When applied to 2001 township population the 2006 estimate is 4,250 people. Early results from the 2006 census indicate a population decline for Wairoa District over the 5 year period of 7.6%. This would put the township population near the above estimate.

Need for Walking/Cycling

While the township has a population as indicated above, the total District population is more than double this figure. Wairoa Township is the centre point of activity in the District with the wider population has very little effect on walking and cycling in the urban area other than walking in the Central Business District (CBD). The current footpath system in the CBD already caters well for the pedestrian traffic.

Current cycling and walking to school is very minimal with unsafe roads and social aspects being cited as a deterrent. The largest employer in the urban area is AFFCO. Less than 3% of their workforce cycle to work and only about 30 walk to work, this being out of a total work force of over 700.

No counts have been undertaken to date to determine numbers of commuting cyclists/walkers within the township area.

Traffic - existing and projected

Highest traffic volumes in Wairoa are on State Highway 2 (SH 2), and these have shown a steady increase in numbers in the last five years to reach the following vehicles per day (vpd) levels in 2004:

North Wairoa	1970 vpd
Wairoa River Bridge	9000 vpd
South Wairoa	2100 vpd

All other roads in the Wairoa urban area have remained reasonably static, with the higher counts featuring on Marine Parade and those streets that access schools and AFFCO areas, with corresponding peaks associated with 'going to school' times.

Marine Parade has a traffic count of 4000vpd, with Kitchner and Lahore have next highest counts at around 2500vpd.

Projected population movements for Wairoa indicate a concentration of traffic on Marine Parade (tourism effect), with urban streets remaining static. A steady increase in State Highway traffic is projected.

Accidents

Land Transport NZ accident records for the 10 year period 1996-2005 shows the following details for the total Wairoa District roading system, including SH 2:

	Fatal	Serious	Minor	Non injury	Total
Cyclists	0	1	4	1	6
Pedestrians	2	4	15	0	21

The fatal pedestrian accidents occurred in 2000 and 2001, one of these being in the Wairoa urban area.

Mahia

Population

Mahia Township had a 2001 census population of 897, showing a 2.9% decrease from 1996. Population movement is very similar to Wairoa Township. It should be noted though that Mahia has a large influx of people during summer holiday periods, swelling the population to in excess of 2000 people. Recent estimated static population was just over 500 residents.

Need for Cycling/Walking

The summer increases in population gives a time when there are many pedestrians and some cyclists, using these modes of transport around this small community and close surrounding beach areas.

Traffic

Current traffic counts show volumes in excess of 2,000 vpd being recorded in January 2003 in the centre of the township, but the majority of the year counts are less than 500 vpd. It must be noted that the higher traffic counts coincide with the summer population influx.

Accidents

Recorded accidents are two serious to pedestrians in Ormond Drive in 1999 and 2004. Both accidents were well clear of the 'urban' area. There are no recorded cyclist accidents.

Wider District Environs

The wider District has many walking tracks, especially in the Lake Waikaremoana area. These are controlled by Department of Conservation (DOC). Some of these could be opened up to cyclists in the near future with the policy changes that DOC have recently put in place across the national park areas they control. This cycling and walking strategy for Wairoa District does not encompass these DOC controlled tracks but recognises their position and use in the District

STRATEGY STATEMENT

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

- Increasing the percentage of people who cycle or walk to work (increased by census) and the number of children walking or cycling to school
- Increasing the number of walking and cycling trips made for recreation/leisure
- Increase the understanding of cyclists and pedestrian needs
- Making safer routes, both traffic and socially, for use by walkers and cyclists

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

- Establishing an appropriate LTCCP expenditure programme
- Provide a network of cycling and walking pathways that offers the following:
 1. Safe, pleasant and convenient walking and cycling facilities
 2. Walking and cycling opportunities to the community that connect work places, schools, and places of interest
 3. Increase walking and cycling promotions and education

