



Appendices

Lake Kainui, Horsham Downs with walking track.

Appendix A: Key roles and responsibilities for the strategy

Environment Waikato

The role of Environment Waikato is to implement the RLTS, develop the RLTP (including walking and cycling activities) and to oversee the implementation of this strategy. With respect to the detail of this strategy, Environment Waikato's role is essentially to promote, support and co-ordinate walking and cycling initiatives across the region.

Territorial authorities

Territorial authorities are responsible for a safe and efficient transportation network including the implementation of new infrastructure and the maintenance of existing infrastructure associated with walking and cycling projects. Territorial authorities are also required to prepare strategic planning documents (including Asset Management Plans) and LTCCP's to guide development and growth and plan funding for their area. Included in these strategic planning documents are strategies (programmes) for land transport such as walking and cycling strategies.

One of the key motivations for preparing a walking and cycling strategy is that walking and cycling projects must be identified in a current relevant strategy to qualify for a NZTA subsidy for transport-related projects. There are 12 territorial authorities located within the Waikato region. Appendix D shows that the majority of local authorities in the region have either a draft walking or cycling strategy or combined strategy. Many of these are currently under development or in draft status and provide valuable information to inform the regional strategy.

NZ Transport Agency

NZTA is the agency that brings together the functions and expertise of Transit NZ and Land Transport NZ. It has been established to improve coordination, planning and improved guidance at the national level and the delivery of services at the regional and local level.

The NZTA must give effect to the GPS on Land Transport Funding in developing the NLTP, and take account of the GPS when approving funding for activities. NZTA is responsible for preparing the NLTP every three years, which is prepared from submitted RLTP's.

ONTRACK

ONTRACK, on behalf of the government, owns and manages the rail network in New Zealand. ONTRACK can grant access rights for the use of the rail network, including allowing walking and cycling tracks, provided they don't affect rail operations.

ONTRACK supports walking and cycling, and has a walking and cycling policy, which aims to keep all mode users of the rail corridor safe.

New Zealand Police

The NZ Police play a role in promoting road safety in New Zealand including through enforcement and education services.

Department of Conservation

DOC is the central government organisation charged with conserving the natural and historic heritage of New Zealand on behalf of and for the benefit of present and future New Zealanders. Within their role, DOC develop and manage walking and mountain biking tracks across New Zealand within public conservation lands. These tracks offer many recreational activities for walking and cycling throughout New Zealand from tramping tracks to easily accessible walkways for wheelchairs and pushchairs. Within the Waikato, there are many popular walking tracks such as, Cathedral Cove Walkway in Coromandel and Bridal Veil Falls Walk near Raglan, the Kaimai Heritage trail, the Kaimai Mamaku Forest Park and the proposed Paeroa to Karangahake bike trail.

Health and sports organisations

Sport Waikato

Sport Waikato is a regional sports trust that promotes sport and physical activity amongst the local community. Sport Waikato is a charitable trust that receives funding from a number of sources, including Sport and Recreation New Zealand (SPARC). As a promoter of physical activity, Sport Waikato prepares a Regional Physical Activity Plan and has a key role in supporting the promotion of a walking and cycling in the Waikato region.

Waikato District Health Board

The WDHB is responsible for 'planning, funding, providing and monitoring health and disability services for the Waikato population'. One of their focuses is 'promoting and protecting

wellness'. The strategy has many linkages and benefits for people's health, especially in terms of encouraging people to become more active and to combat obesity and links to many health programmes (such as Healthy Eating Healthy Action (HEHA) and Project Energise).

Advocacy groups

CCS Disability Access

CCS Disability Access works in partnership with disabled people, their families and whanau to ensure equality of opportunity, quality of life and an environment that enhances full community integration and participation. It has had a key role in the preparation of this strategy ensuring that issues are raised to highlight and improve access for people with disabilities.

Living Streets Aotearoa Inc

Living Streets Aotearoa is the pedestrian and walking advocacy organisation for New Zealand. It evolved from Walk Wellington, a voluntary group set up in 1998 by a group of Wellingtonians with an interest in the rights of pedestrians and the benefits of walking. Living Streets Aotearoa has a strong representation in Hamilton city and advocates for the rights of pedestrians.

Cycle Action Waikato

CAW was formed in 1995, and joined the national Cycle Advocates Network (CAN) in August 2008. CAW has a strong focus on advocating for the needs of cyclists to be catered for in planning both road-related, transportation and off-road recreational projects.

New Zealand Automobile Association

The New Zealand Automobile Association (AA) is an advocacy group representing motorists, as well as cyclists and pedestrians; advocating freedom of mobility and individual choice. They work with government, industry and the media. A key element of their advocacy and policy work is enhancing the safety of all road users.

New Zealand Road Transport Association

The New Zealand Road Transport Association acts as a voice for the road transport industry. It represents a large body of road users including transport operators and firms.

