



Regional Walkways and Cycleways

STRATEGY FOR TARANAKI



Regional Walkways and Cycleways Strategy for Taranaki

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Welcome to the first *Regional Walkways and Cycleways Strategy* for the Taranaki region. This document provides a framework for developing and implementing a range of walking and cycling related initiatives in the Taranaki region and is an extension on New Zealand's commitment to promoting walking and cycling throughout the country.



As New Zealand now has one of the highest rates of vehicle ownership in the world it is not surprising that we have become more and more reliant on our motor vehicles to get to various destinations. This is causing not only environmental problems around the country but also a loss of social cohesion and increasing health costs. This Strategy has therefore been developed with the help of key organisations and individuals to highlight the fact that walking and cycling are:

- environmentally friendly, low impact modes of transportation
- effective and efficient modes of transport for shorter trips
- relatively easily integrated with other transport systems and modes
- responsive and adaptable to changes such as fuel shortages and price increases
- healthy alternatives
- low cost transport options and enjoyable social pastime/recreational opportunities
- safe (only when motor vehicles dominate in terms of speed or traffic volumes do walking and cycling have negative safety implications).

Increasingly central government is therefore promoting an increased recognition of the roles walking and cycling play in New Zealand as effective alternative modes of transport to the private motor vehicle, especially at the regional and local level. Furthermore, central government has indicated that funding assistance for walking and cycling projects is only to be forthcoming with the presence of strategic plans at the regional and/or local level. The development of a *Regional Walkways and Cycleways Strategy* is therefore a means of providing a framework for the future direction of walking and cycling in Taranaki at the regional level.

Such a Strategy also emphasizes the role that walking and cycling routes play in allowing more people (both visitors and locals alike) to connect with and experience Taranaki's wonderful natural environment – rivers, coasts, landscapes, rural vistas, historic heritage and other places of interest. This increases the potential for regional tourism opportunities, as well as building on people's individual awareness and appreciation of our unique environment. Other benefits include increasing health and fitness levels, encouraging a sense of exploration and adventure, as well as stimulating and inspiring a love of the outdoors.

The development of a *Regional Walkways and Cycleways Strategy* for the Taranaki region demonstrates a strong commitment to increasing tourism opportunities, improving access and mobility, improving public health and promoting more sustainable modes of transport. It also promotes integration and co-ordination amongst the many organisations involved in walking and cycling planning and infrastructure provision. The many individuals and organisations that have contributed to the development of this Strategy (including the New Plymouth, South Taranaki and Stratford district council's; the Department of Conservation; Federated Farmers, Taranaki/Whanganui Conservation Board; Venture Taranaki; Fish and Game and Transit New Zealand) are therefore to be congratulated.

Roger Maxwell
Chairman
Regional Land Transport Committee



VISION

To provide greater transport choice and opportunities for people to discover and enjoy Taranaki's unique environment through walking and cycling.



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CHAPTER ONE

Introduction

1.1 Purpose

The purpose of the *Regional Walkways and Cycleways Strategy for Taranaki* [the Strategy] is twofold:

1. To promote walking and cycling in Taranaki.
2. To identify current and possible future walkways and cycleways as part of an integrated, region-wide network which connects Taranaki's natural environment and provides linkages with other walking, cycling and roading infrastructure, as well as population centers.

This *Regional Walkways and Cycleways Strategy* document therefore takes a 'big picture' view by providing broader strategic direction at the regional level, then focuses on key walkway and cycleway development opportunities at a more local level.

Note: the Strategy only addresses the needs of pedestrians and cyclists, not horse riders and motorcyclists.

1.2 Background

In 2006 the Regional Land Transport Committee of the Taranaki Regional Council completed a review of the *Regional Land Transport Strategy for Taranaki*. One of the key directions set by this strategy was an increased emphasis to be placed on alternative modes of transport and their infrastructure provision, as well as education, advocacy and promotion. A key way of achieving this change in direction was the development of a *Regional Walkways and Cycleways Strategy* for the region. The concept of such a strategy also received support from the Taranaki Mayoral Forum (a forum of the three District Council Mayors and Chair of the Taranaki Regional Council) which meets on a regular basis to discuss issues of mutual interest and concern.

A regional walking and cycling strategy is a high level document that is intended to provide a strategic framework for the planning for and management of walking and cycling within a particular region. These strategies are prepared by regional councils, with significant input from various other agencies involved in walking and cycling education, advocacy and infrastructure development roles.

The following *Regional Walkways and Cycleways Strategy for Taranaki* [RWCS] has been developed by a project team set up by the Taranaki Regional Council in September 2004. This team consisted of members representing: the Taranaki Regional Council, the three district councils (New Plymouth, Stratford and South Taranaki), the Department of Conservation, Federated Farmers, Taranaki/Whanganui Conservation Board, Venture Taranaki and Transit New Zealand.

The Strategy has been developed in accordance with the Ministry of Transport's '*Getting there – on foot, by cycle*', which sets out the national strategy to encourage more people to walk and cycle as part of their transport mix. It is intended that this document will assist district councils and other key organisations in identifying the key walking and cycling initiatives for their respective areas over the next twenty years.

1.3 Approval and effective period

The *Regional Walkways and Cycleways Strategy for Taranaki* has been prepared by the Taranaki Regional Council in accordance with relevant legislative requirements and approved by the Council on 13 December 2006.

The Strategy is a living document which can be reviewed and updated on a regular basis to take into account any new trends or changes that have occurred. It is therefore anticipated that the Strategy will be reviewed every 3-5 years in line with any review of Taranaki's *Regional Land Transport Strategy*.



1.4 Structure of the strategy

The *Regional Walkways and Cycleways Strategy for Taranaki* has been prepared in nine parts as follows:

- Chapter One:** The **introduction** provides an outline of the Strategy's purpose, background, approval and effective period and overall structure of the Strategy.
- Chapter Two:** An outline of the **benefits of and barriers to walking and cycling** in Taranaki is provided in this chapter. It also outlines the various roles played by each of these active modes of transport and the differences that exist between recreational versus utilitarian walking and cycling trips.
- Chapter Three:** This chapter sets out the **vision and five objectives** of the Strategy. It also provides an outline of how the Strategy's objectives match the objectives of the New Zealand Transport Strategy and community outcomes selected for the Taranaki region.
- Chapter Four:** Provides a description of the Strategy's **statutory framework** and outlines the legislative requirements and key policy documents directing its structure and overall content.
- Chapter Five:** This chapter sets the scene for **walking and cycling in Taranaki**. It includes walking and cycling statistics and an outline of existing networks and facilities.
- Chapter Six:** This chapter outlines the **policies, targets and methods** available to achieve the Strategy's vision.
- Chapter Seven:** This part of the Strategy contains the **implementation plan**. The chapter outlines a regional strategic framework which helps associate each future 'regional' walkway and cycleway project with a key Taranaki characteristic or theme. It then proceeds to define future regional walkway and cycleway opportunities for the Taranaki region.
- Chapter Eight:** This chapter outlines the **funding** opportunities available for any walkways and cycleways projects to be progressed in the Taranaki region.
- Chapter Nine:** This chapter outlines the **monitoring and review** requirements relating to the Strategy.





2.1 Introduction

The benefits of and barriers to active transport modes (such as walking and cycling) for leisure, basic transport, positive health and environmental reasons are widely recognised both nationally and internationally. As noted in the Ministry of Transport’s national walking and cycling strategy¹, the further development of walking and cycling infrastructure in New Zealand and the active encouragement of these as suitable alternative transport modes to the private motor vehicle, is integral to the successful achievement of the New Zealand Transport Strategy². The five key objectives of the National Transport Strategy are:

- Improving access and mobility
- Protecting and promoting public health
- Ensuring environmental sustainability
- Assisting economic development
- Assisting safety and personal security.

This Strategy therefore endorses the six key principles of the Ministry of Transport’s national walking and cycling strategy which states that:

1. Walking and cycling face similar issues, but they are different modes of transport.
2. Providing a transport system that works for pedestrians and cyclists means catering for diversity.
3. Walking and cycling are important for all communities, but critical in urban areas.
4. Increasing the use of walking and cycling for transport requires a comprehensive approach.
5. Safety needs to be integrated with promotion.
6. The needs of current users must be addressed alongside those of new users.

Individuals are also becoming more interested, motivated and ready to step on their bikes or start to walk more often. They therefore only require a small push to extend their behaviour to walk or cycle as a means of commuting, to get to school or more extensive recreational use.

2.2 Walking and cycling benefits

Why walk and cycle³

There are many and varied reasons for promoting more walking and cycling both locally and nationally. Key benefits of increased walking and cycling in Taranaki can include (in no particular order):

- ✓ Promotes healthy living and improved fitness, which can in turn contributes to overall increases in productivity
- ✓ Reduces the pressure on road space
- ✓ Improves the environmental sustainability of the transport system – no harmful emissions, uses less space per person, no fossil fuels burnt and modest infrastructure requirements
- ✓ Increases social interaction through creating vibrant streets which are socially safe – promotes social inclusion and community life as they are available to nearly everybody, regardless of their age, gender, education or income
- ✓ Safety from crashes (more so for walking than cycling)
- ✓ Increases access to and appreciation of our surrounding environments
- ✓ Promotes tourism and a range of leisure and outdoor experiences
- ✓ Great value for money.

¹ Ministry of Transport (2005): National Walking and Cycling Strategy, *Getting there – by foot, on cycle.*

² Ministry of Transport (2002): *New Zealand Transport Strategy.*

³ Tolley, R. 'World of Walk' presentation, 2005.



They are therefore important forms of transport in their own right. Walking is also part of nearly every trip – whether or not individuals choose to undertake the majority of their journey by car, bus, cycle or train.

2.3 Walking and cycling barriers

What stops us from walking and cycling

Barriers to walking and cycling in Taranaki can be grouped into three broad areas:

- ✘ Physical barriers – distance and conditions, including lack of infrastructure (e.g. signage), inappropriate infrastructure (e.g. poor surfaces), unsafe infrastructure or infrastructure that does not connect the right origins and destinations.
- ✘ Psychological barriers e.g. anxiety about crime and fear of traffic (i.e. an individual's common perception that it is not a safe method of travel).
- ✘ Institutional barriers – inadequate initial and ongoing investment in infrastructure, external costs of not using private vehicles and historical neglect of pedestrian/cyclist interests in government administrations etc.

Specific issues that discourage people from walking and cycling include:

Walking	Cycling
<ul style="list-style-type: none"> • Lack of footpaths • Poor street lighting and dark footpaths • Obstructed footpaths • Climate and weather conditions • No through routes or lack of direct access • Conflict with other modes of transport e.g. cyclists and motor vehicles • Surrounding environments • Wide streets with no crossing points • Lack of information on available routes • The young age at which driver's licenses can be obtained and the status symbol represented by driving your own vehicle • Steep topography • Development of residential areas further from the CBD and lack of medium to higher density residential growth in the inner city area • Social acceptability/peer pressure of having a car to drive • Distance between origin and destination 	<ul style="list-style-type: none"> • Heavy traffic • Black spots on the main commuter routes • Steep topography • Climate and weather conditions • Rough road and cycleway surface • Lack of facilities at end of trip for some users • Strong head winds • Compulsory wearing of helmets • Lack of information on available routes • Unsafe facilities • Conflict with other modes e.g. motor vehicles • Incomplete networks • The young age at which driver's licenses can be obtained and the status symbol represented by driving your own vehicle • Social acceptability/peer pressure of having a car to drive • Development of residential areas further from the CBD and lack of medium to higher density residential growth in the inner city area • Glass on roads • Cycle lanes poorly marked and sign posted • Motorist behaviour (including vehicle speeds, not giving appropriate clearance when passing cyclists etc.)



It is important that these barriers are acknowledged when planning for and promoting increased walking and cycling in the region. In particular it is important to recognise these barriers can be overcome through good planning and positive commitments to achieving clearly stated objectives. Solutions to these barriers can include:

- Better urban design.
- Integrated land use planning (mixed use).
- Effective communication amongst key players.
- Improved passenger transport systems and networks which integrate with walking and cycling routes.
- Creation of a walking and cycling culture.
- Effective funding allocation frameworks e.g. funding for the ongoing maintenance of facilities.
- Safe routes for all ages.
- Provision of facilities and infrastructure.
- Promotional events.
- Increased cycle lane signage.
- Enforcement of, and education about, the existing anti-littering laws.

Chapter 6 recognises the solutions identified above and outlines the specific policies chosen to address these barriers.

2.4 Roles for walking and cycling

In recognition of the benefits and barriers to walking and cycling the Strategy identifies appropriate roles for walking and cycling in Taranaki as follows:

Role for walking

As noted in the *Regional Land Transport Strategy for Taranaki* - walking is a component of nearly every trip taken and, as such, any increased willingness to walk in Taranaki will increase the accessibility and coverage of the land transport system. Walking trips are usually made in and around local communities and sometimes in combination with other modes. Journeys made by school age children often feature as the highest user age group.

Where walking is the primary means of moving between origin and destination points, the majority of these trips are undertaken in the urban environments and are predominantly shorter trips (i.e. mostly for distances of less than one kilometre).

The most common reasons for walking trips are for recreational and social (including shopping) purposes. However, increasingly walking to work is being promoted as an effective means of increasing public health, improving access and mobility, and encouraging environmental sustainability. Walking is therefore an essential part of any sustainable transport system, providing an appropriate alternative means of travel to the private motor vehicle.

To promote an increase in the use of walking as an alternative means of travel in Taranaki it is necessary for:

- walking to be recognised as an integral part of the land transport network
- pedestrian-friendly environments to be developed which are attractive, well-connected and convenient to users
- walkers to feel safe and secure in their walking environments
- walking to be recognised as a fundamental part of every day life





- urban design to develop communities whereby walking can be a prime means of movement
- all forms of walking to be catered for e.g. walk-only journeys and those that link with other modes of transport
- recreational walking to be recognised as a means of increasing more walking for every-day activities.



Should more commuters use walking as a means of getting to and from work, this mode will contribute to managing future demand on the roading network. This Strategy therefore advocates for the increased uptake of walking as an alternative mode of transport in Taranaki, with the vision of providing greater transport choice and making the region more enjoyable and easier to walk in.

Promoting walking also has broader leisure and tourism benefits with significant opportunities available in Taranaki to: take advantage of our unique environment; provide a wide range of walking opportunities - from short walks to tramping tracks; provide easy access to the coast, rivers and mountains; and sustain a transport network with a range of world class tourism experiences.

The effective integration with other modes of transport such as cycling and public passenger transport services is also an important linkage which needs to be taken into consideration. For example, walking could form part of the trip e.g. to a bus or pick up point.

Role for cycling

As noted in the *Regional Land Transport Strategy for Taranaki* - cycling is used as an efficient mode of transport in primarily urban environments (i.e. as a means of travelling to and from social, recreational and working environments). However, increasingly the role of tourist and long-distance cycling is becoming evident. Cycling can therefore be classified into the following four groups:

1. Cycling within major urban areas (e.g. New Plymouth).
2. Cycling within districts and between towns or smaller urban environments.
3. Longer distance cycling between regions.
4. Recreational off-road cycling or mountain biking (including special cycling events).

As with walking, this active mode of transport plays a vital role in promoting public health, improving access and mobility, and encouraging environmental sustainability in the Taranaki region. Cycling is also an appropriate and affordable alternative mode of transport for shorter-medium trips, with the most common reasons for cycling trips being to provide access to destinations such as schools and work, as both a lifestyle choice and a form of exercise.

Cycling has similar benefits and barriers to walking. It is therefore important that the benefits are promoted and barriers acknowledged when planning for and promoting increased cycling in the region.

Due to an increased awareness and understanding of the benefits of cycling there is a recognised desire to increase its modal share in the Taranaki region. Urban areas throughout the region (and in particular the New Plymouth District) are seeing an increase in the number of cyclists and walkers both commuting to work and undertaking recreational activity. There is also a recognised growth in cycle tourism and recreational cycling/mountain biking events throughout the country. This is largely due to the increased provision of dedicated cycling/walking routes in both urban and rural areas over the last 4-5 years, as well as a general awareness of the benefits of this alternative and active mode of transport.





To promote an increased use of cycling as an alternative means of travel in Taranaki it is necessary for:

- cycling to be recognised as an integral part of the land transport network
- cycle-friendly environments to be developed which are safe, direct, attractive, well-connected and convenient to users
- the four broad approaches of engineering, education, enforcement and promotion to be taken into consideration
- urban design and land use planning to develop communities whereby cycling can be a prime means of movement
- all forms of cycling to be catered for e.g. cycle-only journeys and those that link with other modes of transport
- recognition made that cyclists can often have different levels of experience, ability and therefore confidence
- traffic management approaches to recognise that both roading networks and non-roading networks (i.e. reserve areas, shared pathways, rail corridors and closed roads) can be used by cyclists
- appropriate traffic management approaches to be taken to reduce traffic volumes, reduce traffic speeds, improve intersections, relocate carriageway space where necessary or develop specific cycle facilities.

Should more commuters use cycling as a means of getting to and from work, this mode will be effective in managing future demand on the roading network. This Strategy therefore advocates for the increased uptake of cycling as a mode of transport in Taranaki, with the vision of providing greater transport choice and making the region more enjoyable and easier to cycle in. However, despite the fact that recreational cycling is increasing the transfer of people from a reliance on motor vehicles to commuter cycling, replacing car-miles with bike-miles is difficult to make by a section of the working population. Success in this area is heavily reliant on the provision of appropriate facilities at work places (e.g. covered parking, showers in the office block etc.), increased education as to the benefits of cycling to work more (through bike safe initiatives and promotions) and health promotion initiatives (anti-stress promotions, free cholesterol testings etc.).

