

Walking and Cycling Strategy

2017 - 2022

Vision

Waimakariri residents choose to walk and cycle

The environment is friendly, safe and accessible for walkers and cyclists



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Let's get moving...

The Walking and Cycling strategy aims to encourage people to walk and bike both for recreation, and transport to and from work. It also provides a way to identify and prioritise new or improved walking and cycling opportunities throughout the District.

This Strategy uses the terms walking and cycling in their broadest sense. They are inclusive of wheelchairs, prams, mobility scooters and other similar devices, as well as skateboards, scooters, rollerblades and the like. It also includes cycling and walking for recreation, fitness and commuting.

Community benefits of walking and cycling

- Quick to start with door to door access
- Health and fitness
- Non-polluting and quiet
- Connect communities
- Increase neighbourhood safety
- Bikes are cheap to operate and easy to park
- Bikes cause no damage to the road

Why have a strategy?

This strategy provides a clear vision, identified priorities and direction going forward for the Council and the community. It also helps to ensure that Council can make the most of any opportunities for funding of walking and cycling projects.

This strategy has been lined up Regional Transport Plans and other national and regional policy documents.

When it comes to implementing the actions in this strategy the Council will work with Christchurch City Council, Environment Canterbury, the New Zealand Transport Agency and other central government agencies. This will enable us to develop a unified and effective walking and cycling environment for Greater Christchurch and the District as a whole.

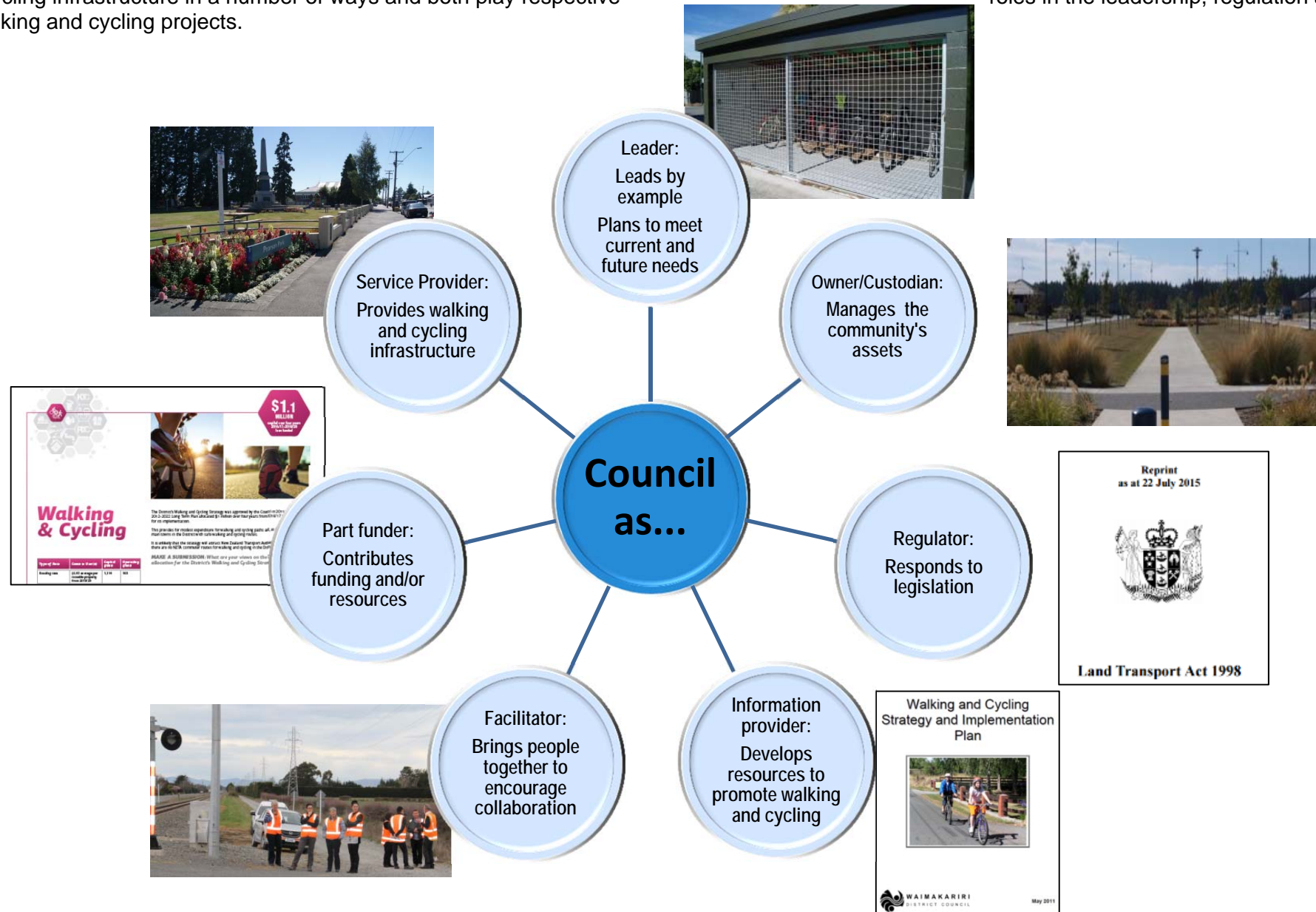
Walking and Cycling in the Waimakariri District Survey Report, April 2016

In October 2015 the Walking and Cycling Survey was available on the Council's website, and was widely distributed in hard copy through the Council's Service Centres and libraries. The purpose of the survey was to gather information to assist in identifying gaps in the current walking and cycling provision and what the Council can do to encourage these activities in the District. The survey attracted 285 responses and these views have been taken into account when developing the priorities set out in this draft Strategy, and are highlighted throughout this document.