Suppressed demand for walking/cycling

- Suppressed demand results from people not willing to cycle or walk on existing services provided
- Upgrading of facilities to address issues creating suppressed demand
- Council needs to understand suppressed demand, such as that that currently exists in schools and:
 - Influence or improve by:
 1. Dealing with perceptions to safety
 2. Create pleasantness for walking/cycling
 3. Directness of routes

This Strategy does not –

- Incorporate any DOC walking or cycling tracks
- Propose any links to DOC tracks in the foreseeable future



Mahia Township

WHY ARE WALKING AND CYCLING IMPORTANT

Walking and cycling are important for a number of reasons. These have been extensively documented, especially in the health sector. The following list provides a summary of those reasons:

- **Recreation**

Both walking and cycling are popular leisure activities, as evidence in research conducted by the Hillary Commission and now continued by SPARC and Active Hawkes Bay.

- **Health and well-being**

Walking and cycling are good forms of cardiovascular exercise, and there are measurable benefits to the whole community from having a fitter and healthier population

- **Environmental reasons**

There are many environmental benefits from people choosing to walk and cycle rather than using a car to get around, including reduced vehicle emissions, greenhouse gases and traffic congestion.

- **Social equity**

For many people, particularly younger people, walking and cycling provides an independent mode of transport, giving them access to activities and services. It is therefore important that the district is developed in a way that provides for pedestrians and cyclists, as for many people it is their most accessible means of transport.

- **Urban accessibility**

Cycling in particular extends the geographical range of trips usually made on foot, and provides a low cost transport alternative for short to medium length trips usually made by car. This is particularly important in Wairoa, given the small urban area and limited growth, which means that people are living close to main areas of employment, schools and service areas. For people without access to private motor cars, bikes provide a very feasible means of transport. This is more significant in Wairoa as there is no public transport system other than very specific school bus services.

- **Efficient and inexpensive means of travel**

Walking and cycling are an efficient and inexpensive mode of travel, and do not consume non-renewable fossil fuels.

- **School trips**

Walking and cycling has traditionally been very popular ways for children to get to school. Trends over recent years indicate a reduction in the number of children walking and cycling to school, with more children being dropped off by car. This results in increasing traffic numbers around school access points. This can be hazardous to young children, who are generally not as 'road safe conscious' as adults.

- **Tourism**

Walking and cycling are popular leisure activities, and the provision of attractive walking and cycling routes can only enhance the Council drive in tourism.

NATIONAL AND REGIONAL SUPPORT

There are a number of National and Regional policies, strategies and initiatives that this strategy needs to support to ensure that funding from outside agencies can be applied for with some certainty of being achieved. These are:

- New Zealand Land Transport Strategy - December 2002
- New Zealand Land Transport Management Act No 2 – 2003
- Getting there - on foot, by cycle - February 2005
Strategy to advance walking and cycling in NZ Transport.
- National Energy and Efficiency and Conservation Strategy (ECCA) - September 2001
Action plan: Transport programme
- Hawkes Bay Regional Land Transport Strategy
- National Health Strategy
- Land Transport Safety Authority's Road Safety 2010 Strategy
- NZ Walkways Act 1990



Leaving school

COUNCILS STRATEGY FOR IMPROVING WALKING AND CYCLING

Council's investment in walking and cycling in the designated areas will be designed to achieve objectives covering planning, engineering, education, enforcement and encouragement. The objectives of this strategy are as follows:

SET OBJECTIVE	ACHIEVING THE OBJECTIVE
1. To continue providing and promoting safe, pleasant and convenient walking and cycling options	<ul style="list-style-type: none"> • Reduce traffic in selected areas • Apply traffic calming • Intersection treatment and management • Better use of road reserve and river bank reserve to accommodate a more efficient walking and cycling environment • Construct cycle lanes, pathways, footpaths and tracks
2. To continue improving pedestrian and cycle safety	<ul style="list-style-type: none"> • Continue to provide appropriate funding levels for new footpaths, cycleways facilities and walkways – and for maintenance of the network provided • Promote and inter-connect street networks and new developments • Ensure public facilities are served by safe and high quality walking and cycling access • Design streets, roads, footpaths and cycle routes with full regard for the users, especially the elderly and those with restricted mobility • Design cycleways and walkways to enhance safety and amenity values on and around the route • Review the Councils standards for provision of such facilities in conjunction with national practice • Maintain existing safety and educational programmes and support safety co-ordination • Extend both safety and educational programmes to promote and agenda a safer expectation with the community
3. To provide a network of walking and cycling routes	<ul style="list-style-type: none"> • Complete a walking/cycling network planning map that shows the overall 'likes' of the community • Undertake a feasibility study of the full proposed network and users of the routes • Define on road, in road reserve and off road routes so that they can be clearly understood by the community • Provide sufficient facilities - such as seating, rubbish bins and 'doggy doo' bins at rest stops • Consider all school access and any major employment areas that will benefit by the provision of walk/cycle facilities • Agree a timeline and funding to implement the network, with emphasis on a staged programme to meet Council, Land Transport NZ and community funding

<p>4. To provide amenity routes linking key destinations and places of interest</p>	<ul style="list-style-type: none"> • Provide high quality paths with interesting features, safe road crossing points, adequate lighting where appropriate. All must have easy access • Work with adjacent property owners to extract greatest value from investment, thus giving a happy community • Design routes such that they can be extended as demand grows • Provide sufficient budget to ensure the above happens
<p>5. To continue supporting walking and cycling for leisure and health</p>	<ul style="list-style-type: none"> • Invest in infrastructure to support access for commuters, school children and places of leisure, such as parks • To co-ordinate investment in infrastructure with investment in community assets such as parks and areas of leisure • Linking of schools and parks to the cycle and walking network • Provide a small number of routes that will be of high quality, with appropriate support facilities and overall have significant public value
<p>6. To increase walking and cycling promotion and education</p>	<ul style="list-style-type: none"> • Increase promotion of walking and cycling both as work/school and leisure activities • Promote health benefits • Ensure that facilities are clearly sign posted to enhance promotion and awareness • Provide full information on cycle and walk network routes, showing route options and travel times • Work with Road Safe HB and NZ Police Education to undertake education and awareness campaigns, not only for pedestrians and cyclists, but for vehicle drivers as well • Particularly focus on schools to ensure that appropriate agencies are undertaking education programmes with their pupils • Support Sport HB in walking programme • Work with NZ Police Education to provide cycle skills training for both children and adults
<p>7. Council support documents</p>	<ul style="list-style-type: none"> • Inclusion in District Plan where appropriate rules for the providing of infrastructure to support walking and cycling • Inclusion in the LTCCP appropriate consultation processes and funding streams to support walking and cycling

CONCEPT PLANS

The maps on the following pages illustrate 'concept plans' for the future development of walking and cycling facilities in both Wairoa and Mahia Township environs.

The locations shown on these plans are indicative only and are subject to further detailed localised consultation, design and funding for the development of the facilities. The implementation section of this strategy further discusses a programme spread over several years.

Combined networks

Facilities that are built along river bank areas and place of recreational activities should be for combined walking and cycling with minimum widths of 2.5 metres and appropriate signage to advise that it is a combined use pathway.

Target is to connect places of interest such as parks, major places of business and recreational facilities.

As much as possible to be routes for travel to and from school, acting as strong and safe feeder route.

Sea front areas may need to be consulted on with Department of Conservation, this will be dependant though on location.