As with walking, the tourism benefits, access to the environment, cycle touring opportunities and effective integration with other modes of transport are important linkages which need to be taken into consideration.

2.5 Trip purpose: recreational versus utilitarian

When identifying the different roles played by both modes, it is important to take into account the distinction between the needs of recreational versus utilitarian walking and cycling. There may also be different facility and infrastructure needs for recreational user groups compared to those commuting to and from work.

- *Recreational* walking and cycling means undertaken as a pleasurable activity.
- *Utilitarian* means functional or everyday walking and cycling: movement for necessity.

Despite there being a significance difference in the approaches taken to utilitarian versus recreational walking and cycling (by both individuals and organisations), it is still the same physical activity. The different approaches to walking and cycling are further defined in Table 1⁴.



⁴ Tolley, R. 'Winning Walkways' presentation, 2005.



	Recreational walking and cycling	Utility walking and cycling
Location:	<ul style="list-style-type: none"> Ideally, traffic free, countryside, natural beauty (but individuals in the country-side also walk and cycle for utility purposes). Walkways/pathways within CBD's e.g. heritage trails, coastal walkway etc. Recreational cycling can involve training rides over rural roads varying in length from 20-150+ kms. 	Busy urban areas and other central business districts.
Start and end points:	<ul style="list-style-type: none"> Usually reach start by other modes. May travel long distances for walking and cycling holidays. Road training rides often start from a common meeting point that is reached by cycling from home. 	<ul style="list-style-type: none"> Home or workplace. Same route followed on a regular basis.
Focus:	<ul style="list-style-type: none"> Journey itself of interest. Roundabout routes may be attractive. Training for major cycling or bike related events. 	<ul style="list-style-type: none"> Destination – work, shops etc. Shortness and directness important. Safety. Infrastructure provision and quality.
Popularity:	<ul style="list-style-type: none"> More adults are claiming to walk and cycle for leisure. Also growth in unstructured physical activity. 	Numbers have decreased over the last few decades.
Planning for:	<ul style="list-style-type: none"> Flexibility The route The terrain The weather Items required to carry Expectations 	<ul style="list-style-type: none"> Weather Footwear and clothing Distance Walking and cycling speed Time to be taken The route

Table 1: Different approaches to walking and cycling

2.6 Moving forward

As seen in previous sections, there are many benefits and barriers to walking and cycling in Taranaki. Achieving greater levels of walking and cycling, as well as overcoming barriers, can involve major infrastructural developments or other initiatives, but equally may include small changes or improvements (for example: linking existing routes, improving safety features or providing better access and signage facilities, and researching origin-destination requirements for pedestrians and cyclists (particularly commuters)).

The key to making progress is therefore to work towards a common vision and clear objectives, with those who implement this vision and objectives committed to their realisation. Part of this practical implementation of the Strategy will involve various organisations pursuing their legislative and policy mandates for walking and cycling. It will also require a good understanding of the current state of walking and cycling in Taranaki on which to build towards the future.



The next three chapters of the Strategy therefore address the current state of walking and cycling in Taranaki through: the identification of the Strategy's vision and objectives; a description of the statutory framework within which the Strategy sits; and walking and cycling statistics for the region.

Chapters Six to Nine then addresses the more practical side to the document by: outlining policies, targets and methods for the Strategy; an implementation plan; funding implications; and monitoring/review requirements.





CHAPTER THREE

Vision and objectives

3.1 Introduction

As outlined in section 8.5.1 of the *Regional Land Transport Strategy for Taranaki* and in response to issues raised by the Strategy's project team, the key walking and cycling issues for the Taranaki region have been identified as:

- Promotion of walking and cycling as an alternative mode of transport to the private motor vehicle.
- Provision of walking and cycling infrastructure which encourages these alternative modes of travel.
- Need for safe and well maintained routes, especially in urban areas and high demand corridors where alternative routes may be preferable.
- Promotion of health benefits.
- Promotion of tourism opportunities.
- Integration amongst the various organisations involved in promoting walking and cycling.
- Overcoming State Highway routes travelling through urban environments which can create severance issues and broken linkages for walking and cycling routes.
- Connectivity between and to/from walking and cycling routes is important – especially from a safety perspective.
- Greater awareness needed of who is doing what for walking and cycling initiatives in the region.
- Greater connectivity to other modes is important i.e. Passenger Transport services.
- Lack of information on cyclists and pedestrians e.g. origin-destination studies.

In response to these key issues the following vision and objectives have been developed.

3.2 Vision

In response to the benefits and barriers to walking and cycling in Taranaki (as outlined in Chapter Two) the long-term vision for a *Regional Walkway and Cycleways Strategy for Taranaki* is:

To provide greater transport choice and opportunities for people to discover and enjoy Taranaki's unique environment through walking and cycling.

In achieving this vision the Strategy shall take into account the five key objectives for transport in New Zealand (as outlined in the New Zealand Transport Strategy). These are:

- Assisting economic development
- Assisting safety and personal security
- Improving access and mobility
- Protecting and promoting public health
- Ensuring environmental sustainability

3.3 Objectives

Five objectives (in no particular order) have been set for the Strategy as follows:

Objective One: To achieve greater use of walking and cycling in Taranaki through improved infrastructure provision and by recognising and promoting the important role they play in the land transport system.

Discussion Walking and cycling play an important role in the land transport system. These modes of transport can be an important method of journeying to work or school. They also provide a ready means of maintaining and promoting social



connectedness between individuals, neighbourhoods and communities. They can reduce traffic congestion and the environmental impact of motor vehicles.

While significant investment has already been made in walking and cycling infrastructure throughout the region, there is the potential for walking and cycling to make a much larger contribution to a safe, efficient, integrated and sustainable land transport system. To achieve an increase in the use of walking and cycling in the day-to-day transport options for New Zealanders, walking and cycling must be seen as a real and practical transport choice. It is also necessary to continue improving existing pathways and create more opportunities for walking and cycling where appropriate. It is therefore important for transport planners and engineers to take into consideration the need for routes to be direct, safe and pleasant for the user. Planning must focus on the needs of the user, recognise linkages between key origins and destinations, identify possible linkages with other walking and cycling opportunities and link with other transport modes in a strategic and integrated way.

Future urban growth or development also provides an opportunity for territorial authorities to take into account walking and cycling as a means of providing sustainable transport for the future.

Objective Two: To recognise and promote the leisure, recreational, commuter and tourism opportunities provided by walking and cycling.

Discussion Taranaki has a wonderful environment with many unique features. This objective recognises this fact and highlights the need to further promote access to these features through walking and cycling opportunities. It also helps to enhance Taranaki's unique regional identity, increases individuals' appreciation of our surrounding environment and promotes further economic development through increased tourism.

Objective Three: To promote walking and cycling as attractive, enjoyable and healthy alternative modes of transport.

Discussion The promotion of walking and cycling as attractive, active, enjoyable and healthy alternatives to the private motor vehicle helps promote more active lifestyles throughout our region. This is a major focus for the health sector in recognition that the levels of obesity and consequential adverse health effects in New Zealand are on the increase. Walking and cycling for either pleasure or commuting purposes is one way of addressing this problem.

To obtain greater awareness of the walking and cycling networks available in the region, the provision of correct and appropriate information to potential users is also important. This will enable individuals and communities to realize the many and varied benefits associated with an increased uptake of these active modes of transport, therefore allowing them to make a proactive healthy transport choice.

Objective Four: To improve the safety of walking and cycling in Taranaki.

Discussion The perception of safety in walking and cycling is an important factor which contributes to an individual's modal choice. To improve safety (through increased signage, lighting in appropriate places, better intersection crossings, off-road facilities etc.) is therefore an important aspect which needs to be taken into consideration when addressing the needs of pedestrians and cyclists. The presence



of more people on the walking and cycling network also increases the perception of community and personal safety.

Objective Five: To promote integration, co-ordination and consultation amongst strategy, planning and implementation agencies involved in walking and cycling in the Taranaki region.

Discussion A number of different organisations are currently involved in developing more and/or improved walking and cycling infrastructure throughout Taranaki and hence, promoting more active lifestyles. To maintain an integrated, co-ordinated and consistent approach amongst these organisations it is therefore important that any strategies, policies, plans and practices implemented are consistent in their approach and acknowledge the central vision of providing greater transport choice and opportunities for people to discover and enjoy Taranaki's unique environment.

Each of the objectives outlined above define the policies and targets described in Chapter Six.

3.4 Community outcomes

Under the Local Government Act 2002 all local authorities are required to identify 'community outcomes' for the intermediate and long-term future of its district or region. The purpose of this process is to enable the community as a whole to decide what is important to it.

The community outcomes identified for the Taranaki region are as follows:

- **Connected Taranaki** – A region that delivers accessible and integrated infrastructure, transport and communications systems which meet the needs of residents, business and visitors. And in particular supporting objectives as follows:
 - Effective, efficient, safe and reliable infrastructure is provided and maintained.
 - The land transport system is safe and responsive.
 - The public transport system is reliable, safe and accessible to all who need it.
- **Prosperous Taranaki** – A region that boasts a sustainable, resilient and innovative economy that prospers within the natural and social environment. And in particular supporting objectives as follows:
 - Taranaki is an attractive place to work, do business and visit.
 - Development and population growth in the region is encouraged and managed in a manner that does not compromise the natural or social environment.
- **Secure and Healthy Taranaki** – A region that provides a safe, healthy and friendly place to live, work or visit. And in particular supporting objectives as follows:
 - The environmental, physical and mental health of the people of Taranaki are maintained, enhanced, promoted and protected.
- **Skilled Taranaki** – A region that values and supports learning so that all people can play a full and active role in its social, cultural and economic life.
- **Sustainable Taranaki** – A region that appreciates its natural environment and its physical and human resources in planning, delivery and protection. And in particular supporting objectives as follows:
 - There is sustainable use, development and protection of resources.
 - Taranaki's heritage is identified, recognised and protected.
 - Built environments and amenities are of high standard and contribute significantly to the well-being of people and communities.
 - People are valued and their contribution to the economic, cultural, environmental and social well-being of the region is recognised and supported.
 - Sustainable development is encouraged.



- **Together Taranaki** – A region that is caring and inclusive, works together, and enables people to have a strong and distinctive sense of identity. And in particular supporting objectives as follows:
 - Co-operation, collaboration and co-ordination between agencies, organisations and councils occur to avoid duplication of resources, minimise “red tape” and promote a consistent focus.
- **Vibrant Taranaki** – A region that provides high quality and diverse cultural and recreational experiences, and encourages independence and creativity. And in particular supporting objectives as follows:
 - People have access to, and are encouraged to participate in, a wide range of high-quality recreational, leisure, art and cultural activities.
 - The region has high-quality amenities and facilities.
 - All people have access to local services and facilities.
 - There is safe, convenient and affordable access to the natural environment.

All of these community outcomes relate in some way to the planning and provision for walking and cycling in the Taranaki region as demonstrated in Table 2.

Through the development of these community outcomes, it was also identified that access to the natural environment (including rivers, lakes and the coast) was an important outcome for the future of Taranaki. The concept of a network of walkways around the coast and linking with the mountain along rivers and streams was also raised. These opportunities were recognised as having important recreational and access benefits as well as promoting tourism in the region.

The following table demonstrates how each of the Strategy’s objectives meets the objectives of the New Zealand Transport Strategy [NZTS] and Taranaki’s community outcomes:

	Regional Walkways and Cycleways Strategy				
	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5
NZTS objectives					
Assisting economic development	✓	✓			✓
Assisting safety and personal security	✓			✓	✓
Improving access and mobility	✓		✓		✓
Protecting and promoting public health	✓	✓	✓	✓	✓
Ensuring environmental sustainability	✓		✓		✓
Community outcomes					
Connected Taranaki	H	H	H	H	H
Prosperous Taranaki	M	H			M
Secure and Healthy Taranaki	M	H	H	H	L
Skilled Taranaki	L				M
Sustainable Taranaki	H	M	M		M
Together Taranaki	M	M	M		H
Vibrant Taranaki	M	M	L		L

Table 2: Achievement of NZTS objectives and community outcomes



3.5 Issues of importance to tangata whenua

There are many places, sites, areas or features throughout Taranaki that are of significance to tangata whenua. These may include urupa (burial sites), historic pa and kainga sites, battlegrounds, rivers and lakes, tauranga waka (canoe landing sites), mahinga kai (food gathering areas) and other wahi tapu or archaeological sites. These areas, landscapes or features may be of traditional, cultural and spiritual significance to tangata whenua. Traditional walking trails also exist throughout the region. Statutory acknowledgements have been developed by some iwi and formally recorded as part of Treaty settlement legislation. These statutory acknowledgements are statements made by the iwi of the particular cultural, spiritual, historical and traditional association of the iwi with a statutory area.

Tangata whenua have responsibilities for the exercise of kaitiakitanga over the environment and other taonga within the rohe. Kaitiakitanga includes elements of guardianship, custodial protection and advocacy. These matters will need to be recognised and provided for in the planning and development of walkways and cycleways. Many of the policies included in this Strategy will require consultation and working directly with tangata whenua where proposals affect existing sites or the interests/concerns of tangata whenua, local iwi and hapu.

The Regional Policy Statement for Taranaki and regional plans prepared by the Taranaki Regional Council, district plans prepared by district councils, statutory acknowledgements etc. contain additional information on these matters.”



Onaero Beach



There are several statutes and policy documents of relevance to the development of a regional walkways and cycleways strategy in the Taranaki region. They are as follows:

4.1 Legislative requirements

Land Transport Act 1998

Sections 175 to 183 of the Land Transport Act 1998 [LTA] requires regional councils to develop and implement a regional land transport strategy for its region. The *Regional Land Transport Strategy for Taranaki* [RLTS] was reviewed in early 2006, with its central vision for Taranaki's transport system to:

"contribute to a prosperous, connected, healthy, vibrant and environmentally sustainable community, which meets the needs of residents, businesses and visitors, now and in the future."

Land Transport Management Act 2003

The Land Transport Management Act [LTMA] amended the LTA in 2003 by including new requirements for the contents and development of regional land transport strategies. In particular, they are now required to identify an appropriate role for each land transport mode in the region (including cycling and pedestrian traffic). It also reinforces the objectives of the New Zealand Transport Strategy by contributing "to the aim of achieving an integrated, safe, responsive and sustainable land transport system".

The amendment to the LTA through the LTMA attempted to provide a more balanced approach to land transport and now requires those involved in land transport planning and operations to focus not just on the roads themselves but the land transport system/network as a whole (including walking and cycling networks). Consequently, the *Regional Walkways and Cycleways Strategy for Taranaki* provides a mechanism for achieving this focus.

Resource Management Act 1991

The purpose of the Resource Management Act [RMA] is to promote the sustainable management of natural and physical resources. Furthermore, this statute requires local authorities to recognise and provide for the maintenance and enhancement of public access to and along the coastal marine area, lakes and rivers as a matter of national importance. The Taranaki Regional Council's plans, and those of the district councils, contain policies and methods to implement this requirement. The RMA also outlines the specific requirements of regional policy statements and regional/district plans.

Reserves Act 1977

The Reserves Act specifies that territorial authorities are responsible for managing various types of reserve land and the preparation of reserve management plans. The general purpose of this statute (Section 3) is, amongst other things, to "... ensure, as far as possible, the preservation of access for the public to and along water margins ...". Walkways and off-road cycle paths are often located on recreation reserves.

Local Government Act 2002

The main statute governing the activities of local government is the Local Government Act 2002. The purpose of this statute is to enable democratic local decision-making and action by, and on behalf of, communities. It also promotes the social, economic, environmental, and cultural well-being of communities, in the present and for the future.

This act enables councils to prepare and consult on annual plans which set out their proposed spending during the coming year and long-term council community plans [LTCCP's] which propose spending over the forthcoming ten years.



New Zealand Walkways Act 1990

The general intent of this statute is to provide ‘walking tracks over public and private land so that the people of New Zealand shall have safe, unimpeded foot access to the countryside for the benefit of physical recreation as well as for the enjoyment of the outdoor environment and the natural and pastoral beauty and historical and cultural qualities of the area they pass through’. In other words, to provide a legal means of walking access to and/or through public and private land, while still protecting the rights of landowners.

4.2 Related policy documents

Figure 1 demonstrates how walking and cycling strategies at regional and local levels relate to other policy and strategy documents referred to in this section.