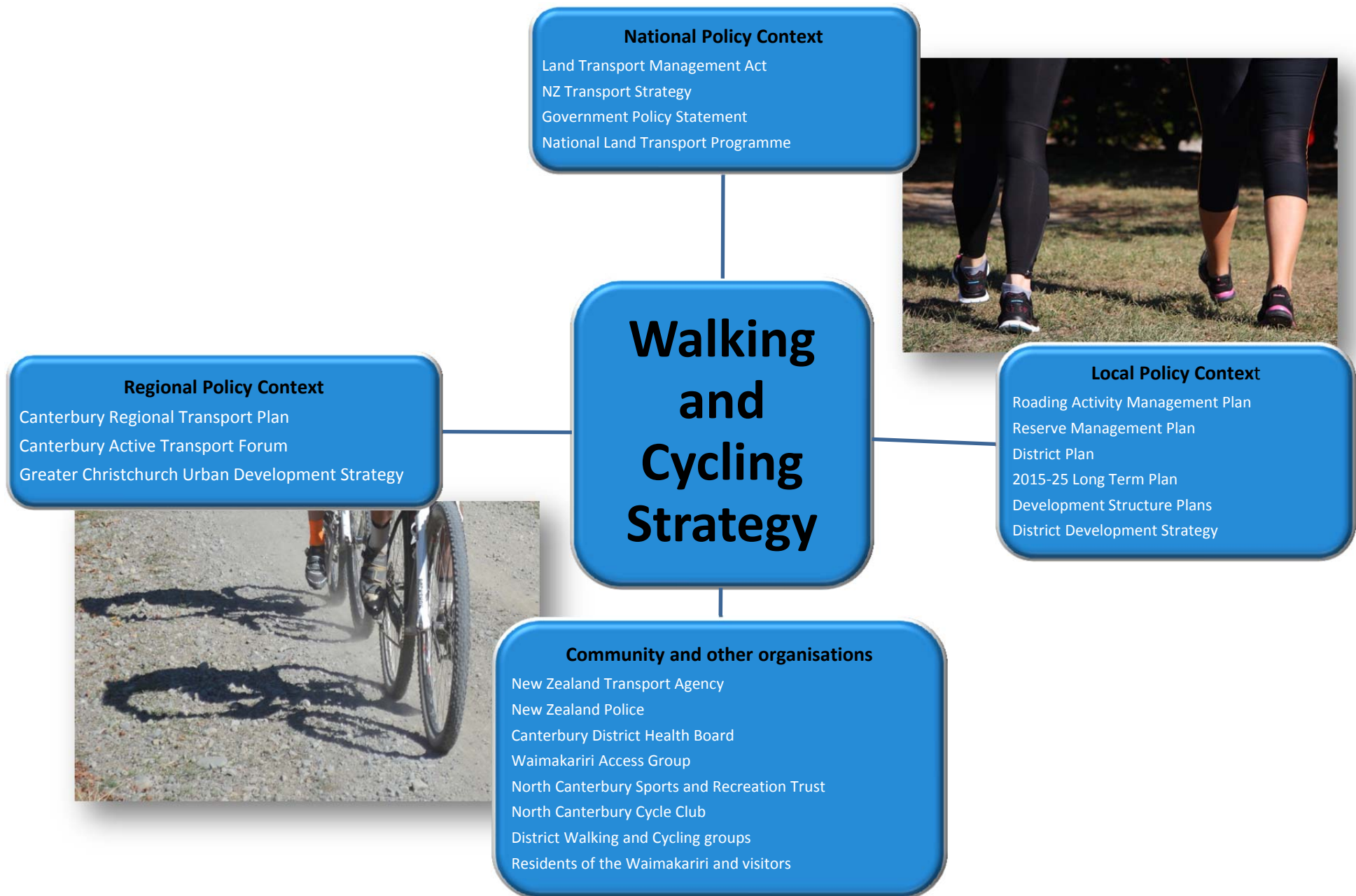


The Council's role

The Council and Central Government are working in partnership to support walking and cycling. The Council contributes to the planning and provision of walking and cycling infrastructure in a number of ways and both play respective roles in the leadership, regulation and funding for walking and cycling projects.



How this strategy fits into the wider picture...



Vision and Priorities

Council mission statement: "To pursue with the community a high quality physical and social environment, safe communities, and a healthy economy."