The Walkways network

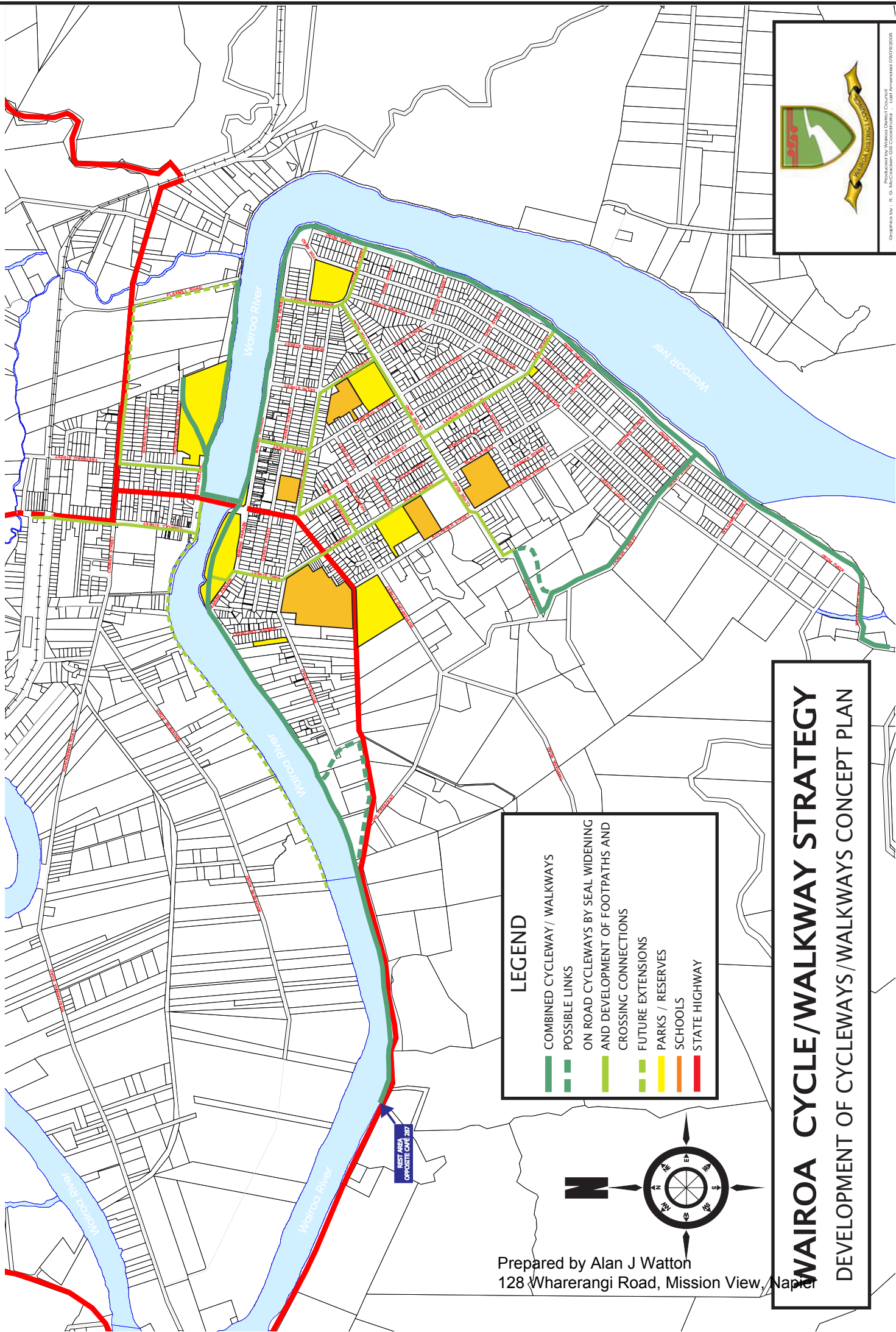
Much of this already exists through the current footpath network. Key routes would need to be evaluated to ensure adequacy of the existing infrastructure. Current Council LTCCP already has a footpath renewals programme. This could be adjusted and priorities changed to meet strategy needs and to consider new footpath needs and crossing points on key routes.

A strong point will be to link into travel to and from school, and daytime inter school travel. There will be a need for appropriately engineered crossing points in safe locations.

The Cycleway network

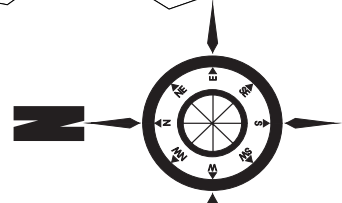
A cycle only network would essentially be existing road widened carriageways using seal widening and defined by dedicated markings. It is not envisaged that this strategy will seek markings of all roads, this being dependant on carriageway widths and parking in the roadway.