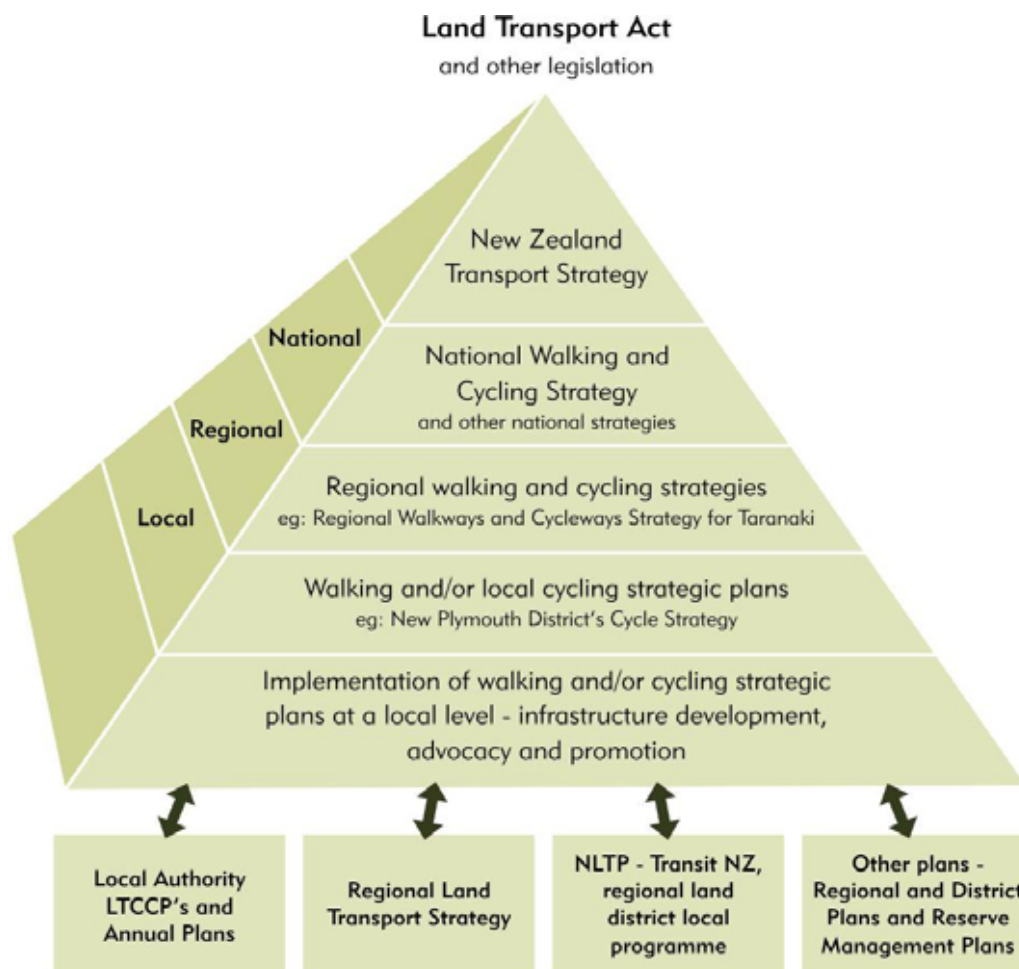


Figure 1: Interrelationship of national, regional and local planning documents

Note: Land Transport NZ has determined the difference between ‘walking and cycling strategies’ and ‘walking and cycling strategic plans’ by specifying that a walking and cycling strategy is a high level document that provides for the framework and direction of walking and cycling in a region. In contrast, a walking and cycling strategic plan completed at the territorial authority level is a document that has the purpose of identifying activities that encourage more people to walk or cycle. If a strategy contains an Implementation Programme then it is deemed to be a ‘strategic



plan' by Land Transport NZ. Alternatively these activities may be itemized in a council's Long Term Council Community Plan.

National policy and related documents

New Zealand Transport Strategy

The New Zealand Transport Strategy 2002 [NZTS] has an overall vision as the 'development of a land transport system that is affordable, integrated, safe and responsive to New Zealand's needs'. The promotion of walking (and cycling) is included in the Strategy to achieve objectives in the areas of safety and personal security, access and mobility, public health and environmental sustainability.

National Walking and Cycling Strategy: Getting there – by foot, on cycle

A New Zealand Walking and Cycling Strategy entitled 'Getting there – on foot, by cycle' was released by the Ministry of Transport in February 2005. The aim of this Strategy is to improve environments for walking and cycling, improve safety for pedestrians and cyclists and increase the use of walking and cycling in the day-to-day transport options for New Zealanders. It recognises that, while not all trips can be made by walking and/or cycling, the scope is there for more of us to walk and cycle more often, particularly for short trips.

In addition to the six key principles included in this strategy the Strategy identifies ten priorities for action under four key focus areas as follows:

FOCUS ONE: Strengthening foundations for effective action.

- Priority 1 Encourage action for walking and cycling within an integrated, sustainable approach to land transport.
- Priority 2 Expand our knowledge and skill base to address walking and cycling.
- Priority 3 Encourage collaboration and co-ordination of efforts for walking and cycling.

FOCUS TWO: Providing supportive environments and systems

- Priority 4: Encourage land use, planning and design that supports walking and cycling.
- Priority 5: Provide supportive environments for walking and cycling in existing communities.
- Priority 6: Improve networks for long distance cycling.

FOCUS THREE: Influencing individual travel choices

- Priority 7: Encourage positive attitudes towards and perceptions of walking and cycling as modes of transport.
- Priority 8: Encourage and support individuals in changing their travel choices.

FOCUS FOUR: Improving safety and security

- Priority 9: Improve road safety for pedestrians and cyclists.
- Priority 10: Address crime and personal security concerns around walking and cycling.

This Strategy recognises and incorporates current action for walking and cycling. This action is important, but will not, on its own, be enough to achieve the goals of *Getting There*. To achieve the *Getting There* goals, the type of activity undertaken nationally, regionally and locally for walking and cycling needs to be reviewed, and the level of activity accelerated.



The Ministry of Transport has therefore identified ten new strategic initiatives (in their *Strategic Implementation Plan for 2006-2009*) that will be introduced progressively over this period to support the Strategy's strategic direction as follows:

- Initiative 1: *Getting There* Research, Monitoring and Evaluation Action Plan
- Initiative 2: *Getting There* Transport Sector Alignment Review
- Initiative 3: *Getting There* Decision Maker Communication Action Plan
- Initiative 4: *Getting There* Information Centre
- Initiative 5: *Getting There* Workforce Development Action Plan
- Initiative 6: Walking and Cycling Model Communities Programme
- Initiative 7: Road Controlling Authority Benchmarking Programme
- Initiative 8: Strengthening User Group Networks Programme
- Initiative 9: Long-distance Cycle Networks Investigation Project
- Initiative 10: Expansion of road user training and education related to pedestrians and cyclists

These ten initiatives, undertaken together, are seen as having the capacity to underpin progress across the four *Getting There* Focus Areas and its ten Priorities. Many of the important actions identified for individual *Getting There* Priorities during the strategic planning process are included in, or will fall out of, the initiatives. A strong focus will be placed on ensuring the perspectives of individual Priorities are appropriately considered and integrated into the initiatives as they are developed.

New Zealand Walkways Policy 1995

The New Zealand Walkways Policy was prepared by the New Zealand Conservation Authority under the auspices of the Walkways Act 1990 and provides for the administration of a national system of walkways in New Zealand and specifically addresses the:

- co-ordination and encouragement of the development of a national system of walking tracks in conjunction with tangata whenua, private landowners, local and regional authorities and government agencies
- provision of legal access to and over tracks by written agreement with the landowner
- gazettal of walkways where appropriate
- protection of the rights of property owners and occupiers in the establishment and management of walkways
- identification and promotion of public use of tracks for walking where legal rights of access exist
- provision of necessary facilities including accommodation and amenities where this will enhance public use of walkways.

National Energy Efficiency and Conservation Strategy 2001

The National Energy Efficiency and Conservation Strategy 2001 has a purpose of promoting energy efficiency, energy conservation and renewable energy within the context of a sustainable energy future. The Strategy's central aim is therefore to improve New Zealand's energy efficiency by twenty percent by 2012 and increase the amount of renewable energy used.

The Strategy recognises that energy savings can be achieved if people and businesses choose less energy intensive forms of travel and freight transport. It also recognises that greater financial, promotional, strategic policy and institutional support should be provided for low energy modes e.g. public transport, walking and cycling, and higher vehicle occupancies.

Road Safety Strategy to 2010

The New Zealand Road Safety Strategy provides a direction for road safety initiatives and describes the results the government wants to achieve by 2010. Central to this is the goal of achieving no more than 300 fatalities and 4,500 hospitalizations every year by 2010. When considering the





road safety statistics around the country, this document highlights the fact that:

- Children account for a high number of fatalities and injuries in walking and cycling related crashes. Over-representation in these statistics may be due to their limited road safety skills and higher use of walking and cycling as a means of independent transport.
- Accident statistics demonstrate that the greatest risk to cyclists and pedestrians occurs in urban areas.
- Provision of dedicated cycle lanes and pedestrian facilities can significantly reduce localized safety risks.

Healthy Action Healthy Eating Strategy

This strategy is the Ministry of Health's strategic approach to improving nutrition, increasing physical activity and achieving healthy weight for all New Zealanders. A couple of the key messages stated in this document are to:

- be active every day for at least 30 minutes in as many ways as possible
- add some vigorous exercise for extra benefit and fitness
- promote and foster the development of environments that support healthy lifestyles.

Pedestrian Network Planning and Facilities Design Guide 2005

The Pedestrian Network and Facilities Design Guide produced by the Land Transport Safety Authority aims to promote consistent best practice in the planning and design of walking facilities in New Zealand and covers areas such as:

- the policy and legal context in which pedestrian planning and design takes place
- the principles of providing for pedestrians – what are their needs
- good processes for planning of pedestrian networks
- good design practice for pedestrian facilities
- implementation, monitoring and consultation
- pedestrian crossing type selection criteria.

Cycle Network and Route Planning Guide 2004

This guide aims to promote a consistent, world's best practice approach to cycle network and route planning throughout New Zealand. It was produced by the Land Transport Safety Authority and covers all aspects of cycle network and route planning, with a focus on the role and importance of cycle infrastructure in strategic plans, and on planning for cycling in transport. It also covers:

- the planning and policy context in which cycle planning and design takes place
- the principles of cycle network planning – what are their needs
- the cycle network planning process.

Transit New Zealand's 10-year State Highway Forecast

Transit New Zealand's 10-year State Highway Forecast outlines proposed improvements and maintenance activities for state highway throughout New Zealand over a ten year period. One of the groups specified in this Forecast is the 'Walking and Cycling Activity' group. Further information on this document is provided in Chapter 8 (Funding).

Land Transport New Zealand's Programme and Funding Manual

This document contains policies and procedures relating to the financial assistance rates that both regional councils and Road Controlling Authorities can obtain for walking and cycling strategies and/or infrastructure development. For funding to be obtained, the Manual specifies that activities which encourage the use of these two modes of transport must aim to:

- reduce the number of short car trips
- encourage safe and friendly roading networks for walking and cycling
- enhance public health, fitness and tourism
- integrate walking and cycling with other transport modes.





The process of applying for this funding is through an application to Land Transport New Zealand's National Land Transport Programme. A more detailed outline of this Programme is included in Chapter 8 (Funding).

Other initiatives

The Government is considering options for further promoting public access to the outdoors. Possible initiatives include the establishment of a public access agency; improved information, mapping and signposting; greater access to unformed legal roads; negotiation and agreement with landowners where new access over private land is needed; the development of a voluntary code of responsible conduct to protect the environment and the interests of landowners; and transferring management of the New Zealand Walkways Act 1990 to the proposed access organisation. These initiatives will play an important role in furthering the objectives of this Strategy.

The Regional Walkways and Cycleways Strategy for Taranaki implements and supports a range of measures from these national documents.

Regional policy and related documents

Regional Policy Statement for Taranaki

The Regional Policy Statement for Taranaki [RPS] became operative in 1994, with a reviewed RPS released for consultation in September 2006. The purpose of this document is to achieve the purpose of the RMA by providing an overview of the resource management issues for Taranaki and policies and methods to achieve integrated management of the natural and physical resources of the whole region. The land transport network is a major physical resource of the region therefore this document must be consistent with the sustainable management policies of the RPS and, in particular, the following issues:

- maintaining and enhancing public access to and along rivers and lakes
- maintaining and enhancing public access to and along the coastal environment
- maintaining and enhancing amenity values
- promoting sustainable urban development.

Regional Land Transport Strategy for Taranaki

The Regional Land Transport Strategy for Taranaki 2006 [RLTS] is the first such strategy to be developed under the new requirements of the LTA and LTMA. The intention of the document is to provide a 'way forward' for Taranaki's land transport system over the next 10-20 years and achieve a strategic vision and set of land transport outcomes.

Section 8.5 of the RLTS outlines an appropriate role for walking and cycling in the region and specific policies and actions to achieve these roles.

Inventory of Coastal Areas of Local or Regional Significance in the Taranaki Region

This document was prepared by the Taranaki Regional Council with the central purpose of providing information on coastal areas of local or regional significance in the Taranaki region and to provide information on public access to sites of local or regional significance on the Taranaki coast. The Inventory also identifies areas where subdivisions have occurred in the coastal area since 1999, and is intended to facilitate statutory bodies in their decision-making on the management of public access and development in the coastal area.

Regional Sport and Physical Activity Strategy 2006-2011

This Strategy recognises the fact that sport and physical activity is a key platform for the ongoing health and wellbeing of the Taranaki community. It has therefore been developed by Sport Taranaki to ensure that a strategic approach is taken to the use of available resources which



support sport and physical activities in the region and to ensure that the greatest needs are targeted first.

Conservation Management Strategy for the Wanganui Conservancy

The Department of Conservation, further to the requirements of the Conservation Act 1987, prepared a Conservation Management Strategy for the Wanganui Conservancy (including the Taranaki region) which implements general policies and establishes objectives for the integrated management of national (including land and species) and historic resources.

The Department has also prepared a Management Plan for the Egmont National Park (2002) and a draft Management Plan for the Whanganui National Park (2006). Both documents specify a direction for the preservation of each national park through a framework of policy, objectives and series of actions.

Egmont National Park Management Plan

The Egmont National Park Management Plan implements the Wanganui Conservancy Management Strategy and establishes objectives for the integrated management of the natural, historical, cultural and recreational values of Egmont National Park.

Draft Whanganui National Park Management Plan

This document identifies a number of areas proposed for inclusion within the Whanganui National Park. Several of these are within or close to the Taranaki region. Inclusion of these areas will present new promotion and tourism opportunities for Taranaki and the potential to contribute to the objectives and outcomes of this Strategy.

District policy and related documents

District plans

District plans deal with resource management issues affecting a particular territorial authority and is the primary document for the management of the effects of land use and development within a district. They also control the subdivision of land and set standards for (amongst other things) traffic and transport requirements. The District Plans developed and implemented in the Taranaki region include the:

- New Plymouth District Plan (operative 2005)
- Stratford District Plan (operative 1997)
- South Taranaki District Plan (operative 2005)

Cycle Strategy for New Plymouth 2004

At a territorial level, 'strategic plans' are documents that identify activities to encourage more people to walk or cycle in a particular area. They also provide the mechanism for a territorial authority to detail the walking and cycling needs within their jurisdiction and link the planning process with implementation.

In the Taranaki region one such document has been prepared - the Cycle Strategy for the New Plymouth district. This *Cycle Strategy* (developed in 2004) recognises that:

"Cycling has the potential to make a significant contribution to an integrated and sustainable transport system".

It therefore sets out a policy framework for cycling in the district and:

- describes the current position regarding cycling in New Plymouth as a benchmark against which progress can be measured



- builds on the policies of the Local Transport Plan to provide more specific guidance and targets for New Plymouth
- sets out priorities for works and initiatives to be undertaken.

The objectives of this strategy are to:

- increase the attractiveness and role of cycling as a transport mode in order to reduce the use of, and dependence on, private cars
- promote cycling as a leisure activity
- increase awareness of the importance of cycling, and hence its adoption, among all sectors of the population with particular emphasis on trips to work, schools, shopping, cultural and leisure activities
- ensure that access and movement by cycle to all developments is as safe, secure, convenient and attractive as possible
- ensure that policies to increase cycling and meet the needs of cyclists are fully integrated into the District Plan, road safety strategies and into all complementary strategies (including transport, environment and leisure strategies).

New Plymouth District's Coastal Strategy 2006

This Strategy reflects how the New Plymouth District's community and council wish to see the coastal environment protected, used and managed in the future. The Strategy therefore recognises the role played by the coastal environment in providing people with diverse recreational, cultural and natural experiences. Hence it recognises the importance of access to the coastal environment by walkers and cyclists.

Reserve Management Plans

Section 41 of the Reserves Act requires district or city councils to prepare management plans for all reserves (except local purpose reserves) under their control, management or administration. The purpose of a management plan is to create policies so that decisions regarding their use and development do not compromise the long term use of the reserve or conflict unduly with other uses.



A management plan must also "provide for and ensure:

- The use, enjoyment, maintenance, protection, and preservation of the reserve for the purpose for which it is classified.
- The reserve's development (as appropriate) to the extent that the administering body's resources permit, for the purpose for which it is classified.
- That the principles set out in section 17 to 23 of the Reserves Act applicable to the reserve are incorporated in the plan.
- Compliance with those principles".

Several reserve management plans have been developed in Taranaki. For further information on these contact the relevant District Council.



CHAPTER FIVE

Walking and cycling in Taranaki

5.1 Introduction

This section of the Strategy provides an outline of the relevant walking and cycling statistics for the Taranaki region. It also describes the existing walking and cycling networks in Taranaki.

Key demographical statistics to note for the Taranaki region include:

Location – Taranaki is located on the west coast of the North Island (totaling 723,610 hectares), with Mount Egmont/Taranaki at the heart of the region. Taranaki also has an abundance of rivers, sea, surf beaches and bush walks.