Road Transport Forum New Zealand

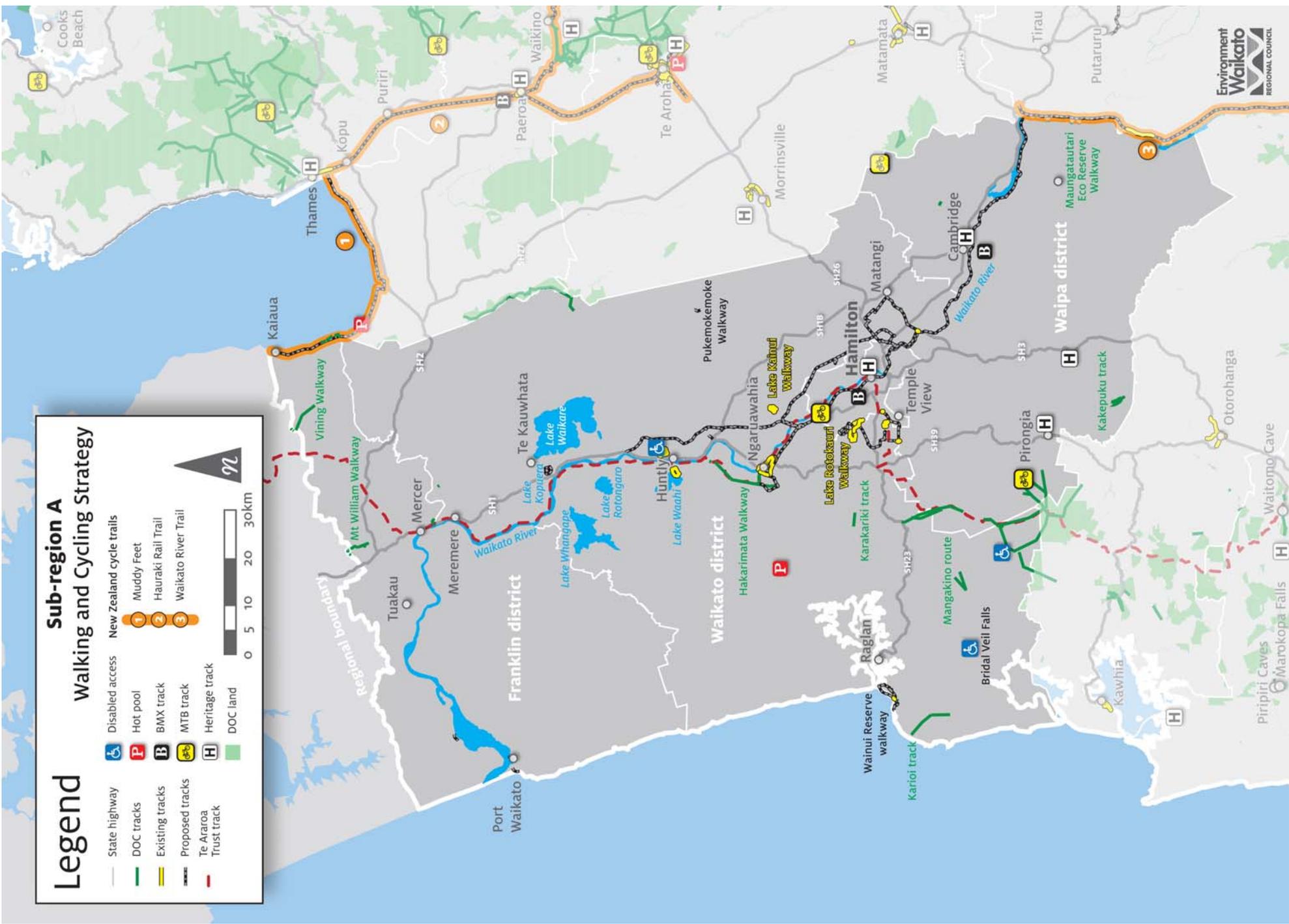
The Road Transport Forum (RTF) is an advocacy and promotional group for the interests of the road transport industry.

Appendix B: Maps

Legend

Sub-region A Walking and Cycling Strategy

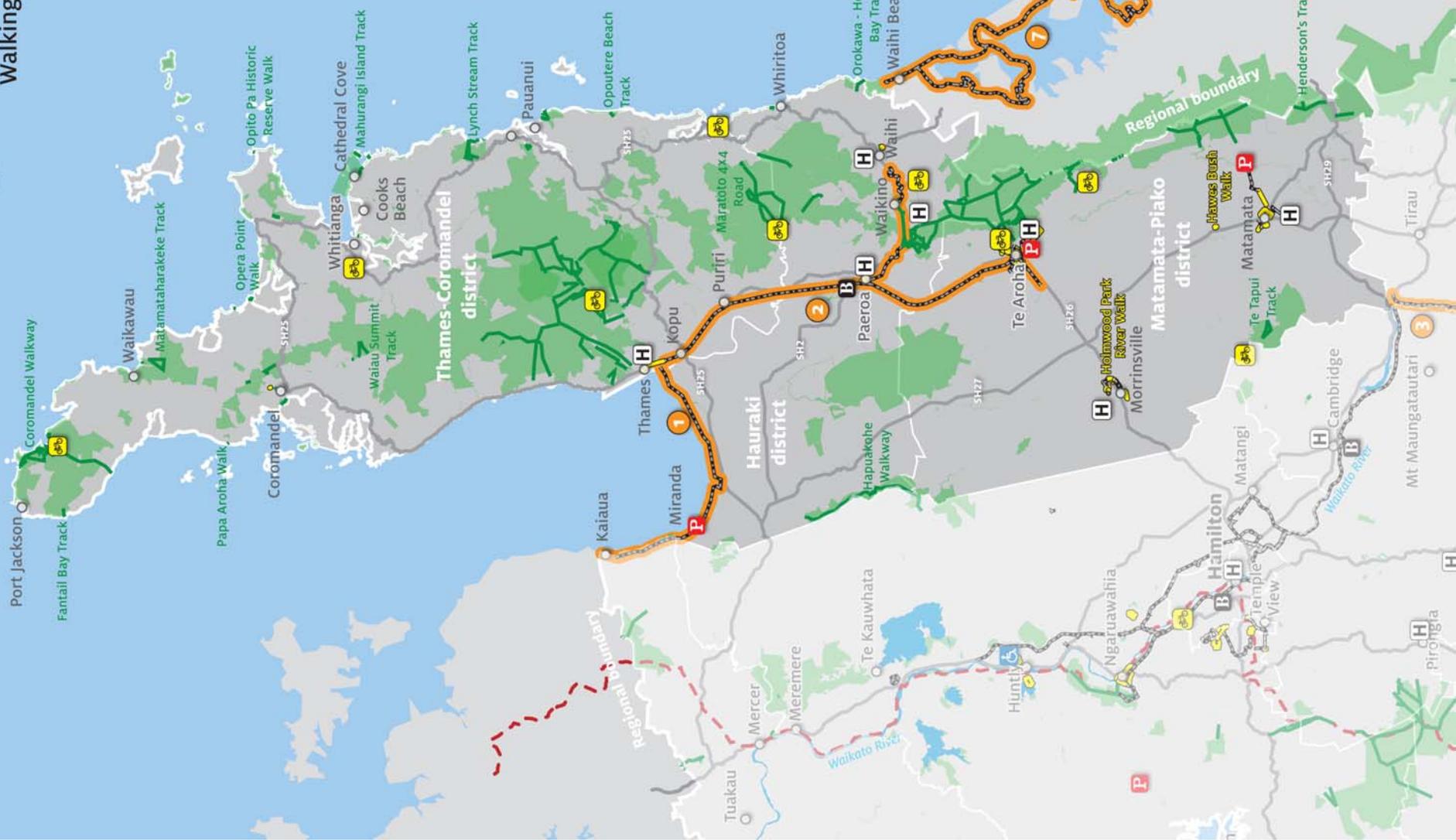
- State highway
- DOC tracks
- Existing tracks
- Proposed tracks
- Te Araroa Trust track
- Disabled access
- Hot pool
- BMX track
- MTB track
- Heritage track
- DOC land
- New Zealand cycle trails
- Muddy Feet
- Hauraki Rail Trail
- Waikato River Trail