Vision

Waimakariri residents choose to walk and cycle

The environment is friendly, safe and accessible for walkers and cyclists

Safe walking and cycling networks may include:

- Quiet roads and shared streets
- Existing paths – for example through parks
- Existing and new footpaths
- Existing and new dedicated cycle paths and lanes
- Informal links through open spaces (e.g. through a town square)
- Safe ways to cross roads and intersections, especially those where vehicle speeds and/or traffic volumes are high

Key Priorities...

Inclusive Infrastructure

- providing / advocating for new and extended on-off road walking and cycling infrastructure
- providing cycle links between the District's main towns
- supporting the cycle link project between Kaiapoi and Belfast
- integrating walking and cycling into public transport planning

Community Connections

- ensuring walking and cycling linkages are provided in new urban subdivision areas
- working towards safe and convenient walking and cycling within and around smaller settlements and rural areas
- promoting walking and cycling as a way of making connections with others and the natural environment

Safe Travel

- providing safe walking and cycling access to and from schools
- Ensuring walking routes are usable for people with restricted mobility
- Supporting programmes that improve safety for motorists, pedestrians and cyclists

Healthy Lifestyles

- working with organisations to develop sustainable travel plans
- promoting walking and cycling as a healthy lifestyle choice
- promoting walking and cycling opportunities



More people walking and cycling make environments safer and more enjoyable, so more people are encouraged to walk and cycle more often.

Our Activities Today

Urban cycleway projects underway

New footpaths in major towns programme 2015/16

District Plan:
Cycle parking
Subdivision design
Transportation

Town Centre Plans

Cyclist and Pedestrian counts and monitoring

Travel planning
Road Safety

Collaboration with other agencies

Key Priorities

1. Inclusive infrastructure
2. Community connections
3. Safe travel
4. Healthy lifestyles

The Challenges we have

Rapid growth District-wide

An aging population along with increasing numbers of young children

Demand for higher levels of service for walking and cycling

Increasing traffic congestion into Christchurch

Aligning projects with Central Government funding requirements

Increasing cost of infrastructure

Community Priorities

"Ensure paths are accessible for all"

"(put) more bike stands around High Street and at play grounds"

"Develop more off road cycle lanes"

"Safety"

"Ensure there are walking and cycling paths provided in new subdivisions"

"Support and promote driver and cyclist education to encourage sharing the road"

"Advertise the existing walkways and cycleways."

1: Inclusive infrastructure

- Providing/advocating for new and extended on-off road walking and cycling infrastructure
- Providing cycle links between the District's main towns
- Supporting the cycle link project between Kaiapoi and Belfast
- Integrating walking and cycling into public transport planning

Over the years people who have responded to a number of Council surveys have asked for separate cycle lanes for routes between the Districts main towns, in particular Rangiora and Kaiapoi and Rangiora and Woodend. Recently these routes have attracted funding through the Governments Urban Cycleways Programme. The paths are shared paths defined by NZTA as "A shared path is shared with pedestrians and possibly others (for example mobility scooter riders). The desirable width of unsegregated shared-use paths for recreational or mixed use is 3.5 metres."¹

It is anticipated that these cycleways will help attract new people to ride bikes for commuter and recreational purposes, improve transport choices for residents in these communities and provide a safer and more comfortable route for people to walk and ride.

To assist commuters traveling to and from Christchurch park and ride facilities have been identified in the Council's 2015-2025 Long Term Plan for completion in the 2022/23 and 2023/24 years. The timing and cost of these facilities will be discussed further in preparation for the 2018-2028 Long Term Plan consultation.

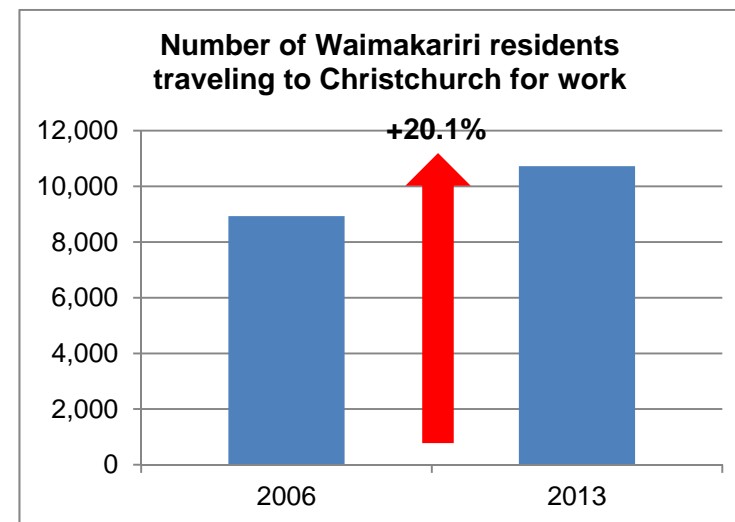
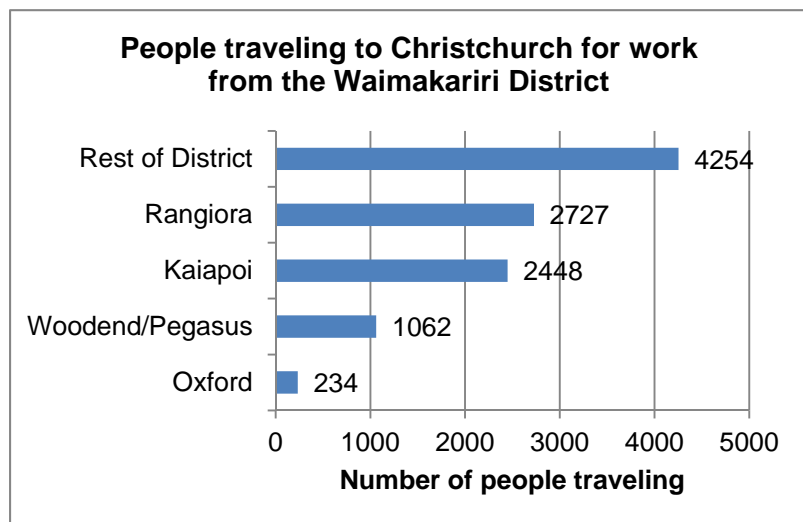
A safe, direct cycling route from the Waimakariri District to Christchurch has been sought by cyclists for many years. Currently the only options to cross the Waimakariri River by bike or on foot are the Old Waimakariri River Bridge or the Waimakariri River Gorge Bridge just out of Oxford.