Main urban areas – these include Patea, Waverley, Hawera, Eltham, Opunake, Manaia, Stratford, Inglewood, New Plymouth (including Bell Block) and Waitara.

Local government administration - includes the: Taranaki Regional Council and three district councils (South Taranaki, Stratford and New Plymouth).

Population –the 2006 census show the total population of Taranaki is 104,124, an increase of 1.2% over the 2001 census figure. In the previous census period (1996-2001) the population of the region decreased by 3.5%. Population changes have also varied within the region. The most notable feature has been the continued growth in the proportion of the population residing in the New Plymouth district, which, according to provisional figures from the 2006 census contains 67% of the region's population – up from 64.7% in 2001. Both Stratford and South Taranaki districts have experienced declining populations over the last ten years. 2001 Census figures demonstrated that the Taranaki population has more in the older and younger sectors than the national average, with a higher proportion of children under 15 years (23.7%) and adults over 65 years of age (14.2%). It is also anticipated that there will be a gradual growth in the number of residents aged 65 and over in Taranaki during the 2001-2021 period.

Economy – main industries influencing the regional economy include dairying, meat and wool, tourism, forestry, horticulture and cropping, oil and gas, manufacturing, engineering and pig and poultry farming.

Tourism – significant increases in visitor numbers to the region has been evident over the last four years. Approximately 250,400 visitors came to the region in 2004 which is 14.6% more than the previous year.

Land use changes – significant increases in coastal subdivision has occurred over the last 2-3 years, especially in New Plymouth District, with a similar trend starting to occur in South Taranaki.





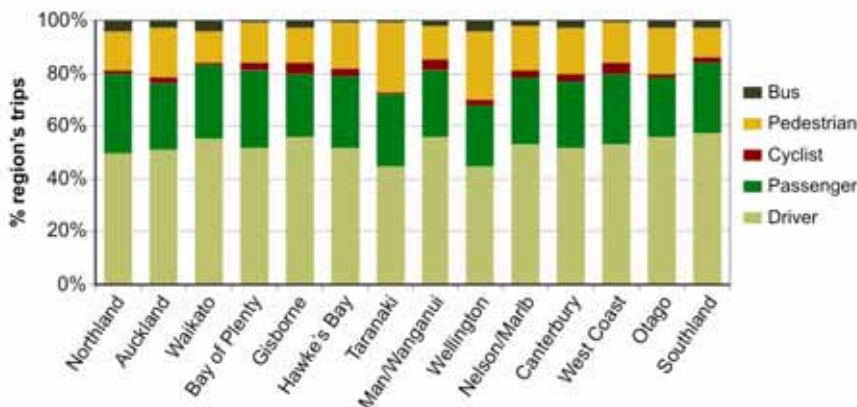
5.2 Walking and cycling statistics

National statistics

The most comprehensive way of analysing national trends for walking and cycling is through statistics generated by the last New Zealand Travel Survey (undertaken by Land Transport Safety Authority) and five yearly census data. In 1997/1998 the last New Zealand Travel Survey indicated that:

- New Zealanders undertook approximately **400,000 fewer walking** journeys per day in 1998 than 1990.
- A **greater percentage of females** (632.5 million trips) **choose to walk** as a mode of travel than men (518.6 million trips).
- Conversely, a **greater percentage of males** (86.7 million trips) **choose to cycle** than females (24.7 million trips).
- The **greatest decline** in the amount of time spent walking and cycling is in the **younger age groups** (i.e. under 20's).
- Of any age group, **young people** in their late teens are the **most likely to choose to walk**.
- While it is the **early teens who mostly cycle**.
- Those in the **55+ age group are the least mobile** of all age groups.
- **71% of walking trips are less than 1 kilometre** in length, while **74% of cycle trips are for distances less than 3 kilometres**.
- **36-38% of both walking and cycling trips are for social and/or recreational purposes**.
- Between 1990 and 1998 the number of cycling trips in New Zealand reduced by 39%, much of this amongst children and young people.
- Walk only journeys dropped from 36% to 26% of all school journeys as more and more children being taken to school by car.

Despite this being the most recent extensive survey of national walking and cycling trends, the information provided by the last New Zealand Travel Survey is now 9-10 years old and should be acknowledged as such.



The consequences of these statistics are far reaching, with health conditions (such as diabetes and obesity) emerging as increasing concerns.

To provide a comparison with other regions in New Zealand, the percentage of each region's trips by mode can be seen in Figure 2⁵: Taranaki appears to have a higher percentage of trips undertaken by pedestrians than other regions and fewer drivers as well.

Figure 2: Percentage of trips by mode and region in 1997/98

⁵ Land Transport Safety Authority (2000): *New Zealand Travel Survey*.



Regional statistics

Journey to work

The most prevalent means of travel to work in Taranaki is still by car, truck or van with approximately 60% of people using this mode of transport in 2006.

Since 1997 the trend for people to predominantly drive a car/truck or van to work has remained relatively stable in Taranaki. However, the main variance in the mode of travel to work during the 1997-2006 period was the slight reduction (regionally) of those either walking or cycling to work, corresponding with an increase in people working from home. Figure 3 demonstrates the total number and percentage of all commuters (over the age of 15) who walked or cycled to work in 1996, 2001 and 2006.

Another statistical influence for the Taranaki region is the amount of traffic on our roads and changes over time. As there has been a gradual increase in daily traffic volumes on a number of key roads in the region, a potential impact has been the reduction of cyclists using our roading network due to people's perception of safety.

However anecdotal evidence from New Plymouth bike shops would suggest that since the New Plymouth Foreshore shared pathway has opened, there has been a significant increase in the number of recreational cyclists. The enthusiasm for cycling has also be evident in the increasing numbers of people entering into major regional cycling events (e.g. the Round-The-Mountain ride), as well as strong participation in the Wheet-bix Triathlon AND Bike Wise Week events etc.

Road safety statistics

As demonstrated in Figure 4, approximately 6% of casualties on Taranaki's roads over the 2000-2004 period were pedestrians and 5% cyclists⁶. This compares with 7.8% of pedestrians and 5.3% of cyclists nationally for the same period.

Vulnerable road users (including motorcyclists, pedestrians and cyclists) have also been identified by Land Transport New Zealand as one of the four major road safety issues in the Taranaki region based on reported crash data and trends between 2000–2004.

Throughout this period there were a total of 355 crashes in Taranaki (or 25%) which involved a vulnerable road user, of which: motorcyclists made up 44% of the casualties, 31% were pedestrians and 25% cyclists. 36% of these vulnerable road users were either killed or seriously injured.

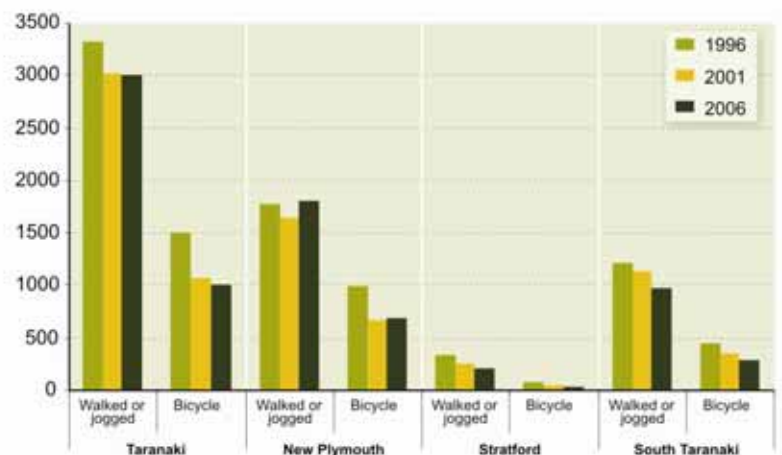



Figure 3: 1996, 2001 and 2006 Walking and cycling journey to work statistics



Figure 4: Road casualties by user type 2000–2004

⁶ Land Transport New Zealand: *Regional Road Safety Issue*, July 2005.



Pedestrian casualties - from 2000 to 2004:

- 57% of pedestrian casualties occurred on Taranaki's local roads (as opposed to state highways).
- Most of them were injured away from a formal pedestrian crossing or a raised island.
- 40% of pedestrian casualties were between five and 19 years old.
- A further 20% were aged over 60 years.
- The majority of pedestrian casualties occurred in the urban area.

Cyclist casualties - from 2000 to 2004:

- 57% of cyclist injuries happened on local roads in the urban area, with 73% of these occurring at a driveway or intersection.
- In urban areas, the main contributory factors in cycle crashes were failure to give way/stop, poor observation and using an incorrect lane or position.
- In rural areas the main factor was poor observation.
- 53% of cyclist casualties in the Taranaki Region were aged between 10 and 19 years and the majority of these were male.

Recreational statistics for Taranaki

Research undertaken by Sport and Recreation New Zealand [SPARC] and several other agencies has identified interesting trends in relation to the uptake of physical activity and sport in New Zealand which also apply to Taranaki. These trends include:

- people in New Zealand are becoming increasingly obese
- increasing obesity is contributing to a host of diseases such as diabetes and heart disease
- there are declining physical activity levels, especially amongst young people
- there is declining interest in participating in structure sports by young people.

National research undertaken in 2004 also demonstrates that walking for enjoyment and exercise by Taranaki residents is the second highest preferred activity behind gardening, recreational cycling falling as number 13th on the list⁷.

Unfortunately limited information is available on the level of recreational cycle movements in Taranaki. However, the New Plymouth District Council's Cycling Strategy does state that:

"Anecdotal evidence suggests that cycling in New Plymouth has never enjoyed the kind of popularity recorded in higher profile North Island cycling centres such as Palmerston North, Hastings or Napier."

However, with the increasing number of dedicated cycleways and associated infrastructure being provided throughout the urban areas of Taranaki it is anticipated (and hoped) that this situation will change. A Cycle Advocacy Group has recently been established in New Plymouth to address the issues surrounding encouraging more people to cycle for both recreational and utilitarian (i.e. travel to work) purposes.

Cycle tourism

The demand for, and use of, cycles as a mode of tourism transport in Taranaki is difficult to analyse with any degree of certainty. This is largely due to a lack of available data on the true numbers of long-distance cyclists travelling both within and through the region. However, over the last decade nationwide trails established for cycle tourism have become more widely used by both domestic and international travelers in New Zealand. The provision and maintenance of off-road cycle facilities (that people often travel to use) has also increased, with subsequent tourism benefits from these facilities becoming more evident.

⁷ SPARC: *draft Sport Taranaki: Our business, our direction ...*, March 2006.



Examples of successful cycle tourism opportunities advocated as good examples in New Zealand include:

- The Otago Rail Trail is a good example of a successful combined cycle and walking path. In 2005 it was estimated that 100,000 people visited various sections of the Trail. Around 5,000 people travelled the full length, usually by cycle⁸. The Trail has a number of benefits associated with it, including: preserving the natural and cultural heritage of the area, promoting recreation, helping to regenerate the economy of more remote rural areas and generally increasing the number of tourists traveling through this unique environment.
- Another example is Christchurch's 'Little River Rail Trail', a 44 kilometre long cycle and walking route which follows much of an old railway line that was last used in the early 1960's. The first stage of this Trail was recently opened on 28 May 2006 and passes through farmland and important wildlife areas. A Trust (called the Christchurch Little River Rail Trail Trust) was formed to establish the Trail, with assistance provided by a number of government organisations, local iwi and rununga groups, and numerous volunteers.
- The Wakatipu Trails Trust is another non-profit organisation dedicated to the development of a network of public non-motorised trails around the Wakatipu Basin. It is their vision to create a world class integrated network of walking and cycling trails and cycle ways in the Wakatipu Basin, with the main priority being to establish Arterial Trails that link towns and residential areas together throughout the area.

Whilst the examples provided above focus primarily on off-road cycle facilities, opportunities do exist in Taranaki to further develop cycle tourism (both off and on-road facilities). However further analysis of the needs of cycle tourists needs to occur to ensure that appropriate facilities are established.

Note: the objectives, policies, targets and methods included in Chapter Six have been developed while taking the walking and cycling statistics highlighted above into consideration. They have therefore been included in the Strategy in an attempt to improve or reverse some of the trends indicated.

5.3 Importance of walking in Taranaki

Walking is often the quickest, most cost-effective and efficient method of undertaking a short trip, either to work or for recreational/social purposes. However, despite these benefits, walking appears to have been in decline in Taranaki as a 'journey to work mode' over the last ten years. As demonstrated in Figure 3, 3000 journeys to work were made by either walking or jogging in the 2006 census, compared to 3027 in 2001.



⁸ Ministry of Transport (2005). *Getting there – on foot, by cycle.*



This trend may be reversing with an increased awareness and promotion of the benefits of walking and cycling by various organisations involved in promoting public health benefits, as well as the provision of attractive and convenient walking and cycling infrastructure (e.g. district councils, Transit NZ, Taranaki District Health Board and Sport Taranaki). However, consistent statistics on these trends will not be available until the next census analysis.

As walking makes up at least one part of every 'trip', it is important that walking is recognised as a vital means of meeting the land transport needs of the Taranaki region. In providing for pedestrians, it is also important to recognise the diversity of people who walk and the fact that most pedestrian trips are for distances of less than 1 kilometre.

Whilst most urban streets in Taranaki cater for pedestrians to some extent through the provision of footpaths, dedicated walkways are less common and are often aimed at the leisure or recreational user rather than the traveller. Walkways (through good urban design and planning) have the potential to make walking an attractive option, which in turn could have the advantage of reducing vehicular traffic in the region. An example of this has been the Coastal Walkway in New Plymouth, which has far exceeded expectations in terms of use by both commuters and recreational pedestrians/cyclists.

It is therefore important when planning for future growth areas and designing urban form that urban layout, distance and time requirements for commuter walking (and cycling) are all matters which are taken into consideration.

5.4 Importance of cycling in Taranaki

It is recognised that cycling in Taranaki occurs across a broad range of activities, including children travelling to and from school, individuals commuting to work, recreation and leisure opportunities, competitive sport and tourism. However, historically cycling in Taranaki has not received as much attention as other transport modes in the region.

On the local road and state highway network cycling is often perceived as differing from and therefore secondary to, other vehicular traffic. However, people are cycling to work in Taranaki. In the 2001 census a total of 1,065 people stated that they cycled to work, the majority of which live in the New Plymouth urban area. In addition, many hundreds of students cycle to schools and other educational institutions in the region. In Taranaki (as with most of New Zealand) the majority of cyclists tend to be young road users, with many being school children (peaking in the 10-14 age bracket).





As demonstrated in Figure 4, between 2000 and 2004 about 5% of road casualties were cyclist casualties. However, despite the majority of these casualties occurring in urban areas, the hazards in rural areas for cyclists are often greater due to restricted road verge widths and higher numbers of heavy goods vehicles. Careful attention to road marking can therefore improve safety for cyclists by reducing the tendency for motorists to drift into buffer zones.

Due to a greater awareness and understanding of the benefits of cycling, the provision of more cycle routes in urban areas is increasing. Furthermore, the need for existing cycle routes to be recognised and future routes adequately addressed in the planning and design phases of roading projects is becoming more evident. This is vital to the achievement of the Strategy's vision and objectives set out in Chapter Three. Basic roading requirements for cyclists also need to be identified and include such matters as adequate carriageway, road surface quality, road slope, road lighting and a minimum of obstacles – including parked vehicles.

In some circumstances, it is impractical to provide separate cycleways, particularly in developed areas where there is little available land. However, on routes used by cycles, or likely to be used by cyclists, the establishment of these facilities requires serious consideration. Other measures such as motorist and cyclist education, road design and traffic calming, signage, cyclist skill building programmes etc. can also be implemented to assist cycle use where separate cycleways cannot be implemented.

The increasing number of independent cycle tours occurring throughout the rural areas of New Zealand (including Taranaki) is also evident. Consequently, there has been a gradual increase in the number of cyclists using the arterial routes of Taranaki's roading network. It is acknowledged that these people are currently not well catered for and that this is an issue which needs further investigation.

5.5 Existing walking and cycling networks

Walking networks

Figure 6 in Appendix Three shows the location of existing 'walking routes' and 'walking opportunities' throughout Taranaki. Tables 4 and 5 then provide a more detailed description of each, with contact details outlined should anyone wish to obtain further information. Each walkway or walking opportunity is number coded to match a specific location on Figure 6.

The walkways identified in this map have been divided into two separate categories: walkways and walking opportunities. This is in recognition of the different role played by each in getting more people to walk in Taranaki.

- Walkways can be defined as a specific pathway established for the use of pedestrians for a walking trip and can range in classification from a path, to a short walk, walking track, easy tramping track, tramping track or route (all of which are described in greater detail in Appendix Two).
- Walking opportunities are not identified as specific walkways but are areas of land which provide more of a generic walking opportunity. They can include parks, reserves and other areas of open public land (e.g. domains).

More detailed maps on specific urban walkways are also included in Appendix Three.

Cycling networks

Figures 7, 8 and 9 in Appendix Three identify the cycle networks and routes located within Taranaki.



Figure 7 identifies the cycle network plan for New Plymouth. This includes the identification of existing and proposed cycleways for New Plymouth, including recreational routes and pathways (i.e. combined walking and cycling routes). Similarly Figure 8 also demonstrates the existing and proposed cycleways, but this is for the whole of the New Plymouth District.