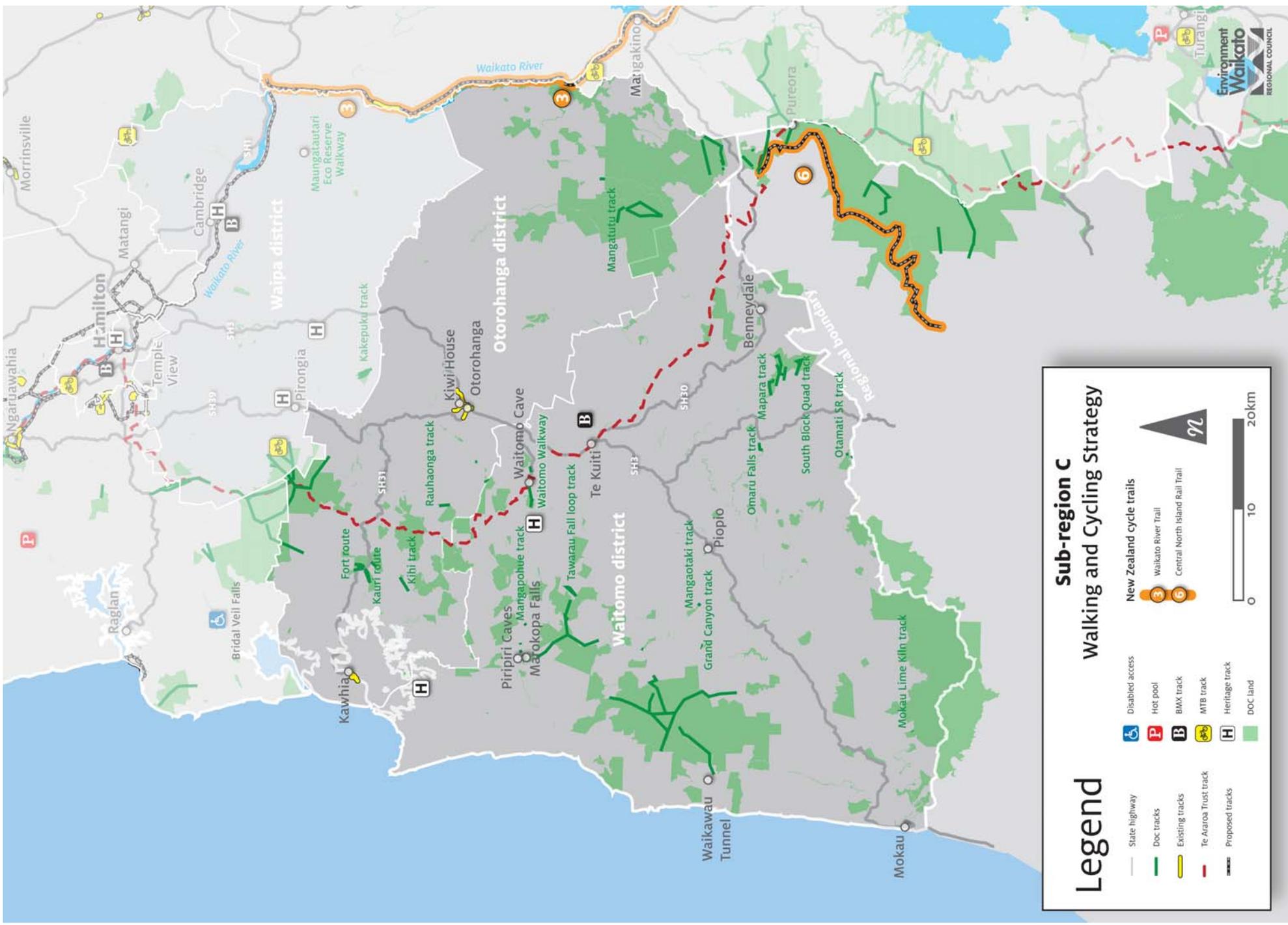
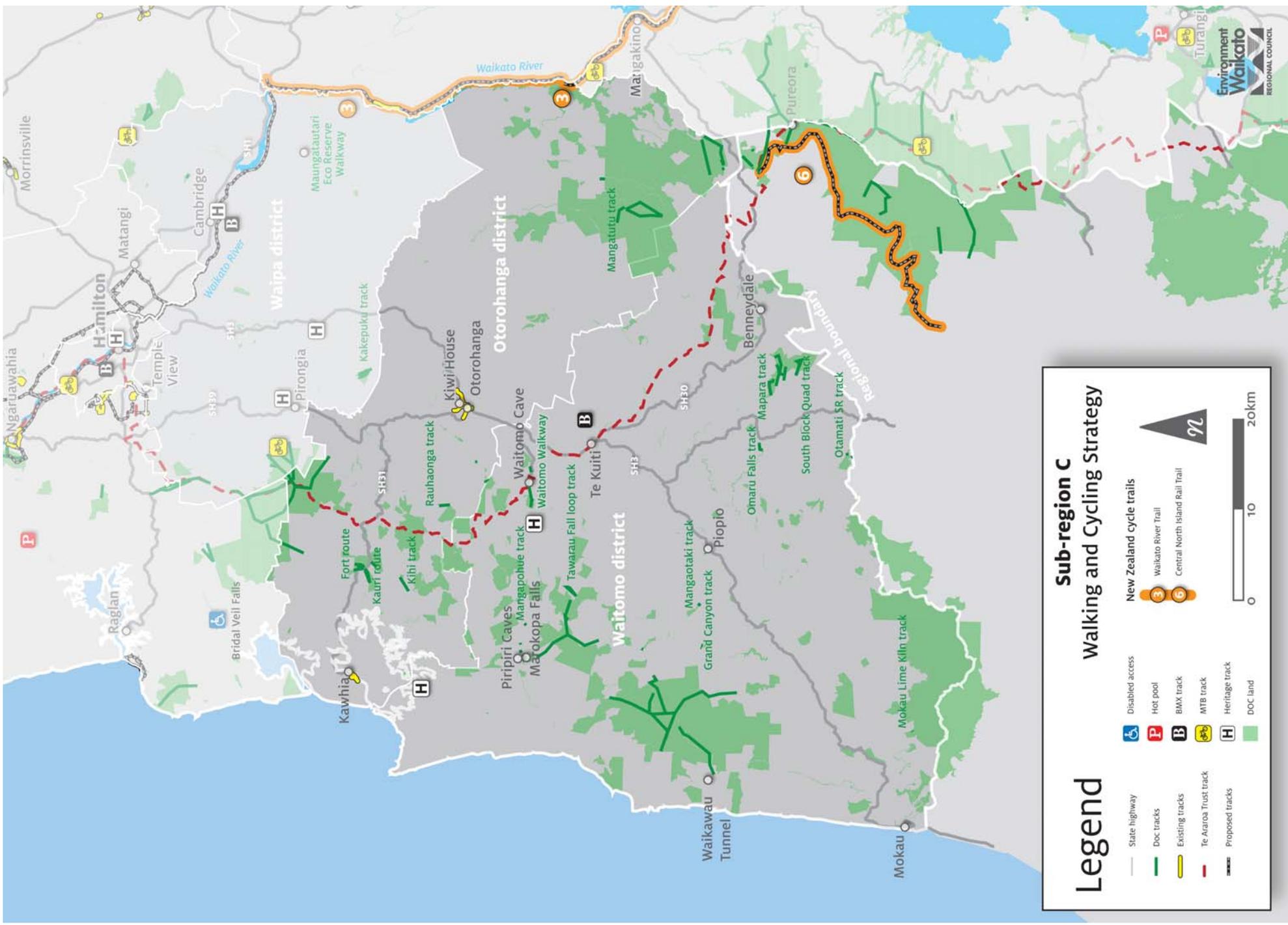