The Old Waimakariri River Bridge is a narrow, two lane bridge east of the motorway bridge and adjacent to a railway bridge. This bridge is not an attractive option for less confident or new bike riders.



¹ New Zealand Transport Agency, The design of the pedestrian network, Chapter 14, Section 14.12 Shared-use paths (<https://www.nzta.govt.nz/assets/resources/pedestrian-planning-guide/docs/chapter-14.pdf>)

In 2015 a draft business case was completed by Christchurch City Council and the Waimakariri District Council. The NZTA, through its northern arterial project has extended the cycleway through to Empire Road, Christchurch and is now considering whether it could extend the cycleway across the Waimakariri Bridge. NZTA is continuing to work with the Councils to develop this case for the cycling link between Christchurch City and the Waimakariri District.



Source: Statistics NZ, 2013 Census

What you told us:

Rangiora/Kaiapoi path – comments about this path were enthusiastic with suggestions of additional landscaping and the provision of seating to enhance the route. Some concern was expressed about the speed cyclists might reach on the path and the need for additional width to accommodate both cyclists and walkers.

Rangiora/Woodend path – comments about this path were enthusiastic particularly around the separation of the path from the road. Concerns expressed were around visibility from driveways bisecting the path and the proximity and speed of traffic along the road impacting on the path.



221 people live in Kaiapoi and work in Rangiora
204 people live in Woodend/Pegasus and work in Rangiora

150 people live in Rangiora and work in Kaiapoi



Source: Statistics New Zealand 2013 Census (www.stats.govt.nz)

10,725 people living in the Waimakariri District work in Christchurch

2,058 people live in Christchurch and work in the Waimakariri District



Inclusive Infrastructure

1.1 Providing / advocating for new and extended on-off road walking and cycling infrastructure

Review adequacy of service levels in Roading and Greenspace Activity Management Plans for the provision of infrastructure along walking and cycling routes. Infrastructure includes things such as directional signage, rubbish bins, seats, drinking fountains, toilets, lighting and bike parks.

Activity Management Plans are reviewed every three years and contribute to preparation of the Council's Infrastructure Strategy and Long Term Plan.

1.2 Providing cycle links between the District's main towns

Work with NZTA and other parties to advocate for and lead the development of new cycle ways.

Kaiapoi/Rangiora cycleway including Southbrook links

An 8km shared path linking Rangiora and Kaiapoi along-side, but separate from, Lineside Road.

It will also provide a connection from Rangiora to Christchurch via a link to the Christchurch Major Cycle Routes – passing through the future Belfast-Kaiapoi cycle facility.

Rangiora/Woodend cycleway

A 6.5 km shared path providing a connection for residents of Woodend with the schools, workplaces, retail and health centres in Rangiora. The route will be along-side, but separate from, the Rangiora Woodend Road.

This path will also provide a connection for recreational users to facilities such as the Woodend to Woodend Beach path.

Make budgetary provision in Long Term Plans for continuously improving walking and cycling linkages.

The Council's Long Term Plan provides an opportunity for the Waimakariri community to offer an opinion on the proposed walking and cycling provisions, including ratepayer financial contributions, for the District. The next long term plan will be consulted on in 2017, and will make provisions for walking and cycling for the 2018-2028 period.

Ensure District Plan provisions promote connectivity to and from new development areas.

1.3 Supporting the cycle link project between Kaiapoi and Belfast

Work in collaboration with Christchurch City Council and NZTA to advocate for the development of the Kaiapoi – Belfast cycle link.

A link from Kaiapoi to Christchurch's Major Cycle Routes. A collaborative project with Christchurch City Council and NZ Transport Agency which is currently being developed.