These maps have been provided by the New Plymouth District Council through the development of their New Plymouth Cycle Strategy. No cycle maps are currently available for the Stratford and South Taranaki districts.

As identified in the *Draft New Plymouth Cycle Strategy for New Plymouth 2007*, New Plymouth has a range of existing facilities for cyclists. There are approximately 40 kilometres of on-road cycle lanes and 15 kilometres of off-road cycle tracks, the majority of the latter being informally shared with pedestrian routes.



Figure 9 identifies the location of recreational mountain bike tracks throughout Taranaki, with information on each provided in Table 6.



CHAPTER SIX

Policies, targets and methods

6.1 Policies and targets

In response to the Strategy's vision of "providing greater transport choice and opportunities for people to discover and enjoy Taranaki's unique environment through walking and cycling", the following section outlines a set of policies and targets for each of the Strategy's objectives⁹.

Note: The objectives of this Strategy are not in any particular order. They are all of equal importance.

Objective One To achieve **greater use** of walking and cycling in Taranaki through improved infrastructure provision and by recognising and promoting the important role they play in the land transport system.

Policies - This will be done by:

General

- 1 Obtaining more up-to-date walking and cycling statistics for the region [TRC & TA's].
- 2 Investigating increased opportunities for more affordable walking and cycling routes in the region where the need is recognised [TRC, TA's, Transit NZ, DoC & T/W Cons. Board].
- 3 Advocating for increased national funding of walking and cycling projects/activities in the Taranaki region and their ongoing maintenance [TRC, Transit NZ & TA's].
- 4 Encouraging the continued development and provision of walking and cycling tracks and routes on private land [TA's & T/W Cons. Board].
- 5 Improving walking and cycling infrastructure to cater for users needs when preparing district plans, considering structure plans and planning for new urban developments, subdivisions, upgrading existing urban environments or as part of general road improvement projects [TA's & Transit NZ].
- 6 Promoting available routes and amenities (i.e. special features) [DoC, TA's, Transit NZ & TRC].
- 7 Providing pedestrians and cyclists with better connections within the region and to surrounding districts [TRC, TA's, Transit NZ & DoC].
- 8 Providing pleasant and interesting environments in which to walk and cycle (smooth paths, good amenities, shelter) [TA's & Transit NZ].
- 9 Ensuring that facilities are mapped and clearly sign-posted to enhance promotion and awareness [TA's & Transit NZ].
- 10 Ensuring walkway and cycleway networks are linked to appropriate rail, public transport facilities, state highway, local road developments, parks and recreational areas [TA's].
- 11 Ensuring interconnected street and path networks through new subdivision developments [TA's].
- 12 Encouraging and aiding schools and businesses in promoting walking and cycling (walking school buses) [TA's, Police & TDHB].

⁹ Meaning of each abbreviation - TRC: Taranaki Regional Council; TA's: Territorial Authorities; DoC: Department of Conservation; TDHB: Taranaki District Health Board; T/W Cons. Board: Taranaki/Whanganui Conservation Board; ACC: Accident Compensation Corporation; Transit NZ: Transit New Zealand; and VTT: Venture Taranaki Trust.



- 13 Investigate opportunities for using existing and/or disused rail corridors for walking and cycling opportunities [TRC &, TA's with ONTRACK & Toll NZ].
- 14 Investigating opportunities to alter the legal status of reserves and parks to allow either shared pathways or dedicated cycle paths to be legalized and created [DoC & TA's].
- 15 Protecting valued aspects of the environment and heritage that contribute positively to walking and cycling experiences and enjoyment as far as practicable [TA's, DoC, T/W Cons. Board & TRC].
- 16 Ensuring that existing pathways are maintained to an acceptable and safe standard [TA's, DoC & Transit NZ].
- 17 Requiring the maintenance of pedestrian and cyclist facilities to such a standard that enables easy and safe access by those using the facilities, including (in some instances) easy access by the elderly, people with disabilities and those in wheelchairs [DoC, TA's & Transit NZ].

Walking

- 18 Developing a District Pathways Strategy for the New Plymouth District which includes comprehensive feasibility studies on the significant regional walkways/cycleways identified in this Strategy [NPDC].
- 19 Promoting the provision of street furniture and signage which encourages increased pedestrian movements and safety [TA's & Transit NZ].
- 20 Promoting the development of direct, safe and convenient walking routes which are based on identified desire lines, particularly in town centres, near schools and tertiary institutions, public passenger transport services and recreational/social services [TA's & Transit NZ].

Cycling

- 21 Developing territorial authority cycle network plans which identify existing and proposed cycle networks [TA's].
- 22 Promoting the incorporation of appropriate facilities for cyclists in all new infrastructure developments e.g. bridges and roads (utilising best practice guidelines) [TA's & Transit NZ].
- 23 Improving the image and social acceptability of cycling [TRC & TA's].
- 24 Developing a cycle advocacy group in New Plymouth to assist with the implementation of New Plymouth District Council's *Cycle Strategy*, as well as increasing awareness and understanding of key issues of concern to cyclists [NPDC].

Targets	Measurement
<ul style="list-style-type: none"> ▪ To increase the proportion of people who choose to walk or cycle to work by 2011. ▪ To increase the proportion of students who walk or cycle to school by 2010. ▪ To increase the provision of walking and cycling infrastructure and funding over the next 5 years. ▪ To achieve an improvement in the overall quality of walking and cycling facilities available each year. ▪ To increase the awareness of appropriate designs for and implementation of cycling and pedestrian facilities throughout the region. 	<p>Census data</p> <p>School surveys</p> <p>Territorial authority databases</p> <p>Survey methods</p> <p>Survey methods</p>



Objective Two To recognise and promote the **leisure, recreational, commuter and tourism opportunities** provided by walking and cycling.

Policies - This will be done by:

General

25 Promoting the leisure, recreational, commuter and tourism benefits of walking and cycling [TRC, TA's, TDHB, Sport Taranaki & VTT].

Walking

- 26 Developing and maintaining walking tracks and routes that provide a range of walking and tramping opportunities and experiences [TA's, DoC & T/W Cons. Board].
- 27 Investigating linkages with walking tracks located outside conservation lands [DoC, T/W Cons. Board & TA's].
- 28 Maintaining a 'Round the Mountain' route in the Egmont National Park [DoC].

Cycling

- 29 Analysing and addressing the needs (both on and off-road) of cycle tourists visiting Taranaki, taking into consideration the ongoing costs of doing so [TA's, Transit NZ & VTT].
- 30 Recognising and promoting the role of cycling as a tourism and recreational activity in the region, as well as for commuting purposes [TRC & TA's].
- 31 Supporting Bike Wise Week events and other such education, promotion and safety programmes [TA's].

Targets	Measurement
<ul style="list-style-type: none"> ▪ To increase the percentage of the general population who walk or cycle for recreation, both on and off road. ▪ To increase the level of cycle tourism throughout the region from 2006 levels. 	Survey methods
	Survey methods

Objective Three To promote walking and cycling as attractive, enjoyable and **healthy alternative** modes of transport.

Policies - This will be done by:

General

- 32 Promoting the environmental and health benefits of walking and cycling [TRC, TA's TDHB & Sport Taranaki].
- 33 Encouraging more people to walk and cycle instead of using the private motor vehicle for both utilitarian and recreational purposes [TRC, TA's, Transit NZ, Sport Taranaki & TDHB].
- 34 Investigating opportunities for the publication of information on all existing walkways and cycleways in the region [TRC, TA's & DoC].
- 35 Investigating opportunities for website linkages for walking and cycling promotional material [TRC, TA's, DoC, Transit NZ & VTT].
- 36 Providing education and advocacy programmes which support walking and cycling as a healthy lifestyle choice [TDHB & Sport Taranaki].
- 37 Encouraging businesses to promote walking and cycling within their organisations (by providing appropriate facilities e.g. showers and cycle storage) [TRC, TA's & TDHB].
- 38 Encouraging the development of cycle tourism and related businesses [TRC, TA's & VTT].
- 39 Investigating opportunities to develop walking and cycling infrastructure in the preparation of land transport programmes [Transit NZ & TA's].

40 Including provisions in the *Regional Land Transport Strategy for Taranaki* which promote the benefits of walking and cycling in Taranaki [TRC].

Targets	Measurement
<ul style="list-style-type: none"> ▪ To increase the number of people participating in walking and cycling activities by 2010. ▪ To reduce private motor vehicle commuting to work by promoting alternatives (e.g. working from home, passenger transport, carpooling, walking and cycling). 	<p>SPARC and census data</p> <p>Census data</p>

Objective Four To improve the **safety** of walking and cycling in Taranaki.

Policies - This will be done by:

General

- 41 Monitoring the rate of pedestrian and cyclist injury rates in the Taranaki region [*Land Transport NZ, TRC, TA's, TDHB & ACC*].
- 42 Developing new and existing roads which are more compatible to pedestrian and cyclist needs, including traffic calming measures in CBD areas and adjacent to schools [*TA's & Transit NZ*].
- 43 Endorsing the implementation of school and driver education programmes where appropriate to improve the overall safety of pedestrians and cyclists [*Land Transport NZ, TDHB, TA's & TRC*].
- 44 Implementing effective urban design techniques which facilitate a perception of security for pedestrians and cyclists [*TA's & Transit NZ*].
- 45 Designing walkways and cycleways which enhance safety and amenity values on and around a route (with particular regard to plantings, surveillance, fencing, lighting and signage) [*TA's, DoC & Transit NZ*].
- 46 Supporting Taranaki's Police, Road Safety Co-ordinator and other agencies involved in educating the public on pedestrian and cyclist safety, including promoting Sections 10 and 11 of the NZ Road Code [*TA's, TDHB & TRC*].

Walking

- 47 Designing urban streetscapes [*TA's*] and some walkways [*TA's & DoC*] with full regard for people with restricted mobility.
- 48 Improving the safety (perceived and real) of pedestrians from nearby traffic, the surrounding physical environment and crime [*TA's & Transit NZ*].

Cycling

- 49 Promoting the provision of safe, secure and convenient cycle storage and parking at major destinations, well utilised public areas or interchanges with public passenger transport facilities [*TA's & TRC*].
- 50 Providing safe off-road environments for cyclists as an alternative to on-road facilities, where the greatest need is identified [*TA's & Transit NZ*].
- 51 Enhancing cycle safety throughout the region via education, signage and advocacy initiatives [*Police, Taranaki's Road Safety Co-ordinator, TDHB & TA's*].
- 52 Supporting road safety initiatives to improve cyclist and motorist behaviour [*Police, TA's, Taranaki's Road Safety Co-ordinator, TDHB & TRC*].
- 53 Encourage the provision of increased funding for cycle lane marking and signage [*TA's & Transit NZ*].

54 Promoting the recycling of glass, deterring the deposition of glass on roads and enforcing current littering laws [TA's, Police & Transit NZ].

Targets	Measurement
<ul style="list-style-type: none"> ▪ To decrease the number of cyclists and pedestrian injuries and fatalities in Taranaki by 2010. ▪ To reduce the perception of non-cyclists that think cycling is dangerous or very dangerous. 	Land Transport NZ databases and hospitalization data Survey methods

Objective Five To promote **integration, co-ordination and consultation** amongst strategy, planning and implementation agencies involved in walking and cycling in the Taranaki region.

Policies - This will be done by:

- 55 Reviewing the Regional Walkways and Cycleways Strategy in conjunction with national and local strategies, policies and plans to ensure consistency and respond accordingly where changes are necessary [TRC].
- 56 Supporting the development of local walking and cycling strategies or implementation plans – comprising projects and programmes designed to translate the *Regional Walkways and Cycleways* vision and objectives into reality [TRC, TA's, Transit NZ & DoC].
- 57 Promoting and supporting an advocacy ethic that facilitates co-ordination amongst lead agencies involved in planning for, and promoting the benefits of, walking and cycling in the region [TRC, TA's DoC, TDHB, Transit NZ, T/W Cons. Board, VTT and Sport Taranaki].
- 58 Promoting the use of existing best practice guidelines when developing walking and cycling infrastructure and services [TRC, TA's & Transit NZ].
- 59 Encouraging future collaboration and co-ordination amongst all agencies involved in the implementation of the Strategy's policies [TRC].
- 60 Recognising and providing for sites, places, features or areas of significance to tangata whenua, cultural and spiritual values and the exercise of kaitiakitanga in the planning and development of walkways and cycleways [TA's, DoC, TRC, Transit NZ & T/W Cons. Board].
- 61 Ensuring that appropriate consultation will be carried out with tangata whenua in the planning and development of walkways and cycleways [TA's, DoC, TRC, Transit NZ & T/W Cons. Board].

6.2 Methods

A walking and cycling strategy is only as good as its implementation. To ensure the success of this Strategy it is therefore important that all of the individuals/organisations involved in operational and strategic planning of various initiatives in the Taranaki region are aware of the different methods available for increasing levels of walking and cycling within the region.



The main methods promoted are the 'Four E's of:

Engineering	Undertake construction, maintenance or upgrades of walking and cycling infrastructure. For example: <ul style="list-style-type: none"> ▪ Network planning and development ▪ Walking and cycle facilities in new subdivisions ▪ Effective signage ▪ Utilisation of paper roads, esplanade strips/reserves and other such areas ▪ Provision of secure public cycle parking ▪ Speed control mechanisms ▪ Land use planning and development ▪ Walking and off-road mountain bike facilities in publicly owned land
Education	Adopting methods which gradually change public perceptions and habits (for example schools targeted for road safety campaigns). These initiatives can include: <ul style="list-style-type: none"> ▪ Road safety campaigns ▪ Promotion of walking and cycling benefits ▪ Promotion of walking and cycling for short trips and recreation ▪ Development of safe and secure streets and public spaces ▪ Promotion of safe cycling and pedestrian habits ▪ Safe routes to school programmes ▪ Providing and promoting more accurate maps and brochures of walking and cycling facilities ▪ Cycle skills and 'back on your bike' programmes ▪ Anti-glass littering campaigns
Encouragement	<ul style="list-style-type: none"> ▪ Advocate or encourage individuals and groups to take up walking and cycling as alternative modes of transport (for both recreational and utilitarian purposes). ▪ Encourage agencies to adopt walking and cycling policies, programmes or other initiatives to promote or assist walking and cycling. ▪ Encourage TA's and the Crown to set up formal agreements with clubs to maintain, upgrade and create new off-road facilities. ▪ Investigate measures adopted elsewhere to reduce problems associated with glass on roads.
Enforcement	Enforce laws and regulations. For example: <ul style="list-style-type: none"> ▪ Appropriate speed limits set ▪ Obeying road rules ▪ Safe use of existing facilities ▪ Littering, including broken glass

Other methods available include:

Consultation	Consult on walking and cycling issues of interest or concern to the community.
Research	Identify future requirements for walking and cycling.
Planning and strategic co-ordination	Establish a close partnership with walking and cycling clubs, cycling advocacy groups, policy and plan developers on proposed projects and plans.
Economic Instruments	Identify ways in which financial incentives or disincentives can be used to achieve desired outcomes.



Monitoring	Determine whether the measures introduced are effective by monitoring the outcomes.
Promotion	Changing perceptions of walking and cycling. Advertise and run walking and cycling events that are part of international/national campaigns such as 'International Care Free Day' and 'Bike Wise Week'.

Each of the policies identified in section 6.1 can be matched with the methods outlined above. This has been demonstrated in the Policy Matrix included in the following section.

Objective Two										
Policy 25	Encouragement & Promotion							✓	✓	
Policy 26	Engineering				✓	✓				
Policy 27	Research & Planning and Co-ordination			✓	✓	✓				
Policy 28	Engineering				✓	✓				
Policy 29	Research & Consultation		✓		✓	✓	✓	✓		
Policy 30	Encouragement & Promotion				✓	✓	✓	✓		
Policy 31	Promotion, Planning and Co-ordination		✓	✓				✓	✓	✓
Objective Three										
Policy 32	Encouragement & Promotion							✓	✓	
Policy 33	Encouragement & Promotion							✓	✓	
Policy 34	Research & Promotion							✓	✓	
Policy 35	Research, Promotion & Encouragement							✓	✓	
Policy 36	Encouragement & Promotion							✓	✓	
Policy 37	Engineering & Encouragement					✓		✓	✓	
Policy 38	Encouragement & Promotion		✓				✓	✓	✓	
Policy 39	Engineering, Research & Economic Instruments	✓		✓	✓					
Policy 40	Encouragement & Planning and Co-ordination	✓	✓	✓	✓	✓	✓	✓	✓	
Objective Four										
Policy 41	Research & Monitoring		✓							✓
Policy 42	Engineering				✓	✓	✓			✓
Policy 43	Encouragement	✓		✓				✓	✓	✓
Policy 44	Engineering				✓	✓				✓
Policy 45	Engineering				✓	✓				✓
Policy 46	Encouragement							✓	✓	✓
Policy 47	Engineering & Consultation				✓	✓		✓	✓	✓
Policy 48	Engineering									✓
Policy 49	Engineering & Promotion	✓			✓	✓	✓			✓
Policy 50	Engineering				✓	✓	✓			✓
Policy 51	Education, Promotion & Encouragement							✓	✓	✓
Policy 52	Education, Encouragement & Enforcement							✓	✓	✓
Policy 53	Encouragement, Engineering & Economic					✓				✓
Policy 54	Enforcement & Promotion					✓				✓
Objective Five										
Policy 55	Planning and Co-ordination	✓	✓	✓	✓	✓	✓	✓	✓	
Policy 56	Encouragement & Planning and Co-ordination	✓	✓	✓	✓	✓	✓	✓	✓	
Policy 57	Encouragement, Promotion & Planning and Co-ordination	✓				✓		✓		
Policy 58	Planning and Co-ordination & Promotion				✓	✓	✓			
Policy 59	Encouragement, Planning and Co-ordination		✓	✓						
Policy 60	Research & Consultation		✓		✓					
Policy 61	Research & Consultation		✓		✓					



7.1 Regional strategic framework

In response to the policies and targets included in Chapter 6, a strategic framework for implementation has been developed. This framework helps associate each future 'regional' walkway and cycleway project with a key Taranaki characteristic or theme.