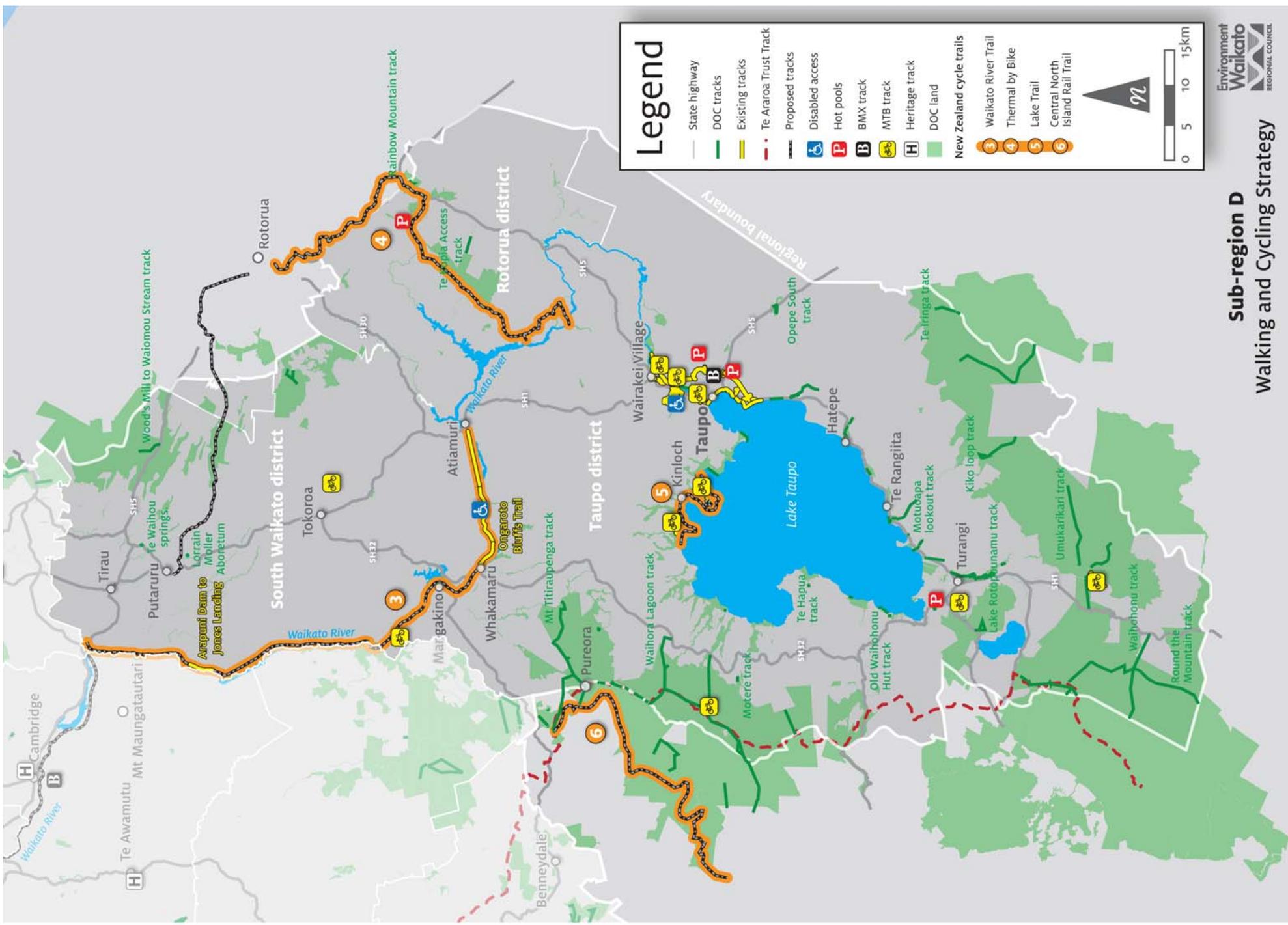
Sub-region B Walking and Cycling Strategy