Retain budgetary provision for the project in the Long Term Plan in years 2017/18.

1.4 Integrating walking and cycling into public transport planning
Advocate for walking and cycling to be key components of public transport planning in the Regional Policy Statement and Regional Land Transport Plan.
<p>Create park and ride facilities in Silverstream and Rangiora to facilitate commuting transport to Christchurch.</p> <p>Budget provisions in 2015-25 Council Long Term Plan for years 2022-23 and 2023-24 for future park and ride facilities in Rangiora and Kaiapoi.</p> <p>Further community consultation to be undertaken through the 2018 - 2028 Council Long Term Plan process and through the Greater Christchurch Joint Passenger Transport Committee.</p>

2: Community Connections

- Ensure walking and cycling linkages are provided in new urban subdivision areas
- Work towards safe and convenient walking and cycling within and around smaller settlements and rural areas
- Promote walking and cycling as a way a making connections with others and the natural environment

Waimakariri District Plan

The District Plan² seeks to reduce demand for transport and provide choice for a variety of transport modes. These aims are supported by rules that control the design and location of facilities in a way that considers the needs of people who walk and cycle as well as other transport modes. New residential developments are encouraged to consider connectivity for all transport modes.

Activity Management Plans (AMP)

Activity Management Plans describe the assets and agreed level of service that contribute to the community outcomes identified in the Long Term Plan. The outcomes are the aspirations of the District's communities that show the kind of environment and lifestyle people are seeking.

Roading AMP – Roothing includes all forms of transportation including walking, cycling and passenger transport.

To improve sustainability of the roading activity one of the objectives is to reduce the reliance on private motor vehicles by ensuring that the roading layout in new development areas is designed for use by all types of transport. This is supported by education and promotion of different types of transport and road safety programmes.

Green Space AMP – Green space is provided by the Council in the form of neighbourhood parks, sports and recreation reserves, natural parks, recreation and ecological linkages, public gardens, cultural heritage sites, civic spaces and streetscapes.

A large number of recreation and ecological linkages are provided in towns to provide connections between streets and are well used by walkers and cyclists. Streetscapes improve the street environment providing opportunities for people to enjoy open space within built up areas and enhance accessibility along road corridors and pedestrian avenues.



² Waimakariri District Plan (<http://www.waimakariri.govt.nz/property-and-building/planning/district-plan>)

A rapidly growing population.....

What you told us:

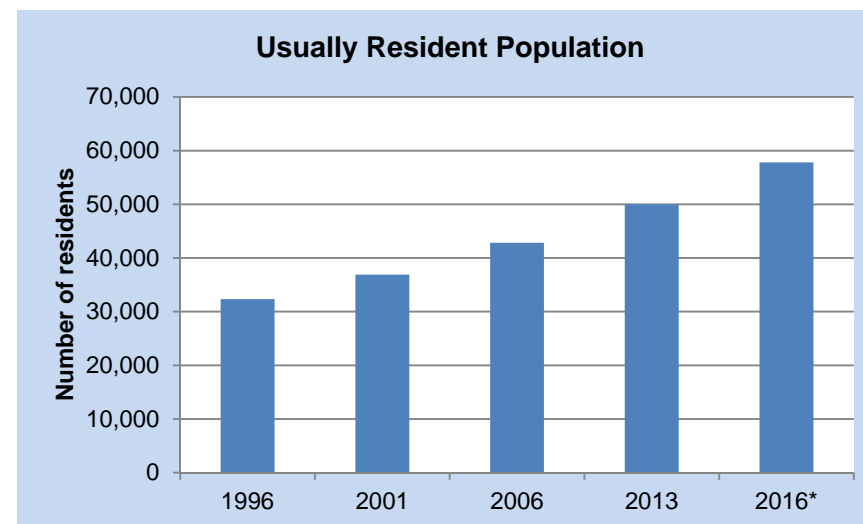
The benefits gained by walking for health and well-being are high on the list of reasons why people like this activity. This is associated with enjoyment from looking at neighbourhood gardens, the wider scenery and generally being outdoors and undertaking gentle physical activity. Other positive outcomes of walking commented on are: meeting with neighbours, having companionship and the 'time to talk'.

2013 Census – District Profile

Usually Resident Populations

1996 32,346
2001 36,900
2006 42,834
2013 49,989

*Estimated Resident Population –
30 June 2016 - 57,800



*population estimate (www.stats.govt.nz)

Population growth in the main towns				
	1996	2001	2006	2013
Rangiora	9,861	10,800	12,441	15,021
Kaiapoi	8,082	9,258	10,449	9,237
Woodend	1,563	2,241	2,616	2,679
Oxford	1,476	1,581	1,716	1,905



³ 2013 District Profile (Trim No: 140619065234)