This regional strategic framework is as follows:

STRATEGIC FRAMEWORK CLASSIFICATION - key Taranaki pathway characteristics or themes:

Coastal Pathway

Walking and cycling (i.e. pathway) opportunities alongside Taranaki's unique coastal environment - noting that these opportunities may be limited by access and topography.

Mountain to Sea (or Town) Route

Walking and cycling (i.e. pathway) opportunities that connect Taranaki's coast or key population centres with Mount Taranaki. These can either follow a key natural feature such as a river or existing paths/roads.

Eastern Hill Country Route (including remote experiences)

Walking or cycling opportunities that focus on enjoying the characteristics of Taranaki's eastern hill country areas. These are predominantly outside the Department of Conservation estate areas however they could provide linkages to walking tracks or routes within the DoC estate.

Mountain or Remote Walking Experience

Walking opportunities in the Egmont National Park or other Department of Conservation estate areas. These could include short walks or longer walks/tramps.

Urban and Rural Walks

Catering for those who are looking for more of a short walk. These could include 'doorstep' recreation opportunities close to home or other casual opportunities for social and/or leisure purposes. They can also include routes which provide direct access for commuter pedestrians or those travelling to and from a specific destination (e.g. school). These could provide short connections and link to, or be part of, sections of coastal pathways, urban walks or other longer routes.

Cycle Routes and Facilities

On-road and off-road cycle opportunities throughout the region that could include the following:

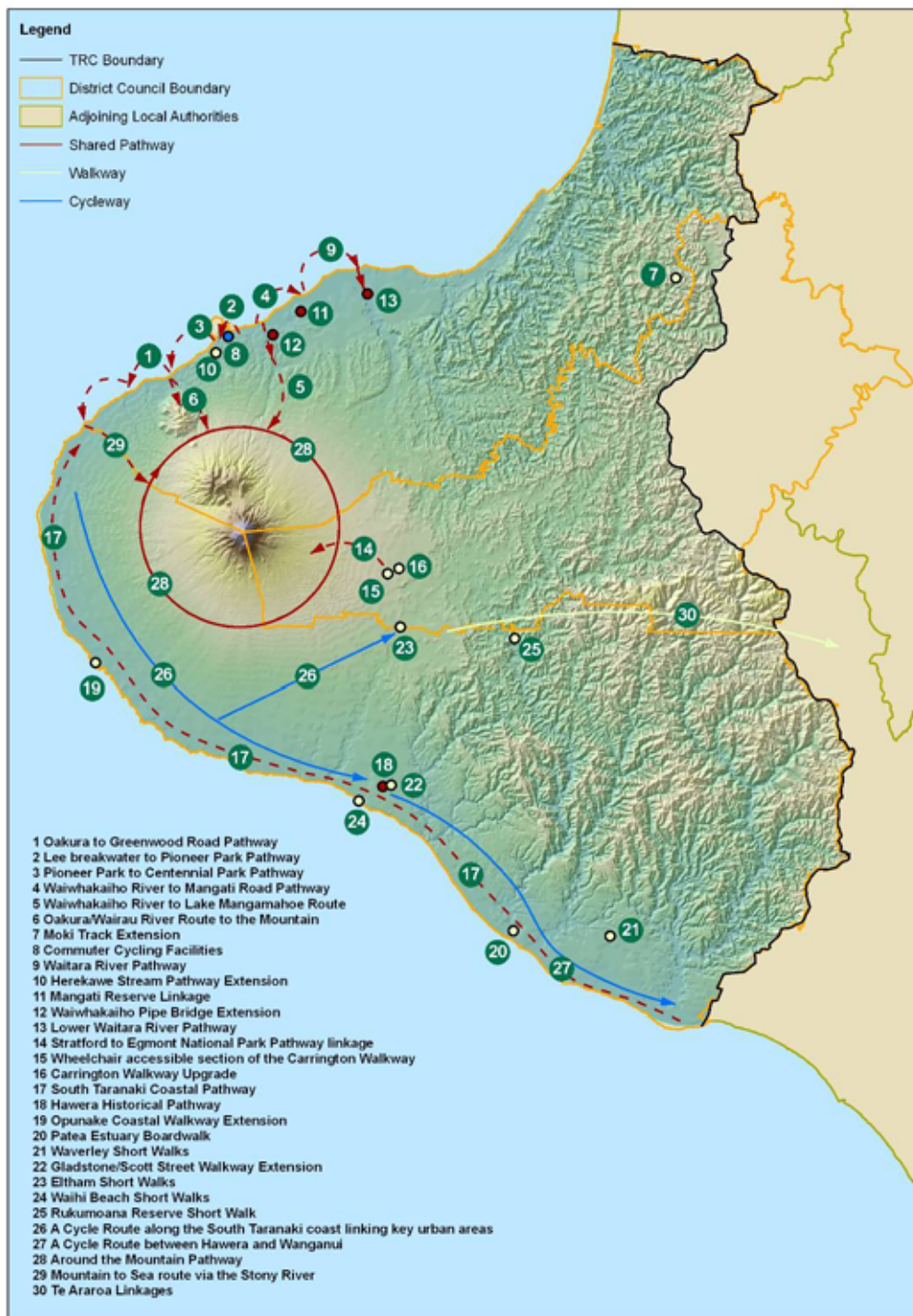
- Commuter cycle routes - Routes which provide access for commuter cyclists or those travelling to and from a specific destination (e.g. school).
- Touring or recreational cycle routes e.g. a coastal and eastern hill country (as outlined above) route, an Around the Mountain touring route and other routes linking key tourist, historical, cultural and key points of interest.
- Off-road recreational mountain biking routes e.g. Mangamahoe Forest Mountain Bike Park, as well as the Moki-Rerekapa, Bridge to Somewhere, Waitiri Track and Meremere Road rides.

This Strategy recognises the increasing role walking and cycling can play in Taranaki's land transport system, for both local trips and longer routes. Whilst the methods of advocacy and education will play the greatest role in getting more people to walk and cycling, positive infrastructure changes to transport corridors will also contribute to more people walking and/or cycling. The Strategy also recognises the need to inter-link walking and cycling routes where appropriate and achievable to ensure that there is an effective network of pathways rather than a series of 'one-way' unconnected routes.



Figure 5 indicates where each of the regional walkway and cycleway proposals discussed in Section 7.2 are located.

Figure 5: Proposed pathways for Taranaki





7.2 Regional network opportunities

Following the strategic framework and direction provided above, this section of the Strategy outlines future regional walkway and cycleway opportunities for the Taranaki region.

These projects have been proposed to 'provide greater transport choice and opportunities for people to discover and enjoy Taranaki's unique environment'. Each project has been chosen due to its regional perspective, whereby it endorses an integrated region-wide network of pathways that connect Taranaki's natural environment and provides linkages with other walking, cycling and roading infrastructure, as well as key population centres. Despite this region-wide perspective (and for readability purposes) each project has been categorised by their locality within District Council and Department of Conservation boundaries.

Each pathway opportunity outlined below also has a number allocated which corresponds with the location map provided on Page 41 (Figure 5).

NEW PLYMOUTH DISTRICT

Several regional walkway and cycleway opportunities have been identified for the New Plymouth District. These opportunities will be assessed in further detail through the development of a District Pathways Strategy [DPS] for the New Plymouth District.

Coastal Pathway

The *Regional Walkways and Cycleways Strategy for Taranaki* promotes the long-term development of a pathway around the coast of Taranaki. There are topographical limitations to this idea, however it is possible to develop a series of pathways along the coast which match the concept of a regional 'coastal pathway'. Each of the projects outlined below will be recognised as an extension to the existing coastal walkway in New Plymouth and will form the building blocks within the New Plymouth District to the broader vision of a regional coastal pathway.

1 Refer to figure 5

Oakura to Greenwood Rd (with potential extension to the Stony River)

A portion of pathway from Oakura to Lower Timaru Rd is largely in place with the construction of two bridges over the last few years. However, this section of pathway is poorly formed and requires significant work to bring it up to an accessible standard. An additional linkage from Lower Timaru Rd to Greenwood Rd (Fort Saint George) is feasible and is being investigated further.

This route could be dual use and classified as a shared pathway.

STRATEGIC FRAMEWORK CLASSIFICATION = coastal pathway, cycle route or rural walk.

2 Refer to figure 5

Lee breakwater to Pioneer Park

Formalisation of the pathway from the Lee Breakwater to the base of the recently completed ramp up to Pioneer Park is important in terms of achieving a pathway to the standard of the current coastal walkway constructed from Waiwhakaiho River to the Lee Breakwater.

This route could be dual use and classified as a shared pathway. It has also been identified as a route with a potential journey to work or commuter focus to it.

STRATEGIC FRAMEWORK CLASSIFICATION = coastal pathway, cycle route or urban/rural walk.



3 Refer to figure 5

Pioneer Park to Centennial Park (with potential extension to Oakura)

This section is currently accessible following the existing footpaths along Breakwater Rd and through Centennial Drive. However, opportunities exist to create this link off-road but it will require land acquisition and/or exchange to achieve an off-road linkage.

This route could be dual use and classified as a shared pathway. It has also been identified as a route with a potential journey to work or commuter focus to it.

STRATEGIC FRAMEWORK CLASSIFICATION = coastal pathway, cycle route or urban/rural walk.

4 Refer to figure 5

Waiwhakaiho River to Mangati Rd (via Hickford Park) - with potential extension to Waitara

This proposed route commences at the eastern end of the existing coastal pathway (near the Waiwhakaiho river mouth), crosses the river at a point close to the north eastern end of Lake Rotomanu, then passes through the Rewa Rewa Block that the New Plymouth District Council has recently acquired, to Hickford Park and entering Bell Block at Ellesmere Drive. The New Plymouth District Council is currently seeking Transit New Zealand funding to construct this section predominately as a cycle route. The route will then head east through Hickford Park to Mangati Rd.

This route could be dual use and classified as a shared pathway. It has also been identified as a route with a potential journey to work or commuter focus to it.

STRATEGIC FRAMEWORK CLASSIFICATION = coastal pathway, cycle route or urban/rural walk.

Mountain to Sea Routes

The philosophy of achieving a series of 'mountain to sea' pathway linkages has been identified as a priority focus in Taranaki for some years. While any such linkages will take a substantial amount of planning, a range of opportunities have been identified that appear feasible. Each of the opportunities identified below will all require further investigation to determine their feasibility and costing.

5 Refer to figure 5

Waiwhakaiho River to Lake Mangamahoe Route (with potential extension to Mount Taranaki)

This is the key sea to mountain linkage or opportunity identified for the New Plymouth District, with progressive implementation moving up river from the sea.

This sea to mountain linkage will provide significant regional benefits as it links a series of key natural, recreation and tourist features along its path including: Merrilands Domain, Balsom Park, Tupare, Burgess Park, Meeting of the Waters and finally Lake Mangamahoe forest and recreation area. It will also link the main centre of population (and existing coastal pathway) with pedestrian and cycle access along a key priority water body - the Waiwhakaiho River.

It is anticipated that the path may require at least three bridge crossings over the Waiwhakaiho River for a complete off-road route. In the interim, some on-road portions could be investigated and utilised to provide an



alternative route. A significant amount of the proposed route crossing either Council owned or esplanade strip land. The length of the pathway will be approximately fourteen kilometres.

This route may travel along, link with and/or traverse a state highway. Should this occur consultation with Transit New Zealand from the earliest stages of development is appropriate to address any perceived safety concerns.

This route could be dual use and classified as a shared pathway. It has also been identified as a route with a potential journey to work or commuter focus to it.

STRATEGIC FRAMEWORK CLASSIFICATION = mountain to sea route, cycle route or urban/rural walk.

6 Refer to figure 5

Oakura/Wairau River Route to the Mountain

This proposed route aims to provide a connection between Oakura and the sea to Mount Taranaki. The route will use either the Oakura and/or Wairau Rivers to connect with the Egmont National Park and its network of walking opportunities.

Both of these rivers are priority water bodies for the New Plymouth District and have the potential to provide linkages to Mount Taranaki. The Oakura River has substantial lengths of esplanade strips or esplanade reserves alongside it, with the first priority being a linkage to Koru Pa. The Wairau River can provide a more direct link from the coast to the Mountain but, in contrast with the Oakura River, it does not have many existing reserves along its length. Linkages with Lucy's Gully will also be investigated.

This route could be dual use and classified as a shared pathway.

STRATEGIC FRAMEWORK CLASSIFICATION = mountain to sea route, mountain experience or rural walk.

Eastern Hill Country Route

7 Refer to figure 5

Moki Track

The New Plymouth District Council has identified a currently un-maintained section (1700 metres) of the Moki Track which could be upgraded to enable access through to the Moki Conservation Area to a standard suitable for mountain bikers. This un-maintained section is between the bridge crossing the Waitara River and the Moki Conservation Area.

The Moki Track is currently a challenging walking opportunity and when combined with the Rerekapa Track is a challenging mountain biking opportunity. The significance of the Moki Conservation Area it traverses is that it has the potential to become a nationally recognised facility.

STRATEGIC FRAMEWORK CLASSIFICATION = eastern hill country route, cycle route or rural walk.

Cycle routes and facilities

A range of opportunities exist for cycling routes and facilities, including improvements for commuter cycling and off-road bike riding.



8 Refer to figure 5

Commuter cycling facilities

The need for improved commuter cycling facilities within the New Plymouth District has been identified in the current New Plymouth District Council Cycling Strategy. This document is currently being revised with the aim of increasing the number of riders within the New Plymouth District.

STRATEGIC FRAMEWORK CLASSIFICATION = cycle routes and facilities.

Other regional opportunities

A range of other walkway and cycleway initiatives and/or opportunities have been identified for the New Plymouth District, including:

9 Refer to figure 5

Waitara River Pathway

Investigate the feasibility of a pathway linkage from Waitara Marine Park up the Waitara River to Waitara West Quay. Investigations also to be undertaken into opportunities of extending the pathway further up-stream as part of the New Plymouth District Pathways Strategy.

This route could be dual use and classified as a shared pathway. It has also been identified as a route with a potential journey to work or commuter focus to it.

STRATEGIC FRAMEWORK CLASSIFICATION = urban walk or cycle route.

10 Refer to figure 5

Herekawe Stream Pathway extension

While the Herekawe Stream is a priority water body, a link to the mountain is considered neither necessary nor practical. However, substantial work has already been completed in forming a pathway from the stream mouth at Back Beach to Manadon St, with potential opportunities available to link with State Highway 45.

The work already completed has been achieved through the 'Herekawe Stream Project' which is a joint venture initiative between: Shell Todd Oil Services, Dow Agro Sciences, Methanex New Zealand, the Taranaki Tree Trust and New Plymouth District Council. The path has been formed to grassed surface already; with more work to be completed on hard surfacing this pathway.

This route has been identified as a route with a potential journey to work or commuter focus to it.

STRATEGIC FRAMEWORK CLASSIFICATION = urban/rural walk or cycle route.

11 Refer to figure 5

Mangati Reserve linkage

Linking of the Mangati Reserve (complete with existing walkways) to the inland side of SH3 with an underpass to provide cycle and pedestrian access under the highway to the Bell Block industrial estate (Connett Road and De Havilland Drive), as well as grade separated access to and from SH3 northwards to Waitara and locations beyond.

This route has been identified as a route with a potential journey to work or commuter focus to it.

STRATEGIC FRAMEWORK CLASSIFICATION = urban/rural walk or cycle route.



- 12** Refer to figure 5 **Waiwhakaiho Pipe Bridge extension**
Use of the existing disused Waiwhakaiho pipe bridge to carry cycle and walking decks to give access from the coastal route through to the Waiwhakaiho Industrial Park and Shopping Centre.

This route has been identified as a route with a potential journey to work or commuter focus to it.

STRATEGIC FRAMEWORK CLASSIFICATION = urban/rural walk or cycle route.

- 13** Refer to figure 5 **Lower Waitara River Pathway**
Investigate the feasibility of extending the lower Waitara River walkway from the southern end of Manukorihi Road (on the northern side of the State Highway 3 Waitara Bypass Bridge), south under the bridge on the river-side of the Kart Club track to the end of Joll Street and Lake Ngangana.

This route could be dual use and classified as a shared pathway.

STRATEGIC FRAMEWORK CLASSIFICATION = rural walk or cycle route.

Access to the District's Priority Water Bodies

The New Plymouth District Council is also ensuring that future access to the Districts' twenty five Priority Water Bodies (through the creation of esplanades strips and reserves) is obtained on any new rural subdivisions. This will promote public access to a significant natural resource in the region and will enable additional walking and cycling opportunities to be promoted in the future.