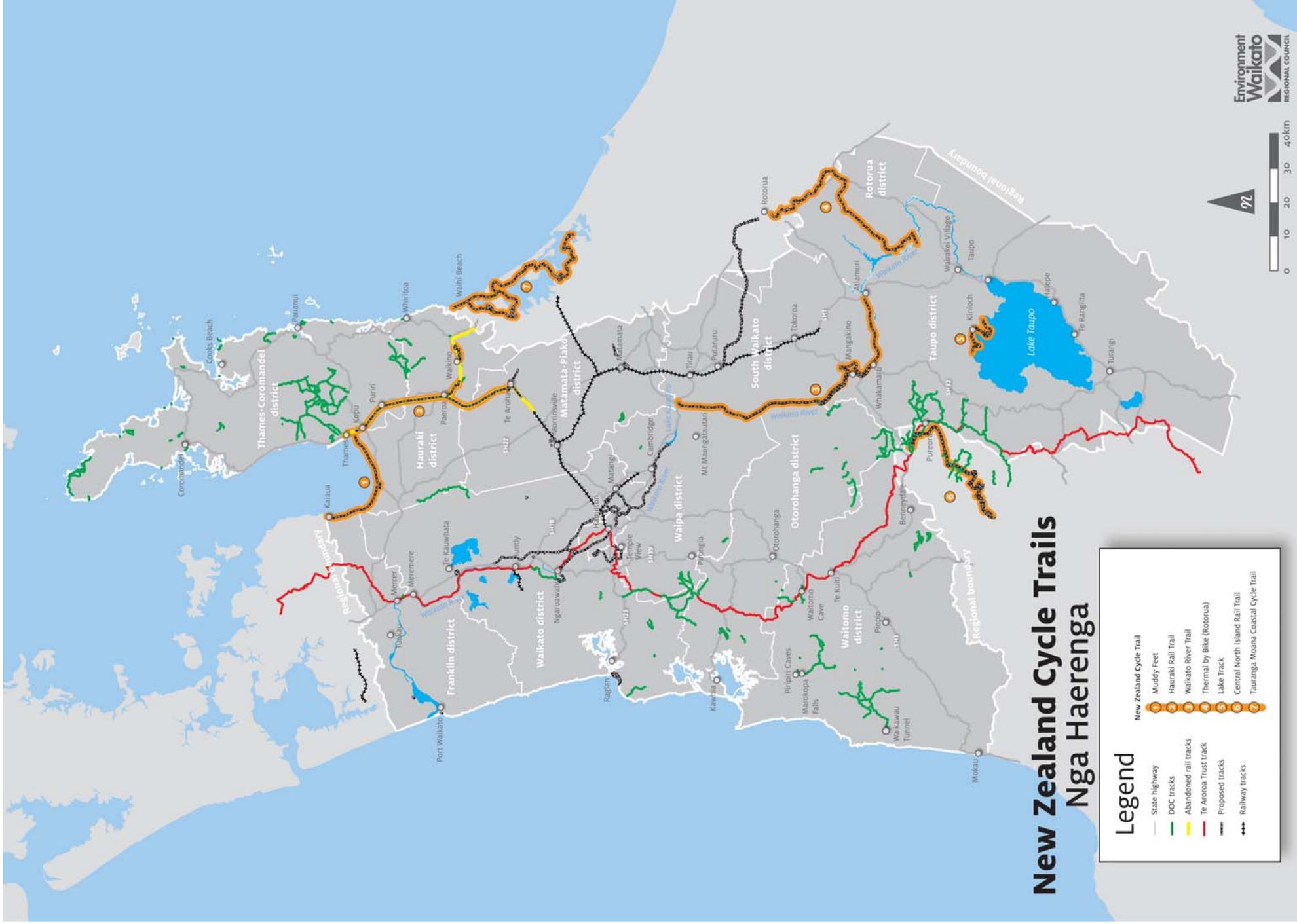
Legend

- State highway
- Doc tracks
- Existing tracks
- Te Araroa Trust track
- Proposed tracks
- Disabled access
- Hot pool
- BMX track
- MTB track
- Heritage track
- DOC land
- New Zealand cycle trails
- Muddy Feet
- Hauraki Rail Trail
- Waikato River Trail
- Tauranga Moana Coastal Cycle Trail