Location of these within the road corridor, if not attached to the carriageway, could consist of one path well clear of the carriageway and be able to be two way for cyclists.



LEGEND

-  COMBINED CYCLEWAY / WALKWAYS
-  POSSIBLE LINKS
-  ON ROAD CYCLEWAYS BY SEAL WIDENING AND DEVELOPMENT OF FOOTPATHS AND CROSSING CONNECTIONS
-  FUTURE EXTENSIONS
-  PARKS / RESERVES
-  SCHOOLS
-  STATE HIGHWAY

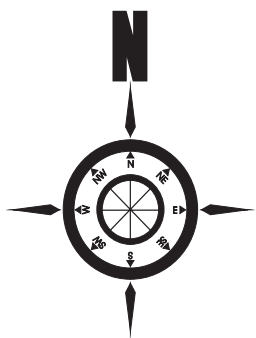
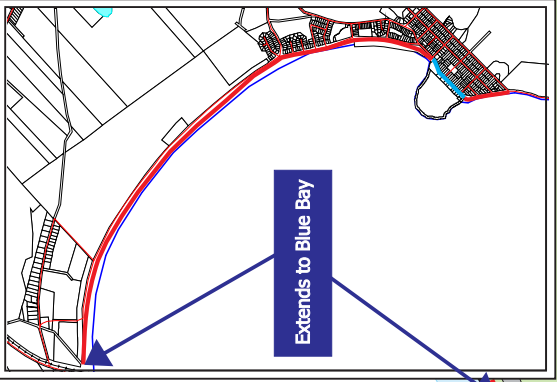


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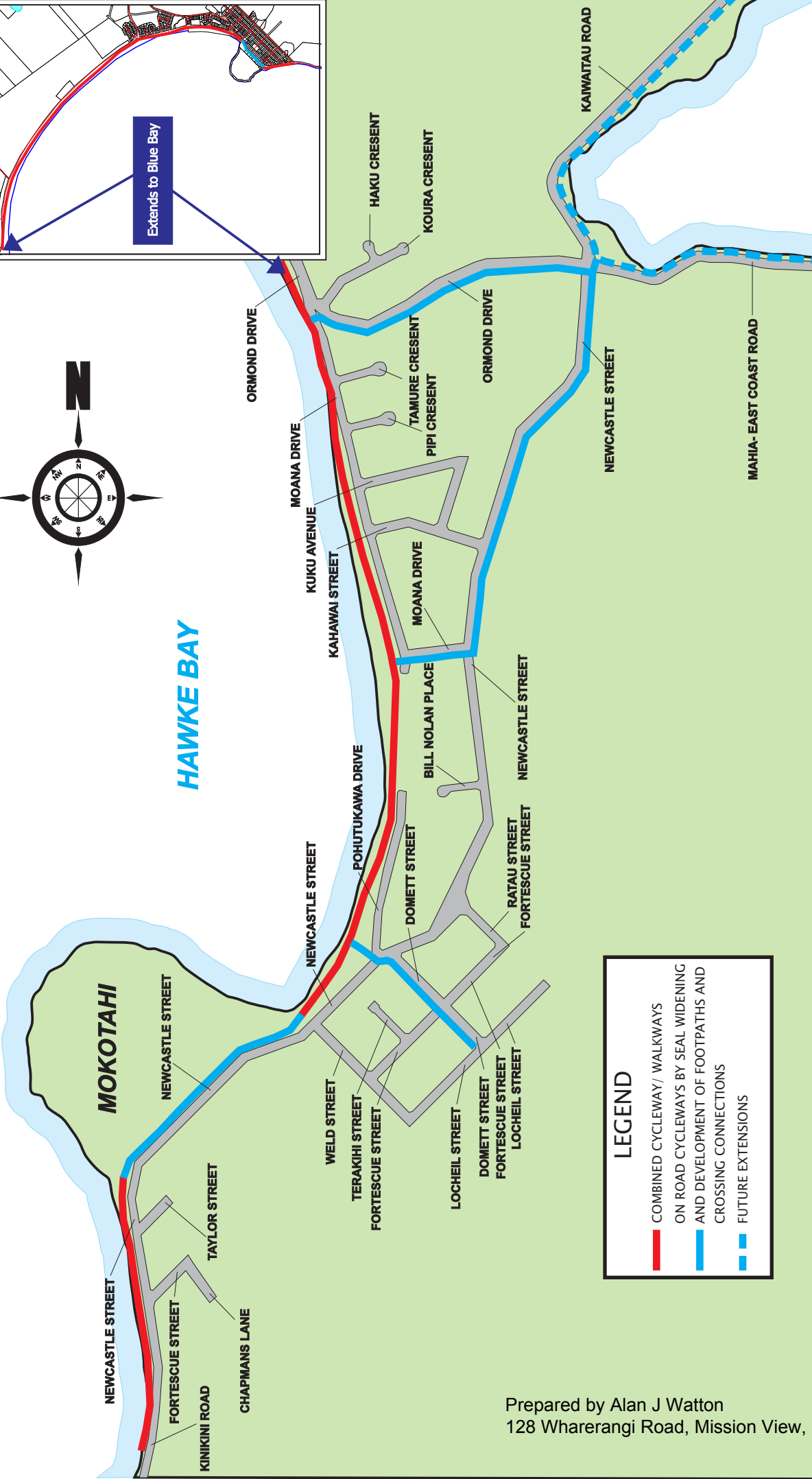
WAIROA CYCLE/WALKWAY STRATEGY
 DEVELOPMENT OF CYCLEWAYS/WALKWAYS CONCEPT PLAN