STRATFORD DISTRICT

Several regional walkway and cycleway opportunities have been identified for the Stratford District. These opportunities are described below:

Mountain to Town Routes

- 14** Refer to figure 5 A pathway linkage between Stratford and Egmont National Park (i.e. a 'town to mountain' linkage). This route could be dual use and classified as a shared pathway.

STRATEGIC FRAMEWORK CLASSIFICATION = mountain to town route.

Urban and Rural Walks

- 15** Refer to figure 5 The promotion and development of a wheelchair accessible section of the Carrington Walkway.
- 16** Refer to figure 5 Further upgrade of the Carrington Walkway at both ends to a standard that promotes increased use.



These routes have been identified as routes with a potential journey to work or commuter focus to it.

STRATEGIC FRAMEWORK CLASSIFICATION = urban/rural walks or cycle routes.



SOUTH TARANAKI DISTRICT

The following regional walkway and cycleway opportunities have been identified for the South Taranaki District:

Coastal Pathway

17 Refer to figure 5

A South Taranaki Coastal Walkway feasibility study was undertaken by a New Zealand Royal Science, Mathematics and Technology Teacher Fellowship recipient, in 2006. The overall aim of the Study was to address the potential economic growth opportunities along South Taranaki's coastline (through tourism) and the need to encourage more New Zealanders to become physically active by investigating the possible development of a pathway along part of (or all) the District's unique coastline.

Twenty four walking and cycling sections based on coastal access were therefore identified on the Taranaki coast between the Stony River and Waiinu. Information was then gathered and presented on walking surface, distances, walking times, river and stream crossings, interesting natural and cultural features, significant ecology, hazards, coastal access information, land ownership, waahi tapu sites and additional visitor attractions. Each of the twenty four walks were also categorised for different coastal user groups (such as mountain bikers, day walkers and trampers), as well as ease of development.

The report includes maps and photographs on each of the twenty four walks, and an environmental, cultural, social and economic impact report for a full coastal walkway. The sponsor for the project was The South Taranaki District Council.

This route may travel along, link with and/or traverse a state highway. Should this occur consultation with Transit New Zealand from the earliest stages of development is appropriate to address any perceived safety concerns.

This route could be dual use and classified as a shared pathway.

STRATEGIC FRAMEWORK CLASSIFICATION = coastal pathway, rural walk or cycle route.

Urban and Rural Walks

A range of urban and rural walkway initiatives and/or opportunities have been identified for the South Taranaki District, including:

18 Refer to figure 5

A historical walkway and cycleway (or pathway) opportunity around the periphery of the Hawera township. Key linkages in this route could include: Denby/South Road intersection, Waihi Beach, Ohawe Beach or Nowell's Lakes, Whareroa, Naumai Park, Nolan Town, PPCS Richmond, Turuturu Mokai and the A & P show grounds. This route links existing sections of public access and minimises access over private land. It also enables users to access small or large sections with a range of historical points. This route could be dual use and classified as a shared pathway. It has also



been identified as a route with a potential journey to work or commuter focus to it.

- 19** Refer to figure 5 An extension to the existing Opunake Coastal Walkway which connects both ends of the walkway with a route that extends to the north of the Opunake township. This route has been identified as a route with a potential journey to work or commuter focus to it.
- 20** Refer to figure 5 A boardwalk from Durham Street in Patea through to the River Estuary which could extend to the paper road at its end and then through the township. This route has been identified as a route with a potential journey to work or commuter focus to it.
- 21** Refer to figure 5 Several opportunities exist for paths or short walks in and around the Waverley township (for example: a town belt walkway, a walk along the Old Coast Road, a path between the Whenuakura and Patea Rivers and another to the rock carvings at Kohi – with permission of the landowner). This route has been identified as a route with a potential journey to work or commuter focus to it.
- 22** Refer to figure 5 Hawera – an extension of the urban Gladstone/Scott Street walkway at the Gladstone St end. This route has been identified as a route with a potential journey to work or commuter focus to it.
- 23** Refer to figure 5 Additional short urban/rural walkways developed at the: Connell Reserve, Soldier's Park and Taumata Park in Eltham
- 24** Refer to figure 5 Waihi Beach to both Ohawe Beach and Tangahoe River
- 25** Refer to figure 5 Rukumoana Reserve on the Patea River (Rawhitiroa Road)

STRATEGIC FRAMEWORK CLASSIFICATION = urban/rural walks or cycle routes.

Cycle Routes

A range of cycle initiatives and/or opportunities have been identified for the South Taranaki District, including:

- 26** Refer to figure 5 A cycle route linking key tourist, historical and other attractions along the coast with main urban areas of the District. This route (or series of routes) is to travel in areas of lighter traffic volumes with low numbers of heavy vehicle movements, of high scenic value, with opportunities available for smaller trips off main routes. This route may travel along, link with and/or traverse a state highway. Should this occur consultation with Transit New Zealand from the earliest stages of development is appropriate to address any perceived safety concerns. The possibilities of off-road alternatives (for safety and aesthetic reasons) also need to be explored.
- 27** Refer to figure 5 A cycle route travelling along a secondary route to main vehicle traffic between Hawera and Wanganui to be investigated. This route may travel along, link with and/or traverse a state highway. Should this occur consultation with Transit New Zealand from the earliest stages of development is appropriate to address any perceived safety concerns. The



possibilities of off-road alternatives (for safety and aesthetic reasons) also need to be explored.

STRATEGIC FRAMEWORK CLASSIFICATION = cycle route.

Cross-boundary opportunities

The first of these three opportunities travels through each of the three territorial authority boundaries (i.e. the New Plymouth, Stratford and South Taranaki District's), while the second relates only to the New Plymouth and South Taranaki District's:

- 28** *Refer to figure 5* An Around the Mountain cycle/walking (pathway) opportunity located outside the Egmont National Park which travels either on or alongside the main state highways where possible and links with existing routes such as the Carrington Road recreational cycling route. Linkages with existing walking/cycling routes are important as well as key historical, culture or environmental features. This route may travel along, link with and/or traverse a state highway. Should this occur consultation with Transit New Zealand from the earliest stages of development is appropriate to address any perceived safety concerns. The possibilities of off-road alternatives (for safety and aesthetic reasons) also need to be explored. This route could also be dual use and classified as a shared pathway.

STRATEGIC FRAMEWORK CLASSIFICATION = cycle route.

- 29** *Refer to figure 5* Mountain to Sea route via the Stony (Hangatahua) River – this could extend from the existing Stony River Walkway to the Egmont National Park.

STRATEGIC FRAMEWORK CLASSIFICATION = mountain to sea route or rural walk.

Eastern Hill Country Route

- 30** *Refer to figure 5* Continue investigations into clear and easily accessible linkages to central North Island walkways. This relates in particular to the Te Araroa (The Long Pathway) Trail – a walking trail aimed at travelling the length of New Zealand on a north-south basis.

Of relevance to the Taranaki region is the Central North Island section of the Trail which is initially to follow (from Te Kuiti) the Mangaokewa River as far as the Department of Conservation's Pureora Forest, then along the Department's Hauhungaroa ridge-top track to Tongariro National Park where it joins the existing Round-the-Mountain track. From there it runs south-west via a paper road and bush tracks that lead through to Pipiriki on the Whanganui River. The choice then exists to canoe the river to Wanganui, or to walk the isolated river road.

East – West linkages could be established with a 'Round the Mountain' pathway and/or a coastal pathway between New Plymouth and Waverley.

STRATEGIC FRAMEWORK CLASSIFICATION = eastern hill country route or cycle route.



Department of Conservation

Where walkway and cycleway opportunities link with the Egmont National Park and other conservation estate areas, the most important aspects to be addressed by the Strategy (in terms of the Department of Conservation's perspective) are as follows:

1. To ensure that a range of quality opportunities are achieved which are consistent with the protection of the Department's conservation values and that these are promoted so that all New Zealanders have the opportunity to derive benefits from them.
2. To ensure that visitor impacts on natural and historic heritage are minimised.

The Strategy also recognises the objectives of the National Parks Act 1980 which specifies that:

'subject to other provisions of this Act ..., the public shall have freedom of entry and access to the parks, so that they may receive in full measure the inspiration, enjoyment, recreation, and other benefits that may be derived from mountains, forests, sounds, seacoasts, lakes, rivers, and other natural features'.

The Department of Conservation continues to provide tracks for the purpose of promoting and facilitating outdoor recreation and to deliver on its Conservation Outcomes. It continues to rationalize and review the opportunities towards a better network of visitor facilities giving consideration to user demands and changing trends. With regard to future walkways and cycleways opportunities that exist both within the Egmont National Park and other Conservation lands, the following opportunities have been identified:

Opportunities within Egmont and Whanganui National Park's

As a result of the Department of Conservation's Recreation Opportunity Review [ROR] undertaken in 2004, the Department has rationalized those assets that will be maintained in the future and those that will not. It therefore intends to:

- Maintain to standard thirty eight track sites.
- Eight track sites will be upgraded to standard.
- Six track sites will be upgraded to a higher standard.
- One new track will be developed at Lucy's Gully, North Egmont Road end and at Kaiuau Rock on the North Egmont Road.
- Eight track sites will be closed and removed.
- One track will have no maintenance done to it.
- And two track sites will be maintained to a lower standard.

By doing this it is the Department's aim to make more resources available to maintain fewer assets, therefore enhancing the Department's ability to meet prescribed standards.

With regard to the Stratford area, the Department is responsible for 199 kilometres of actively managed track assets that cater predominantly for short stop travellers, day visitors, and back country adventurers¹⁰. Most of the tracks have been inherited by the Department and were initially installed for animal control and some recreational benefits. Over the Egmont National Parks 100+ year history numerous tracks have been developed that are not necessarily best suited for today's needs and prove difficult to meet or accommodate the Department's new service standards.

The 199km of actively managed tracks, are made up of:

¹⁰ Department of Conservation (1996), *Visitor Strategy*.



- 2 kilometres of Short Walks
- 1 kilometre of Short Walks (Barrier Free)
- 10 kilometres of Walking Tracks
- 186 kilometres of Tramping Tracks

Within the next 5 years the Stratford office of the Department of Conservation intends to undertake an upgrade of the Wilkies Pool and Kapuni Loop tracks from tramping track standard (for back country adventurers) to their proposed walking track standard for day visitors. It is also planned to upgrade the North Egmont Nature Walk to a short walk standard for short stop travellers and the Veronica Loop track from a tramping track to the proposed short walk standard for short stop travellers. General track maintenance will also continue on all other sites.

STRATEGIC FRAMEWORK CLASSIFICATION = mountain or remote walking experience, mountain to sea (or town) route, or eastern hill country route.

Linkages with Egmont National Park [ENP]

As noted previously in this Chapter of the Strategy, the walkway and cycleway opportunities included in this Chapter of the Strategy which create linkages to the Egmont National Park include the:

- 5** Refer to figure 5 Waiwhakaiho River to Lake Mangamahoe (with potential extension to the mountain).
- 6** Refer to figure 5 Oakura to the Mountain via the Oakura and/or Wairau Rivers and the Kaitaki Ranges.
- 14** Refer to figure 5 A pathway between Stratford and Egmont National Park.
- 29** Refer to figure 5 Mountain to the Coast via the Stony (Hangatahua) River.

The Department of Conservation has indicated that, unless any new regional initiatives or opportunities identified through this Strategy (that link with the Egmont National Park) align to the outcomes of the ROR, then the Department's ability to implement such initiatives will be very difficult.

With regard to cycling routes and linkages with the Park, mountain bikes are currently incompatible with the National Park as per the National Parks Act. The Department has therefore indicated that it is currently in the Park's best interest to minimise links that could tempt the introduction of mountain bikes to the Egmont National Park walking network. Despite this stance, further work can be undertaken with the Department of Conservation to identify certain areas of the Park where mountain bikes could be appropriately utilised.

STRATEGIC FRAMEWORK CLASSIFICATION = mountain experience or eastern hill country route.

Linkages with other conservation areas

As noted previously in this Chapter of the Strategy, other walkway and cycleway opportunities that link to conservation estate areas include the:

- 7** Refer to figure 5 Upgrade of the Moki Track to the Moki Conservation Area – possible links for pedestrian, cycling and other recreational opportunities.
- 30** Refer to figure 5 Linkages with the proposed Te Araroa route i.e. a link between Taranaki



and New Zealand's north/south pathway.



STRATEGIC FRAMEWORK CLASSIFICATION = remote walking experience or eastern hill country route.

7.3 Priorities for action

The Strategy contains a wide range of objectives and policies to implement the objectives of the Strategy. These range from research, education, promotion, consultation, encouragement and advocacy/awareness initiatives through to enforcement, the provision of services and the planning/co-ordination, construction and maintenance of infrastructure. It also involves the consideration of a range of different types of action to address different needs in different areas.

All policies set out in this Strategy are important for achieving the objectives of the Strategy. However, given limited resources and considerations of the relative benefits and costs of different policies, priorities will need to be established. Important consideration in this process will include (but will not necessarily be limited to) the statutory or legal functions, roles and responsibilities of the various agencies; commitments and policy decisions made through organisational consultation; planning and budgetary processes; the wishes of the community at any given time; current programmes and commitments; and the benefits and costs of undertaking various actions, having regard to the objectives of this Strategy and other expressions of desired community outcomes.

Once the Strategy is adopted a Regional Walkways and Cycleways Strategy Project Team will continue to meet and discuss priorities for action. Action Plans will then be prepared as part of this process for consideration and agreement by the relevant authorities.

Ongoing monitoring and review of the Strategy and its objectives and policies, and meetings of the Strategy Project Team, will also assist in determining priorities for the future. This may result in agreement to an Action plan and priorities for future progression.

It is also the responsibility of the Taranaki Regional Council to encourage collaboration and co-ordination amongst agencies to ensure that the policies included in the Strategy are progressed.



8.1 Introduction

Funding for walking and cycling projects is largely delivered through territorial authority community plans and supported by the development of Asset Management Plans and programmes. However, as central government has now placed stronger emphasis on the impact walking and cycling have as effective alternative modes of transport to the private motor vehicle (especially at the regional and local authority level), funding has also been made available through the National Land Transport Programme [NLTP].

Despite there being a separate allocation for walking and cycling projects through the NLTP the total amount available is not significant. In 2005/06 Land Transport New Zealand allocated \$6.5 million through the NLTP (\$5.5 million to local roads and \$1 million for state highways) to the promotion of walking and cycling. This compares to a total \$1.7 billion allocated through the NLTP process for 2005/06. As specified in the NLTP, the walking and cycling activity class:

“provides assistance for activities relating to the development of cycling and walking transport modes. It provides for cycling and pedestrian projects that do not otherwise comprise an integral part of a road construction project. ... In general, Land Transport NZ will apply the following order in assigning priority to funding request within the available funding within this output group:

- *development of walking and cycling strategies*
- *promotion of walking and cycling activities*
- *walking and cycling infrastructure projects.”¹¹*

The development of walking and cycling facilities in the Taranaki region can therefore be funded through a mixture of either local rates, developer contributions, community grants or Transit NZ/Land Transport NZ subsidy.

8.2 Funding opportunities

Land Transport New Zealand

Land Transport NZ is the national funding agency for land transport initiatives. In 2002 it established a dedicated fund for the promotion of walking and cycling called its ‘Moving Forward’ package, a condition of which was the preparation of strategies for a particular area that set clear visions, objectives and priorities for walking and cycling. In other words, a walking and cycling project must be identified, either specifically or generically, in a current cycling or walking strategy to qualify for Land Transport New Zealand subsidy.

A separate ‘Promotion of walking and cycling’ activity class was therefore established in the NLTP for such projects. In the 2004/05 financial year \$5 million was allocated in this work category for walking and cycling projects. This increased to \$6 million in 2005/06 and is currently \$11.5 million ((\$8.5 for local roads and \$3 million for state highways) for 2006/07. There is also a ‘Transport Demand Management, Rail and Sea Freight’ activity class in the NLTP which allocates funding to Travel Behaviour Change programmes (including walking and cycling initiatives such as Safe Routes to School programmes), with a \$8.33 million commitment for 2006/07.

The Land Transport Management Act requires organisations seeking funding from Land Transport NZ to prepare detailed land transport programmes for ten years ahead and to submit them annually for funding approval. The first three years are covered in detail, with the next seven years given as indicative tools. With regard to specific requirements for the funding of walkways and cycleways projects, the following applies:

¹¹ Land Transport New Zealand: *National Land Transport Programme 2005/06*.



Walking and cycling strategies

Land Transport NZ will provide financial assistance to territorial authorities for the preparation of approved strategies to promote walking and/or cycling as a viable mode of transport. The specific requirements of these strategies are that they must:

- be consistent with any regional land transport strategy and the national walking and cycling strategy
- consult with walking and/or cycling advocacy groups, Transit NZ and Land Transport NZ during the strategies preparation
- include:
 - a practical walking and/or cycling network of existing networks and a proposed new network
 - network supportive activities for pedestrian and/or cyclists
 - measurable outcomes
 - a broad outline of the methodology to achieve the outcomes
 - specific parameters to measure success or progress towards outcomes
 - programme measures to overcome the perceived negative aspects of walking and cycling
 - a programme of physical works and estimates of costs
 - an assessment of existing safety problems and planned mitigation strategies
 - enforcement and education issues
 - a broad economic assessment of the proposals
 - provisions for special groups.