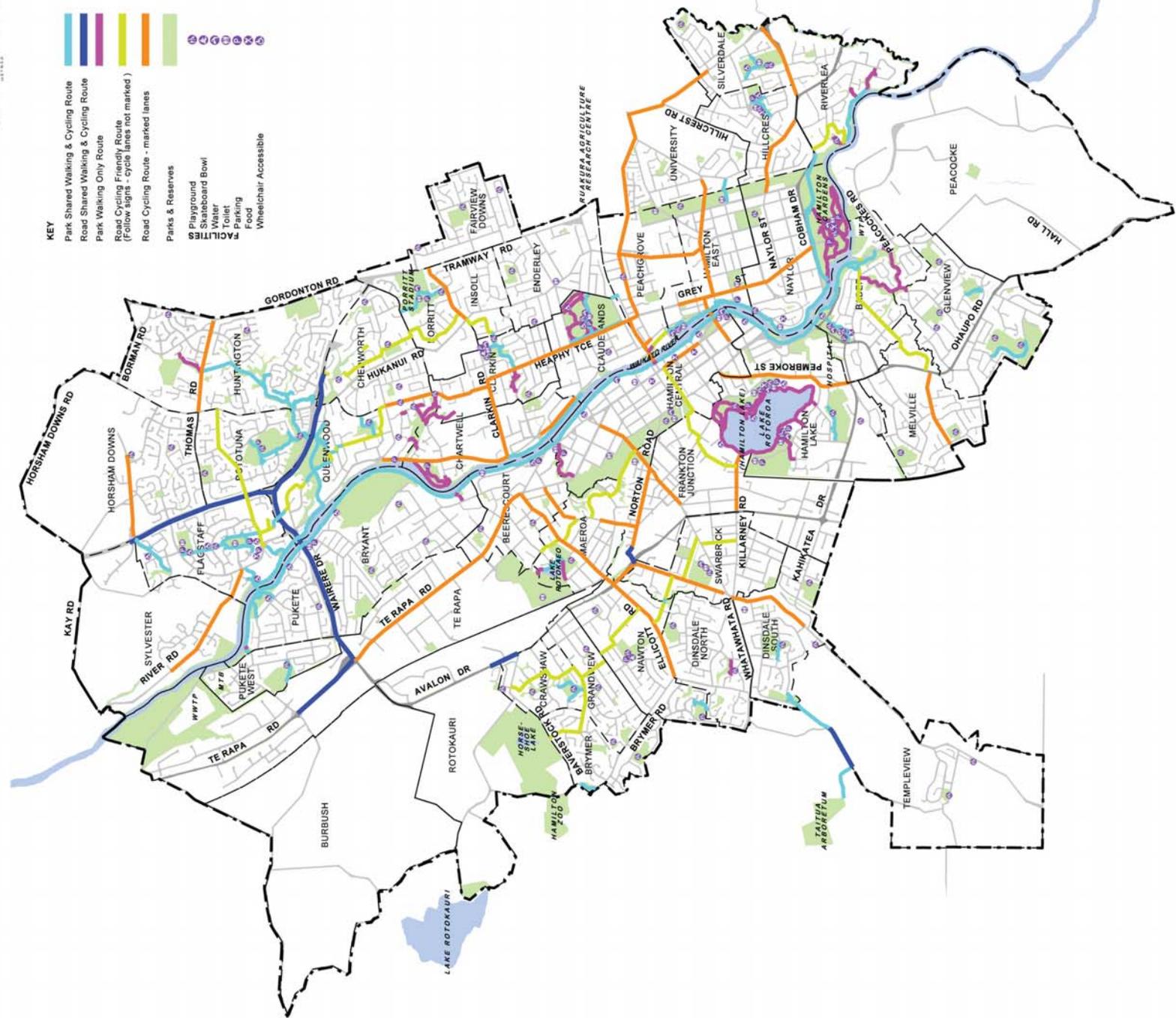
New Zealand Cycle Trails Nga Haerenga

Legend

	State highway		New Zealand Cycle Trail
	DOC tracks		Muddy Feet
	Abandoned rail tracks		Hauraki Rail Trail
	Te Aroaro Trust track		Waikato River Trail
	Proposed tracks		Thermal by Bike (Rotorua)
	Railway tracks		Lake Track
			Central North Island Rail Trail
			Tauranga Moana Coastal Cycle Trail



- KEY**
- Park Shared Walking & Cycling Route
 - Road Shared Walking & Cycling Route
 - Road Walking Only Route
 - Park Walking Only Route
 - Road Cycling Friendly Route (Follow signs - cycle lanes not marked)
 - Road Cycling Route - marked lanes
 - Parks & Reserves
 - Playground
 - Skateboard Bowl
 - Water
 - Toilet
 - Food
 - Wheelchair Accessible



HAMILTON CITY WALKING AND CYCLING NETWORK WITH FACILITIES



PROGRAMME MANAGEMENT OFFICE

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Appendix C: Other key legislation, strategies and plans

Other key national and regional policies and plans

Planning for walking and cycling in the Waikato fits into the broader context of national and regional strategies. This section outlines other key national and regional policies, and local strategies and linkages with the Walking and Cycling Strategy for the Waikato region.

i) NZTA Planning Policy and Funding Manual (PPFM, 2008)

The purpose of the manual is to set out in a transparent manner for all stakeholders:

- a summary of the legislative and strategic context within which the NZTA and approved organisations are required to operate
- how the NZTA will assist and advise approved organisations to formulate activities and combinations of activities that meet the statutory and policy requirements placed on the NZTA and approved organisations
- the NZTA's policies and procedures for preparing, scrutinising and assessing activities or combinations of activities, and allocating and managing land transport funds
- how the NZTA uses the provision for combinations of activities, groups of similar lower-cost activities and programmes of ongoing activities
- the arrangements the NZTA will use for monitoring, auditing and reporting on the land transport system, outcomes from the NLTP and implementation of approved activities.

ii) New Zealand Health Strategy

The New Zealand Health Strategy provides a framework within which DHS's and other organisations across the health sector will operate, and sets the platform for the Government's action on health. This strategy sits alongside the New Zealand Disability Strategy (2001).

There are seven principals noted in the strategy, two of which are relevant to the Walking and Cycling Strategy. These are 'Good health and wellbeing for all New Zealanders throughout their lives' and 'Active involvement of consumers and communities at all levels'. Of the 13 population health objectives, two are also relevant to the Walking and Cycling Strategy and are to 'reduce obesity' and 'increase the level of physical activity'.

iii) National Energy Efficiency and Conservation Strategy 2007

The National Energy Efficiency and Conservation Strategy (NEECS) sets the agenda for government programmes to promote greater energy efficiency and renewable energy across the economy. The strategy was reviewed in October 2007 and identified the following objectives for transport:

- managing demand for travel
- more efficient transport modes
- improving the efficiency of the transport fleet
- developing and adopting renewable fuels.

The NEECS contains targets to reduce the overall energy use in greenhouse gas emissions from New Zealand's transport system.

The strategy recognises the role that both central and local government can play in leading the integration of sustainable energy outcomes. The strategy includes objectives, targets, policies and how these are to be achieved.

iv) New Zealand Disability Strategy (2001)

The key aim of this government strategy is 'to eliminate any barriers people with disabilities face in taking a full part in society'. The strategy contains a number of action statements particularly in relation to accessible public transport and routes for people with disabilities. This strategy also links with meeting the requirements of section 35 of the LTMA 2003.

This strategy has a number of implications for the walking and cycling strategy, as the provision of appropriate walking and cycling infrastructure plays an important role in eliminating barriers and ensuring accessibility and mobility for all, including those who experience disability.

v) National Rail Strategy

The National Rail Strategy sets strategic directions for the NZ rail network to 2015 in line with the objectives of the NZTS. In relation to walking and cycling, the strategy has identified the importance of integrating rail services with walk and cycle networks, and that passenger rail services should also promote active transport. The strategy also identifies that in some cases, rail land (not required for rail purposes) may be made available for the development of long distance walk and cycle trails and routes. It may also be possible in some situations to establish walking and/or cycling networks alongside working rail corridors.

Regional policy context

vi) NZ Transport Agency Greater Hamilton Walking and Cycling Strategy.

Currently under development.

vii) Regional Passenger Transport Plan for the Waikato region 2007-2010.

The Waikato Regional Passenger Transport Plan coordinated by Environment Waikato outlines how passenger transport throughout the Waikato should be operated and funded to ensure the best quality and service level is achieved. The plan primarily focuses on passenger transport. However, the plan does highlight a need for territorial authorities and the NZTA 'to promote integration of passenger transport networks with other modes of transport (particularly walking and cycling) through urban design'. This includes walking and cycling transport networks.

viii) Waikato community outcomes

Environment Waikato has developed a series of community outcomes as part of its 2006-2016 LTCCP. The purpose of the community outcomes is to outline what Environment Waikato seeks to achieve in the next ten years. The community outcomes are summarised below.