Community Connections

Priority	Description
2.1 Ensuring walking and cycling linkages are provided in new urban subdivision areas	
	<p>Ensure District Plan provisions promote walking and cycling linkages for new urban subdivision areas.</p> <p>The District Plan includes provisions that require consideration of transport connections for walking and cycling, including the provision of functional cycle parking and safe movement for pedestrians in and around car parking facilities. Active transport connections are also considered in the assessment of new residential, recreational or business developments.</p> <p>The District Plan is being reviewed, this process will include consideration of transportation matters and there will be opportunities for community input through both informal consultation and formal submission processes in relation to active transport.</p>
	<p>Ensure accessible and safe walking and cycling linkages are provided in outline development plans.</p> <p>When a new residential area or subdivision is proposed, an Outline Development Plan is created that sets out the pattern of roads and services. It may also include other transport links such as footpaths, cycleways and bridle paths.</p> <p>These Plans need to consider not only how transport links work within the new development area, but how it will connect to the wider transport network.</p>
	<p>Promote the development of recreation and transport linkages for walking and cycling in Reserve Management Plans.</p> <p>The Neighbourhood Reserves Management Plan and Sport and Recreation Reserves Management Plan recognise that walking and cycle paths are an essential part of reserves as they provide safe passage within and around the reserve. The reserve management plans also seek to provide walking and cycling links between key destinations in the District.</p>
2.2 Working towards safe and convenient walking and cycling within and around smaller settlements and rural areas	
	Promote the provision and development of linkages for walking and cycling in peri-urban areas in District Plan outline development plans and the Recreation and Ecological Linkages Reserve Management Plan
	Make budgetary provision in Long Term Plans for continually improving walking and cycling infrastructure in smaller settlements
2.3 Promoting walking and cycling as a way of making connections with others and the natural environment	
	Support the development of local walking and cycling groups
	Provide information systems that allow residents to identify and join local groups
	<p>Ensure residents and visitors can easily source information about walking and cycling facilities and routes.</p> <p>Ensure walking and cycling maps and associated signage is up-to-date</p>
	Encourage community-led initiatives that contribute to the vision and outcomes of this strategy

3: Safe Travel

- Provide safe walking and cycling access to and from schools
- Ensure walking routes are usable for people with restricted mobility
- Support programmes that improve safety for motorists, pedestrians and cyclists



The District has 21 primary schools, two composite schools, and two high schools, which together educate a total of almost 8,400 students. The Rangiora High School is the largest school in the District with around 1,650 students. Most of the primary schools in the main urban areas school approximately 400 children, while the rural primary schools teach between 56 and 250 children. The Department of Education has bought land in the west of Rangiora for a new primary school to accommodate the increase in the number of children in that area.

The Waimakariri District Road Safety Coordinating Committee (RSCC) is a working party for the Council's Utilities and Roading Committee and its membership consists of Waimakariri District Councillors, Council Staff and external road safety partners.

The purpose of the Committee is to improve road safety in the district by coordinating the work of all the agencies that have district road safety functions to ensure a safe systems approach is followed as envisaged by New Zealand's road safety strategy, Safer Journeys. This includes the integration of education, enforcement and engineering programmes and initiatives.

The District Road Safety Action plan is a collaboration between various agencies including Council, New Zealand Police, New Zealand Transport Agency and related stakeholders. The Road Safety Co-ordinating Committee oversee the actions in this plan and regularly monitor and evaluate the various programmes, enforcement and measures that are implemented from the plan

The Committee is the overarching body that coordinates the implementation of the District's Road Safety Strategy and oversees the local Road Safety Action Plan. Collaborating with relevant partners will ensure education, training and safety initiatives for pedestrians, cyclists and motorists is relevant, timely and effective.

The strategy recognises that more people walking and cycling to school will reduce the number of cars moving and parking around schools and this will make it safer for people using all transport types. Prioritising active transport by Council and schools should help to make walking and cycling a more convenient, attractive and safer option.

What you told us:

Concerns about safety are the main reason parents or caregivers don't want children biking or walking to school or other activities. Dedicated off-road footpaths and cycleways are identified as the main improvement that would encourage more children to walk or cycle.

Safe Travel

Priority	Description
3.1 Provide safe walking and cycling access to and from schools	
Ensure children and young people have the opportunity to engage in active travel for school journeys by working with schools to identify barriers to active school travel, areas of concern and ways of addressing these.	
Ensure the existing footpath and cycleway network is well maintained with a safe and comfortable surface.	
3.2 Ensure walking routes are usable for people with restricted mobility	
Ensure Town Centre Development plans take into account the needs of people with restricted mobility	
Ensure new urban footpaths meet the NZTA Pedestrian Planning Guide 2009: Pedestrian Network Standards	
Ensure, as far as practicable, footpath upgrades in urban areas and small settlements include design elements consistent with the NZTA Pedestrian Planning Guide 2009: Pedestrian Network Standards	
Review WDC Engineering Code of Practice design standards for consistency with the NZTA Pedestrian Planning Guide 2009.	
Work with the Waimakariri Access Group and other community groups to identify specific safety concerns and ways of addressing these	
3.3 Support programmes that improve safety for motorists, pedestrians and cyclists	
Educate and inform the community about road safety, particularly related to vulnerable users, e.g. "Share the Road" campaigns.	
Collaborate with other agencies and stakeholders to promote consistent messaging around road user behaviour.	
Regularly monitor and survey the community to measure success of programmes and initiatives.	