Prepared by: Wairoa District Council
 Graphics by: R. G. McCracken GIS Coordinator - Last Amended 19/09/2008



HAWKE BAY



LEGEND

- COMBINED CYCLEWAY / WALKWAYS
- ON ROAD CYCLEWAYS BY SEAL WIDENING AND DEVELOPMENT OF FOOTPATHS AND CROSSING CONNECTIONS
- - - FUTURE EXTENSIONS

MAHIA BEACH CYCLE/WALKWAY STRATEGY DEVELOPMENT OF CYCLEWAYS/WALKWAYS CONCEPT PLAN

Prepared by Alan J Watton
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IMPLEMENTATION PROGRAMME

Proposed implementation											
Location	Indicative construction year										
WAIROA	1	2	3	4	5	6	7	8	9	10	11+
Marine Parade - east of bridge to Spooners	■	■	■								
Marine Parade - west of bridge to King Street			■								
King Street cycle lanes			■								
Black Street cycle lanes – Lucknow to Clyde	■	■	■	■							
Black Street - SH 2 intersection		■									
River pathway -- Spooners to Grant Street			■	■	■	■					
River pathway -- Grant Street to Pilot Hill						■	■	■			
River pathway - River P'de to Carroll memorial								■	■		
River Parade - park area – Hunterbrown - AFFCO		■									
Clyde Road cycle lanes – Mansfield to Kitchener				■	■	■					
Lucknow Street - Lahore to Kabul cycle lanes							■				
Lahore Street - Achilles to Kopu cycle lanes	■										
Rutherford Street - Lahore to Black cycle lanes							■				
Mansfield Street cycle lanes								■			
Outram Street cycle lanes								■			
Locke Street cycle lanes						■					
Grant - Fraser - Cemetery - Clyde pathway											■
Marine Parade - King to Churchill pathway										■	
River bank Churchill and SH 2 to rest area											■
River Parade and river bank north west											■
MAHIA											
Sea front – Moana/Ormond Drive to Newcastle				■	■	■					
Newcastle - Taylors Bay						■	■	■			
Ormond Drive to Blue Bay										■	■
Newcastle – Moana Drive to Mahia East Coast Road								■	■		
Ormond Drive – Moana to Kaiwaitau										■	
Legend:	Combined				■						
					■						
					■						

Programme for implementation

Stage initial implementation over 10 years with those projects still outstanding to be categorised in a bracket of 11+ years. This is shown on the 'Proposed Implementation chart as part of this document.