Appendix C Table 1: Waikato region community outcomes

Sustainable environment	The Waikato region values and protects its diverse, interconnected natural environments.
Quality of life	The Waikato region is a great place to live, providing the services and opportunities we need to live well.
Sustainable economy	The Waikato region balances a thriving economy with looking after its people, places and environment.
Culture and identity	The Waikato region identifies with – and values – its land, air, rivers and waterways, mountains, flora, fauna and its people.
Participation and equity	The Waikato region builds strong informed communities and has a culture that encourages people and communities to play their part.

ix) Waikato Regional Policy Statement

The Waikato Regional Policy Statement (RPS) sets out the resource management issues for the region and the methods that will be used to manage natural and physical resources over the ten years until 2010. The RPS will be reviewed in 2010 to provide improved integrated management of land use and infrastructure at a regional level. This will have implications for district plans in terms of consistency with regional management issues.

The RPS review will be informed by the sub-regional growth strategy of which Environment Waikato is a key player alongside Hamilton City Council, Waikato District Council and Waikato District Council. The sub-regional strategy seeks to provide a long term view of land use and infrastructure as well as to provide integration between land use, infrastructure and funding. The strategy also aims to achieve coordination in approach to growth management via a new integrated planning approach through the promotion of transport corridors. The strategy is still in the early scoping phase.

x) Sport Waikato Regional Physical Activity Plan/Regional Recreation Plan

This is 'a strategy to advance the uptake and define the role of physical activity in the lives of people living in the Waikato region', the vision being 'more people, more active, more often – life long in the Waikato region'. The plan aims to foster more collaboration at the regional level between various agencies in order to achieve the desired outcome of a more physically active community. This collaboration is seen as logical since there is a high level of cross over in the objectives of various programmes in health, transport, sport and education.

The plan has ten main outcomes, one of which is 'safe active transport options in all communities in the Waikato'. Achieving this will involve a focus on walking and cycling with Environment Waikato acting as the lead organisation.

xi) Regional Travel Demand Management Strategy (under development)

xii) Regional Road Safety Strategy

In accordance with the direction set by the RLTS, Environment Waikato has developed a Regional Road Safety Strategy. This strategy will direct regional resources to address agreed safety priorities with the key objective of driving down the number and severity of crashes in the Waikato. Following the lead of central government in the development of the 2020 Road Safety Strategy, the Waikato region's approach to meeting the road safety challenge includes the adoption of the Safe System approach. The final strategy was adopted by the RTC at its meeting on 1 November 2009.

Appendix D: Status of territorial local authority walking and cycling strategies

Status of territorial local authority walking and cycling strategies

The table below identifies the current walking and or cycling strategies that have been developed by the territorial authorities in the region (as at June 2009). Eleven out of the 12 local authorities in the Waikato region have developed either a cycling, walking or combined strategy. Of those, five have combined walking and cycling strategies with one strategy under development in 2008 (Hauraki District Council). Four of the territorial authorities have separate walking strategies.

Appendix D Table 1: Status of walking and cycling strategies in the Waikato region

Council	Name of strategy	Walking	Cycling	Combined
Hamilton City Council	Cycling, Walking and Mobility in Hamilton – An Active Travel Plan.			Final 2008.
Taupo District Council	Walking and Cycling Strategy.			Draft of combined walking and cycling June 2009.
Waikato District Council	Walking and Cycling Strategy.			Final 2008.
Waipa District Council	Walking and Cycling Strategy.			Final 2009.
Thames-Coromandel District Council	Walking and Cycling Strategy.			Adopted December 2008.
Matamata-Piako District Council	Draft Track Strategy.	Draft 2007.		
Hauraki District Council	Walking and Cycling Strategy.			Draft June 2009.
Waitomo District Council	Walking and Cycling Strategy.			Draft September 2009.
Otorohanga District Council	Walking and Cycling Strategy.			Draft September 2009.
South Waikato District Council				

Appendix E: Land transport funding for walking and cycling

In New Zealand, walking and cycling activities are generally funded by central government (NZTA), local councils and other organisations. The following section describes the roles of each agency in terms of funding for walking and cycling activities.

NZTA funding

NZTA was established under the LTMA, which took over the functions of Land Transport New Zealand and Transit New Zealand in August 2008. This new Crown entity is responsible for allocating central government funding as well as delivering its own activities (such as the construction and maintenance of state highways).

NZTA provides guidelines around the use of the national land transport fund, including what activities it can be spent on and at what funding assistance rates (FARs). The following section describes the range of facilities and services at the regional or local level relating to walking and cycling for which NZTA funding is available.

NZTA's policies and procedures for land transport funding are set out in its Planning, Programming and Funding Manual ('the PPFM') which is available at www.nzta.govt.nz/resources/planning-programme-funding-manual/index.html.

Transport planning

Walking and cycling studies and strategies

NZTA will provide funding assistance for the cost of the preparation (including reviews) of approved strategies to promote walking and/or cycling as viable modes of transport.

Demand management and community programmes

The funding assistance policy for demand management and community programmes is still being developed. Applicants should discuss proposed activities with NZTA's regional staff as early as possible.

Demand management

The objectives of demand management are to:

- modify travel decisions to reduce negative impacts of transport
- encourage private motor vehicle users to use alternative, more sustainable means of transport, while also reducing total vehicle kilometres travelled.

Community programmes

Currently, Work Category 432 provides for the development and implementation of community programmes relating to safe and sustainable use of the land transport system. This work category is under review by NZTA, to be completed in March 2010.

Walking and cycling facilities

Funding criteria

In order to qualify NZTA financial assistance, pedestrian and cycle facilities must:

- form part of a transport network
- integrate walking or cycling with other transport modes
- be identified either specifically or generically in a current walking, cycling, or walking and cycling strategy or implementation plan, preferably supported by NZTA
- induce higher numbers of pedestrians or cyclists (or reduce the rate of decline)
- improve safe access for pedestrians and/or cyclists.