4: Healthy Lifestyles

- working with organisations to develop sustainable travel plans
- promoting walking and cycling as a healthy lifestyle choice
- promoting walking and cycling opportunities

As communities develop and grow, increased pressure is placed on the transport network.

A travel plan allows a business, workplace or school to look at the ways their staff, workers or students travel to and from work or school and consider more cost efficient, safer, healthy and environmentally friendly modes of transport.

Encouraging businesses, workplaces and schools to develop and maintain travel plans can assist to reduce costs, address safety concerns and increase the health and productivity of staff, workers and students.

An increase in sustainable travel also has a positive effect on communities by reducing congestion, improving local air quality and encouraging increased community awareness and communication.

The Waimakariri District has an aging population. Although older people may have restricted mobility, anyone may at some time find their mobility is limited or impaired because of:

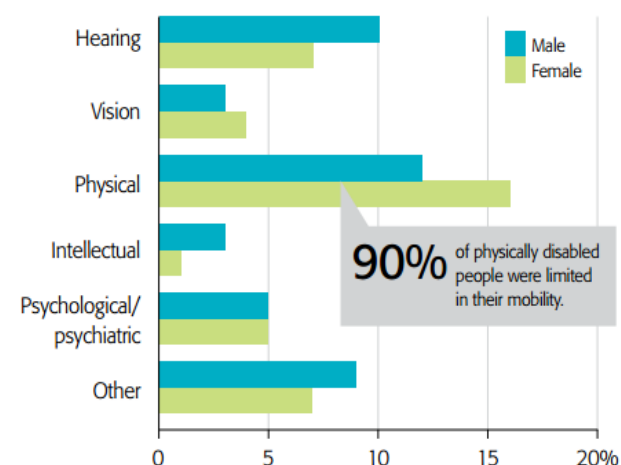
- their life-stage - parents with pushchairs or toddlers;
- injury or surgery - people on crutches or in wheel chairs.

Mobility scooters are becoming more common on the streets in our District. Scooter riders need to be able to use the footpaths safely taking into consideration their scooter will be heavier and faster than most pedestrians. Scooters may also be difficult for the rider to control over varying surfaces textures or gradients and some are large which makes sharing space on a narrow footpath difficult.

If the design of a footpath is suitable for people with restricted mobility it will be suitable and pleasant for everyone.

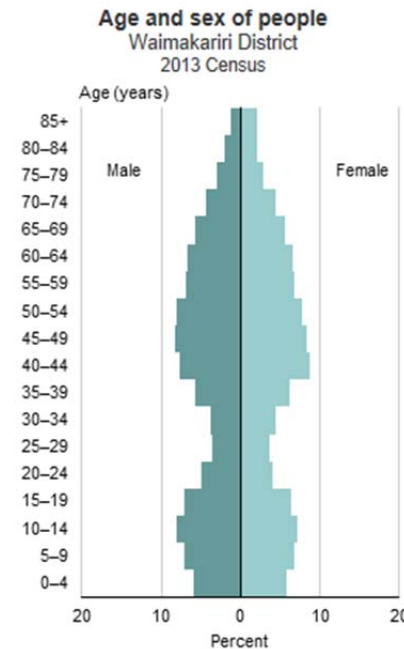


Impairment rates
for males and females in total population

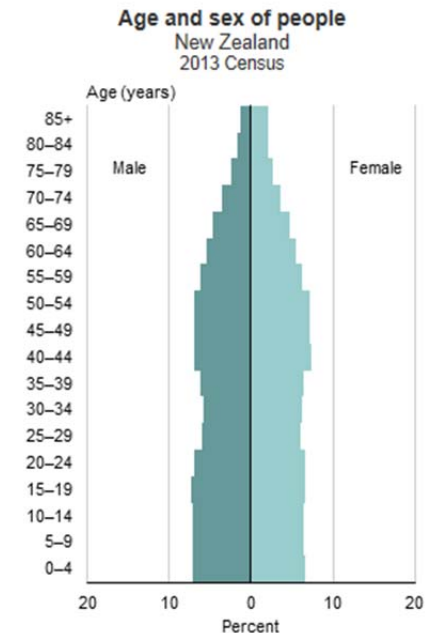


2013 Census (Statistics New Zealand)

The population graph from the 2013 Census shows that in the Waimakariri District there are proportionally more young people under the age of 20 years and people over 40 years with a significantly smaller number of people in the 20 – 30 age group compared with the distribution for New Zealand as a whole.