Criteria for implementation programming

Implementation on basis of strong emphasis on schools and commuting but with recreational facilities where there is a combined offer of schools/commuting and recreational being progressed together. ie Marine Parade

Marine Parade will be the most popular route for early development and because of its location next to the Wairoa River will give the best attraction to gaining community funding.

Greatest benefit to the community will be to increase the numbers of school children cycling to school. This would be particularly so with college students.

With the largest employer in the community being AFFCO, targeting of that work force to cycle/walk to work would follow from schools as giving real benefit to the community and traffic reduction on the roads.

Working with Transit NZ to improve access on and off both ends of the State Highway Bridge. Cycle lanes already on bridge and to acceptable width.

Engineering factors in implementation

Fully assess the need for 'engineering solutions' to some areas of the existing network to allow a safe and efficient cycling and walking network. Some such points are the bridge ends, intersection Black Street and State Highway 2 and establishing dedicated cycle lanes on existing or widened sealed roadways.

Criteria for Implementation

The following will be used to prioritise projects for inclusion in the LTCCP and for the requesting of funding:

- Will the project help to improve the safety of walking and cycling in the District?
- Will the project improve pedestrian and or cyclist access to services, school and places of work?
- Will the project improve the recreational walking and /or cycling experience, or provide additional recreational opportunities?
- Ease and cost of construction
- Use of public land
- Public demand
- Are there any physical or legal constraints that hinder the proposed project?
- Public consultation, submissions, petitions etc.

TARGETTED OUTCOMES

Success targets

To increase cycling to school to a count of 200 over the first five years of this strategy. The next target would be to increase this by 5-10% per year over the next 5-10 years.

To have an increase in walking to school of 20% over the next five years and maintain in the next 5-10 years.

Both of the above would effectively reduce car travel to school to a minimum.

For commuters, while there is currently only minimal information available, but taking the 3% cycling to AFFCO as a bench mark, a doubling of this across the Wairoa Township community would give a level of participation near the national average of the population that cycle. This is a target of approximately 100 cyclists using cycle as a means of transport to work.

Continued improvement of the footpath network and access across busy roads ie SH 2, would be a target to increase those walking to work. Additional street lighting in some areas would also be beneficial in the winter months.

For recreation, targets should be to have up to 25% of the population walking or cycling a minimum of 4-5 kms, 2-3 times a week. This would see real gains on the recognised health benefits of walking and cycling.

The real success will be a well informed and active community, doing it for themselves.

Goals and next steps

Increase the numbers in the community that are walking and cycling by working towards the first five year success targets.

Increase public awareness

Increase recreational walkers/cyclists

Harness the suppressed demand in the community

Council is committed to establishing a resource within Council to ensure that this strategy is brought to fruition and that the underlying objectives and methods outlined in the strategy are met.

Implementation of the strategy will aid the sustainable management of the transportation network within the Wairoa and Mahia Townships.

Review

The strategy will be reviewed and updated at five yearly time frames following the strategy implementation.

END

WAIROA DISTRICT COUNCIL WALKING/CYCLING STRATEGY									
Analysis of modes of travel to and from school/AFFCO works									
(information from consultation 27 March 2006)									
Location	Numbers pupils	Numbers staff	Cycle mode currently	Projected increase in cycling with Strategy	Walk mode currently	Projected increase in walking with Strategy	Bus currently	Car currently	% of total roll by car
AFFCO		700	20	30		?		670	
Schools									
College	690		10	Nil	350	Nil	280	50	7.2
Wairoa Primary	230		20	Very small	95	Very small	65	50	21.7
TeKura Maori	63		2	Nil	8	Nil	35	18	28.6
Tiaho *	250		11	Nil	50	Nil	50	139	55.6
St Joseph	109		15	Nil	15	Nil	15	64	58.7
Total Schools	1342		58		518		445	321	23.9
* Tiaho School have done a more exact count but there were 20 pupils absent. Figures above have not been altered to account for this.									
Alan Watton									
2-Apr-06									

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Strategy Targetted Outcomes - 5 yrs	1342			200		622	445	75	5.5	