Pedestrian facilities

Work Category 451 provides for construction/implementation of new or improved pedestrian facilities including:

- new or improved footpaths, including on an existing bridge
- pedestrian crossing features, including kerb crossings, kerb protrusions, central refuges and pedestrian platforms
- pedestrian crossing controls, including zebra crossings, kea crossings and pedestrian traffic signals
- signage
- altering kerb lines to improve pedestrian access
- pedestrian shelters (excluding shelters that are primarily provided for waiting for, or getting to or from, passenger transport)
- pedestrian overbridges/underpasses
- pedestrian crossings of railways
- all markings, traffic signals, lighting, for example, necessary to bring the facility into service
- new pedestrian facilities costing \$1.0 million or more on new roads.

Cycle facilities

Work Category 452 provides for construction/implementation of new or improved cycle facilities including:

- shared pedestrian and cycle paths
- bicycle parking/racks
- kerb crossings

- signage
- new or improved cycle lanes, including on existing bridges
- separate cycle paths widening the existing carriageway to provide cycle lanes
- all markings, traffic signals, lighting, for example, necessary to bring the facility into service
- new cycle facilities costing \$1.0 million or more on new roads.

Works not subsidised

- Pedestrian or cycling facilities used purely for recreational purposes.

Public transport services and infrastructure

Appendix E Table 1: Facilities on buses, trains and ferries

Provisions	Work categories for provisions on passenger services		
	Buses	Ferries	Trains
Provision of cycle and pram facilities on the services.	511	512	515

Pedestrian and cycle access to rail stations

Work Category 531 provides for pedestrian and cycle access to rail stations.

Maintenance and operation of roads

Traffic services maintenance

Work Category 122 provides for the routine care of:

- traffic signs
- cycleway markings on non-separated road surfaces
- carriageway and pedestrian crossing lighting, including operation, maintenance and power costs.

Operational traffic management

Work Category 123 includes for the operation, maintenance and power costs of local area traffic management schemes (LATMS), including speed control devices and threshold treatments.

Cycle path maintenance

Work Category 124 provides for the operation, maintenance and renewal of the pavement and facilities associated with cycle paths, including the operation of associated lighting. Cycle facilities are eligible for funding assistance provided the facilities are consistent with a relevant cycling or walking and cycling strategy or plan. Cycle paths and facilities used

for purely recreational purposes are not eligible for funding assistance.

Pedestrian and cycle counts

Work Category 151 provides for pedestrian and cycle counts.

Emergency reinstatement

Work Category 141 provides for unforeseen significant expenditure for restoration of eligible pedestrian and cycle facilities that arises from a defined, major, short-duration natural event.

Renewal of roads

Structural component replacements

Work Category 215 provides for renewal of components of:

- footpaths on road structures
- pedestrian overbridges/underpasses.

Traffic services renewals

Work Category 222 provides for the renewal of:

- cycleway markings on all non-separated road surfaces
- belisha beacons and lighting at pedestrian crossings
- LATMS, including speed control devices and threshold treatments.

Amenity lighting is not eligible for funding assistance.

Preventative maintenance

Work Category 241 provides for non-routine work required to protect the serviceability of eligible cycle facilities from natural phenomena such as sea or river damage, slips, or unstable slopes.

Improvement of roads

New traffic management facilities

Work Category 321 provides for new facilities and equipment to assist with the management of the road network including:

- traffic signals
- LATMS, including speed control devices and threshold treatments.

Minor improvements

Work Category 341 provides for the construction/ implementation of low cost/low risk improvements. The value of individual projects/activities is limited to a maximum of \$250,000. All projects require the approval of NZTA's regional staff prior to commencement. Examples of qualifying activities include:

- small, isolated geometric road and intersection improvements
- traffic calming measures
- lighting improvements for safety
- sight benching to improve visibility
- facilities that comply with the definition for work category 45¹
- cycle facilities that comply with the definition for work category 45² minor engineering works associated with community programmes.

Road policing

Strategic road policing

Work Category 711 provides for NZ Police strategic road policing activities, including:

- speed control activities
- road code and traffic law enforcement relating to pedestrians and cyclists.

Community engagement in land transport

Work Category 714 provides for NZ Police community services, including:

- community road safety liaison and consultation (attendance at meetings, the provision of information, for example)
- involvement with the development and delivery of road safety action plans
- participation in community programme activities as agreed and planned at the local level
- NZ Police involvement in school road safety education.

Administration

NZTA provides financial support for administration activities to territorial and regional authorities as an on-cost of the total allocation to that authority.

Other sources of funding

Territorial authorities

Sources of the local share of funding required for walking and cycling activities could include:

- rating
- development contributions.

SPARC

SPARC is another potential source of funding for projects that promote walking and cycling. Through its Active Communities scheme, SPARC seeks to invest in projects that are strategic and offer innovative solutions to problems of inactivity and low participation in sport and physical recreation. Territorial authorities, regional sports trusts, recognised national sports or recreation organisations can apply for this investment, as part of, or on behalf of, wider stakeholder consortia. For

more information visit www.sparc.org.nz/investment/active-communities/overEnvironmentWaikato.

Community trusts

Funding may be available from community trusts for walking and cycling projects provided a set of criteria can be met. Information requirements may vary between trusts, however central requirements could be descriptions of the proposal and how it contributes to road safety, and how the project will be managed and sustained.

Bike Wise

Bike Wise has been running since 1995, and currently comprises Bike Wise Month, Go by Bike Day, Bike Wise Battle and the Mayoral Challenge. Responsibility for coordinating the programme passed from the Health Sponsorship Council to NZTA in mid-2007.

Bike Wise Community Partnership Programme

This Bike Wise programme, first introduced in 2005, provides funding to help organisations plan, implement and evaluate events and programmes promoting cycling. Groups and organisations, including community groups, sporting and active transport organisations, health services and local government authorities, are able to apply for funding for projects that aim to increase the use of cycling as a transport option for adults and children for short trips (no longer than 5km). The programme can sponsor a maximum of \$1000 (plus GST).

Cycle Advocates Micro Fund

This fund is run jointly by Living Streets Aotearoa and Cycle Advocates' Network, with funding provided by NZTA. The following groups can apply, provided they support the funding goals – primarily more people walking and cycling for short trips:

- community groups
- sporting and active transport organisations
- health agencies and organisations
- local government authorities
- businesses operating an event/initiative on a not-for-profit basis
- the funding provided can be up to \$1000.



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