Source: Statistics New Zealand



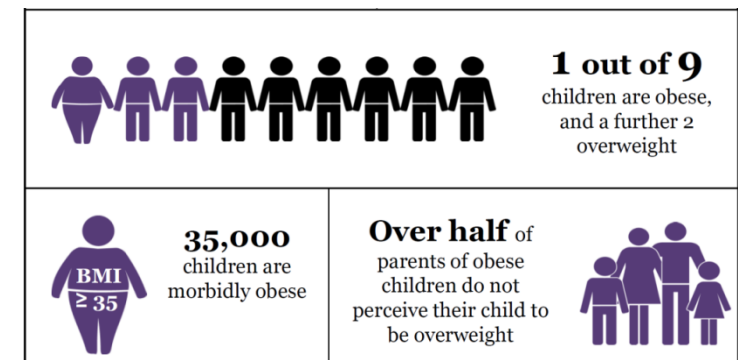
Source: Statistics New Zealand

The New Zealand Health Survey⁴ indicates an increasing problem with obesity in young children. This is of concern because obese children are at risk of diabetes, are likely to have early signs of cardiovascular disease and obese children are at greater risk of bone and joint problems, sleep apnoea, and social and psychological problems such as bullying and poor self-esteem (Daniels et al 2005).

What you told us:

The main reasons people are walking and cycling are for recreation and health. The majority of people who responded to the survey indicated they walked and/or biked either daily or several times a week. People who are walking indicated their main reason for undertaking this activity was for health, well-being and exercise. Similarly, those who are biking indicate that getting fit is high on their priority list along with the enjoyment of the scenery and getting out in the fresh air.

⁴ The New Zealand Health Survey (Ministry of Health 2014)



Healthy Lifestyles

Priority	Description
4.1 Integrating walking and cycling into public transport planning	
	<p>Park and Ride facilities created in Rangiora and Silverstream for commuters to Christchurch.</p> <p>Budget provisions in 2015-25 Council Long Term Plan for years 2022-23 and 2023-24 for future park and ride facilities in Rangiora and Kaiapoi.</p> <p>Further community consultation to be undertaken through the 2018-2028 Council Long Term Plan process and through the Greater Christchurch Joint Passenger Transport Committee.</p>
	<p>Advocate for walking and cycling to be a key component of public transport planning in the Regional Policy Statement and Regional Land Transport Plan</p> <p>Advocate for integrated walking and cycling and public transport planning through membership of the Greater Christchurch Joint Passenger Transport Committee.</p>
4.2 Developing sustainable travel plans	
	<p>Support travel demand management by supporting businesses, workplaces and schools who wish to implement Work and School Travel Plans to encourage an increase in walking and cycling to and from work and school. This will be a collaborative approach with the community with ongoing projects throughout the year to increase sustainable travel.</p>
	<p>Work with communities and individuals to identify alternative travel options such as ride-share, walk-ride, and cycle-ride.</p> <p>Collaborate with neighbouring Districts to promote and facilitate sustainable travel by commuters.</p>
4.3 Promoting walking and cycling as a healthy lifestyle choice	
	<p>Promote the well-being aspect of walking and cycling</p> <p>Investigate opportunities for working with other agencies such as the Canterbury Area Health Board and community groups to promote the well-being aspect of walking and cycling.</p>
	<p>Work with schools to develop programmes that promote walking and cycling as a 'first choice' travel to and from school option</p>
4.4 Promoting walking and cycling opportunities	
	<p>Ensure information is available on walking and cycling facilities in our District.</p> <p>Develop brochures highlighting walking and cycling opportunities within the District for both recreation and transport to work or school.</p>

Priority	Description
	<p>Ensure walking and cycling symbols are included on Council Reserve Activity Signs where facilities exist.</p> <p>Ensure adequate directional signs are provided along main walking and cycling routes.</p> <p>Regularly monitor and survey the community to measure success of programmes and initiatives.</p>



Monitoring and Review

The monitoring and review of this strategy will be important to determine whether it is working and the desired outcomes are being achieved. Monitoring tasks will be built into the Action Plan to ensure they are funded and undertaken. The Action Plan, while a component of this strategy, is also an independent document that will be reviewed by those implementing the strategy.

Monitoring will be undertaken annually and consists of:

- Reviewing the status of projects outlined in the action plan and updating the network maps (where necessary)
- Undertaking cycle counts on key routes
- Reviewing responses to the Council's Customer Satisfaction Survey (Roads, Parking and Footpaths)
- Urban Cycleways monitoring

The projects outlined in the Action Plan, where relevant, will also be included in draft Annual Plans and Long Term Plans. The initiatives proposed in these plans require stakeholder and community consultation which will assist Council to determine overall priorities for allocating funding and resources.

The strategy will be reviewed every five years. The review of the strategy will take into consideration the objectives and policies of the Long Term Plan and submissions made to the Long Term and Annual Plans. The strategy will also be reviewed to ensure alignment with the objectives of any new, or updated, national, regional and local policy and strategy documents.



Appendix 1: Action Plan...

An action plan has been developed identifying the walking and cycling projects to be implemented within the Waimakariri District in the next five years. The plan identifies a range of activities (engineering, education and promotion) that will deliver the projects. The plan is central to the monitoring, review and reporting process and will align to the Council's Annual Plan and Long Term Plan processes. The plan will be reviewed annually by the Walking and Cycling Strategy Steering Group made up of representatives of: Roading, Planning, Greenspace and Policy teams. The most recent version of the Action Plan can be publically viewed by visiting the Waimakariri District Council's website: www.waimakariri.govt.nz.