Cycling facilities

Where a road is inadequate width for the safe passage of cyclists, then the construction and maintenance of either a wider carriageway or separate cycleway (as appropriate) is eligible for financial assistance within the relevant Road Controlling Authority's programme, provided the facilities are consistent with relevant strategic plans. The cycle portion of a shared cycle/footpath, provided the total width is greater than 2.2 metres, is also eligible. Unfortunately, the construction and maintenance of purely recreational cycling facilities is not currently eligible for Land Transport New Zealand subsidy. This is despite evidence that cycle tourism can benefit regional economies (e.g. the Otago Rail Trail). In order to attract Land Transport New Zealand funding, walking and cycling infrastructure must therefore support urban access routes as well as cycle tourism.

Walking facilities

The construction of pedestrian facilities is only eligible for financial assistance in limited circumstances. For example:

- Footpaths on structures – new or additional footpaths on an existing public roading structure will be eligible, subject to normal programming requirements.
- Reinstatement of footpaths – are eligible because of a financially assisted street widening or reconstruction project. Reinstatement is to be to original standards only.
- Pedestrian overbridges/underpasses – new pedestrian overbridges/underpasses over or under existing roads are eligible.
- Pedestrian bridges – the maintenance of pedestrian bridges affording access to roads, streets or highways is not eligible.
- Maintenance – maintenance of pedestrian facilities, other than those on structures as outlined above, is not eligible.

The construction and maintenance of purely recreational pedestrian facilities is also not eligible.

Land Transport NZ also encourages organisations to prepare walking and cycling packages as part of their Land Transport Programmes. These can be a group of inter-related and complementary walking and cycling initiatives over a number of years which will ensure better integration, rather than a number of smaller isolated projects.



Transit New Zealand

Transit NZ is responsible for the maintenance and improvement of the state highway network in Taranaki (including State Highways 3, 3A, 43, 45 and 44), as well as maintaining existing cycle and combined cycle/walking facilities on these state highways.

Transit New Zealand's *10-year State Highway Forecast* outlines the proposed improvements and maintenance activities for state highways throughout New Zealand over a ten year period, including 'Walking and Cycling' activities. The Forecast for 2006/07 – 2015/16 specifies that Transit New Zealand has allocated \$3 million each year on individual walking and cycling projects till 2012/2013 when this is expected to rise to \$4 million. Transit NZ has advised that additional funds (estimated at \$30 million) are spent on walking and cycling each year, over and above this \$3 million, as part of general roading projects.

Other funding sources

Additional funding sources for walking and cycling initiatives within a region can include:

- Bike Wise Programme – This is the cycling brand of the Health Sponsorship Council (HSC), a New Zealand government agency that promotes health and healthy lifestyles through developing and delivering health promotion and marketing programmes. Through this Programme the HSC is working with others (for example in Taranaki this could be Sport Taranaki, Taranaki District Health Board, District Councils and cycling user groups) to contribute to the Government's efforts to achieve the following three goals from *Getting there – on foot, by cycle*:
 - Community environments and transport systems that support walking and cycling.
 - More people choosing to walk and cycle, more often.
 - Improved safety for pedestrians and cyclists.In 2005 the HSC received \$1.15 million for the promotion of walking and cycling activities through the Programme.
- Developer contributions – through either development contributions under the Local Government Act 2002 or financial contributions under the Resource Management Act 1991. Such contributions may be required for new or additional assets (including walkways and/or cycleways), or assets of increased capacity required as a result of a development, or to address the environmental effects of a development.
- Community grants.
- Promotional sources, for example:
 - Land Transport NZ fund police hours for targeting traffic enforcement and school road safety education, as well as road safety education programmes (delivered by regional road safety co-ordinators) through the Safety Administration Programme (which has now been integrated into the NLTP).
 - A variety of government agencies and departments promote an increase in physical activity, including the Ministry of Health, Sport Taranaki and Accident Compensation Corporation.

Funding limitations

Unfortunately a major limitation or barrier associated with the successful implementation of walking and cycling facilities in the region is the lack of available local funding. Even though alternative funding sources can be found there is often the need to match this with local funding, an issue that often creates difficulties for the local authorities involved. This can therefore be a major barrier to the achievement of the objectives and policies set out in the Strategy.



CHAPTER NINE

Monitoring and review

9.1 Monitoring

To assist in the success and implementation of the Strategy the following monitoring techniques will be undertaken on a regular basis:

- Maintain an overview of key contributing initiatives to the Strategy to ascertain its effectiveness (for example: an analysis of national, regional and district trends; as well as funding implications/changes).
- Gather feedback and information from organisations, groups and individuals involved in walking and cycling planning and implementation in Taranaki to determine the effectiveness of the Strategy and in particular the success of implementing the Regional Network Opportunities identified in Chapter 7.
- Legislative monitoring – assess each of the statutes and major planning documents having a bearing on the Strategy and identifying any consequential gaps or inconsistencies.

The Taranaki Regional Council is the organisation responsible for monitoring the Strategy.

9.2 Review

As outlined in section 1.3 the Council may review or amend the Strategy at any time during its currency to reflect any significant change in circumstances that existed when the Strategy was prepared. However, to ensure that a complete review of the document occurs on a regular basis it is anticipated that the Strategy will be reviewed at least once every three – five years in line with any review of Taranaki's *Regional Land Transport Strategy*.

The next review will include an analysis of the following:

- Ensuring the accuracy of information outlined in the Strategy.
- Assessing the practicality of the document – are the vision, objectives, targets, policies and actions identified still feasible and obtainable?
- Assessing the coverage of the Strategy and ascertaining whether or not there are any gaps or deficiencies.
- Assessing any changes to funding mechanisms or planning structures in place at both a central, regional and territorial authority level.
- Assessing any guidelines issued with regard to the preparation of walking and cycling strategies.
- Ensuring consistency with any revised outcomes, policies and actions of the region's *Regional Land Transport Strategy*.







APPENDIX ONE - Definitions

The following provides a list of definitions for certain words used in the Strategy.

Active modes of transport	means those modes of transport that rely on human power i.e. walking or cycling.
Alternative mode of transport (or alternative modes)	means those modes of transport other than the private motor vehicle i.e. public passenger transport, rail, walking and cycling.
Annual plan	means an annual plan adopted by a local authority under section 95 of the Local Government Act 2002.
Community outcomes	means the outcomes for that district or region that are identified as priorities for the time being (Local Government Act 2002).
DoC	means the Department of Conservation.
Council	means the Taranaki Regional Council.
DPS	means a <i>District Pathways Strategy for New Plymouth</i> .
Cycleway	is defined in further detail in the list of classifications below.
ENP	means the Egmont National Park.
Esplanade reserve	means a reserve within the meaning of the Reserves Act 1977, which is either: (i) A local purpose reserve within the meaning of section 23 of the Reserves Act, if vested in the territorial authority under section 239 of the RMA; or (ii) A reserve vested in the Crown or a regional council under section 237D; and It is vested in the territorial authority, regional council, or the Crown for a purpose or purposes set out in section 229 of the RMA.
Esplanade strip	means a strip of land created by the registration of an instrument in accordance with section 232 of the RMA. The purposes of esplanade reserves and esplanade strips are as follows: (a) To contribute to the protection of conservation values by, in particular: (i) maintaining or enhancing the natural functioning of the adjacent sea, river, or lake; or (ii) maintaining or enhancing water quality; or (iii) maintaining or enhancing aquatic habitats; or (iv) protecting the natural values associated with the esplanade reserve or esplanade strip; or (v) mitigating natural hazards; or (b) To enable public access to or along any sea, river, or lake; or (c) To enable public recreational use of the esplanade reserve or esplanade strip and adjacent sea, river, or lake, where the use is compatible with conservation values.
Forecast	means Transit New Zealand's <i>10-year State Highway Forecast</i> .
Land Transport NZ	means Land Transport New Zealand.
Land transport programme	means a land transport programme prepared by approved organisations and submitted to Land Transport New Zealand for funding approval under section 12 of the Land Transport Management Act 2003.
Local authority	means a regional council or territorial authority as defined by the Local Government Act 2002.
Local road	means a road (other than a state highway) in the district under the control of a territorial authority.



Long-term council community plan	means a long-term council community plan adopted under section 93 of the Local Government Act 2002 which presents a councils strategic direction and programme for the next ten years and more specifically for the next year ahead.
LTA	means the Land Transport Act 1998.
LTCCP	means a long-term council community plan.
LTMA	means the Land Transport Management Act 2003.
NLTP	means the <i>National Land Transport Programme</i> .
NPDC	means the New Plymouth District Council.
NZTS	means the <i>New Zealand Transport Strategy 2002</i> .
Pathway	means a shared use path designed to safely accommodate both cycling and walking.
Paper road	means a road that exists legally but not physically on the ground.
Regional Council	means the Taranaki Regional Council as named in Part 1 of Schedule 2 of the Local Government Act 2002.
Road	means a street or road which is a public way for travelling, and is comprised of land owned by the Crown or a local authority. It is a road open to the general public at all times except when closed for special occasions.
Road Controlling Authorities	have the responsibility of constructing, improving and maintaining any public road or path. In Taranaki this includes Transit New Zealand and each of the three district councils: the New Plymouth, Stratford and South Taranaki District Council's.
RLTC	means the Regional Land Transport Committee for Taranaki.
RLTS	means the <i>Regional Land Transport Strategy for Taranaki</i> .
RMA	means the Resource Management Act 1991.
ROR	means the Department of Conservation's <i>National Recreational Opportunity Review</i> .
RPS	means the <i>Regional Policy Statement for Taranaki</i> .
RWCS	means the <i>Regional Walkways and Cycleways Strategy for Taranaki</i> .
SDC	means the Stratford District Council.
SPARC	means Sport and Recreation New Zealand.
State Highway	means a road owned and managed by Transit New Zealand.
STDC	means the South Taranaki District Council.
TA	means a territorial authority as defined by the Local Government Act 2002 as either a city or a district council.
TDHB	means the Taranaki District Health Board.
Transit NZ	means Transit New Zealand.
TRC	means the Taranaki Regional Council.
T/W Cons. Board	means the Taranaki/Whanganui Conservation Board.
VTT	means Venture Taranaki Trust, a regional development agency.
Walkway	is defined in further detail in the list of classification below.



APPENDIX TWO - Classifications

The following provides a list of classifications for walking and cycling.

Walking¹²

Walking routes can be classified into different categories as follows:

Classification	Description
Path:	Paths are well formed, provide for easy walking and are suitable for all ages and most fitness levels. Access is provided on a durable surface such as concrete, chip seal, asphalt or compacted gravel. Many paths cater for people with mobility difficulties or limitations and children in mountain buggies or prams. <i>User group = urban residents</i>
Short Walk:	Short walks are well formed and provide for up to one hour's easy walking suitable for most ages and fitness levels. <i>User group = short stop travellers</i>
Walking Track:	Walking tracks cater for those who want an extended walk that takes from a few minutes to one full-day return. These tracks are usually reasonably easy day trips and are required to be of a standard to enable use by relatively inexperienced visitors with a low level of backcountry skill and wanting a low level of risk. Some may be suitable for cyclists and mountain bikers, as well as pedestrians. <i>User group = day visitors</i>
Great Walk/Easy Tramping Track:	These tracks cater for less experienced trampers expecting a low risk experience in the backcountry. They will generally be multi-day tramping tracks and some may be suitable for mountain bikers as well as pedestrians. <i>User group = backcountry comfort seekers</i>
Tramping Track:	These tracks are to cater for backcountry adventurers including trampers, hunters, anglers and mountaineers. A few may be suitable for mountain bikers as well as pedestrians. They generally follow the lie of the land and are commonly not formed. <i>User group = backcountry adventurers</i>
Route:	Routes are generally unformed and lightly cut. They cater for experienced backcountry users who have navigation and river-crossing skills. <i>User group = remoteness seekers</i>

¹² New Zealand Handbook: Tracks and Outdoor Visitor Structures, Standards New Zealand. SNZ HB 8630:2004.



Cycling

There are also different types of cycling, including¹³:

Classification	Description
Neighbourhood cycling:	<p>Most neighbourhood cycling involves trips to local schools and shops, and children playing on their bikes. Cyclist provision should therefore be based mostly around the needs of novices. Speeds are typically lower than 15 km/h. The highest priority is ensuring a safe environment for children and novices in their local streets and around shops and schools.</p> <p><i>These cyclists prefer: the highest degree of safety comfort and personal security; low traffic speeds and traffic volumes; good separation from traffic when local destinations require them to travel busy roads; minimal gradients; facilities for crossing busy roads e.g. traffic signals; secure parking at destinations; good lighting for evening trips; and screening from weather and wind integrated with the surrounding landscape design.</i></p>
Commuter cycling:	<p>Most commuter trips are done by high school students or adults commuting to work and tertiary education, as well as any longer-distance utility trip. Most of their length is on arterial roads or other primary cycle routes. Regular commuters generally ride at speeds of 20 to 30 km/h, with the median trip length about five km. Most will choose a faster route at the expense of higher perceived safety, comfort and attractiveness. They are the main users of the primary cycle network. Designs based on ensuring the repeat business of current, more experienced commuters may not attract new users with less confidence. As far as practical, across-town cycle facilities should cater for cyclists of basic competence, while maintaining the qualities valued by more experienced commuters.</p> <p><i>These cyclists prefer: high-quality road surfaces; direct and coherent routes; minimal delays; facilities that give them their own space; intersections that minimise conflicts with other traffic; good lighting for evening trips; secure parking at or very close to destinations; and facilities for changing clothes, lockers and showers.</i></p>
Sports adults:	<p>Sports adults often travel at speeds higher than 30 km/h. They are confident cyclists and prepared to claim their road space. They generally cycle over long distances, along urban arterial or rural roads, are often in groups of two or more and may seek challenging terrain.</p> <p><i>These cyclists prefer: high-quality road surfaces; minimal delays; physically challenging routes and demanding gradients; and generous road widths.</i></p>
Mountain bikers:	<p>Mountain biking (Mountain bicycling) is a form of off-road cycling which uses very sturdy bicycles (the mountain bike or cross-country bike) with usually straight handlebars and wide tires. It encompasses both competitive bicycle racing and purely recreational cycling.</p> <p><i>These cyclists prefer: opportunities for exploring new areas; opportunities for appreciating views, scenery and nature; experiencing some speed, excitement and risk; native forest settings; undulating routes with variety; socialising with others; and rides of between 2-3 hours duration.</i></p>

¹³ Land Transport Safety Authority: Cycle Network and Route Planning Guide, 2004.



Recreational cycling:	<p>Recreational cyclists ride mainly for leisure and place a high value on enjoying the experience. They are usually less constrained by time and vary widely in skill and experience. Popular recreation cycling destinations include routes along rivers, coasts and reserves, as well as attractive routes with low traffic volume and speed.</p> <p><i>These cyclists prefer: comfort; good surfaces; minimal gradients; a high degree of safety and personal security; routes that are pleasant, attractive and interesting; screening from weather and wind; and parking facilities where they dismount to use facilities or visit attractions on the journey.</i></p>
Touring cycling:	<p>Touring cyclists travel long distances carrying camping gear and provisions. They are often experienced and travel in pairs or groups.</p> <p><i>These cyclists prefer: routes that are, or lead to, pleasant, attractive and interesting locations; generous roadside shoulders; high-quality road surfaces, although some may seek journeys on lightly trafficked back roads; and rest areas - water, toilets, shelter.</i></p>

Facilities for cyclists can be classified as follows¹⁴:

Cycle ways:	Dedicated pathways separate from motor vehicle traffic, usually marked with signs, usually a sealed surface.
Cycle lanes:	Areas of roadway designated for cycling, usually marked with painted lines and signs.
Road shoulder:	Edge of road, sometimes marked with line to separate from motor vehicle lane, usually not marked with a sign, sometimes sealed.
Shared pathways:	Shared with walkers, separate from motor vehicle traffic and usually marked with signs, usually sealed.
Cycle tracks:	Off road and usually marked with signs, mostly unsealed.

General cycle route requirements include:

Safety - Cycle routes should be safe, provide personal security and limit conflict between cyclists and others. Traffic speed and volume affect cyclists' safety. As these increase, it may be more desirable to separate cyclists from motorists. The safe provision at intersections, public lighting and other features that improve personal safety are also crucial. Cyclists should always have available a convenient route that provides a high level of personal safety. Cyclists' perceptions of safety are important as appropriate infrastructure standards and design will help cyclists feel more secure.

Comfort - Cycling routes should be smooth, non-slip, well maintained and free of debris, have gentle slopes, and be designed to avoid complicated manoeuvres. Rain and wind discourage cycling. Measures to reduce their effects and make cycling more enjoyable include: considering walls, embankments or suitable hedges next to paths, but being aware of maintaining public surveillance; paying attention to exposed paths near foreshores or ridges; providing shelter at critical destinations.

Directness - Cycle routes should be direct, based on desire lines, and result in minimal delays door to door. Parking facilities should be in convenient locations. Indirect cycle routes or excessive delays may lead cyclists to choose more direct routes with greater risk. Some cyclists are unlikely to divert to safer routes greater than 10 percent extra in length.

¹⁴ Sport and Recreation New Zealand: Active Friendly Environments, making the active choice the easiest choice (2006).



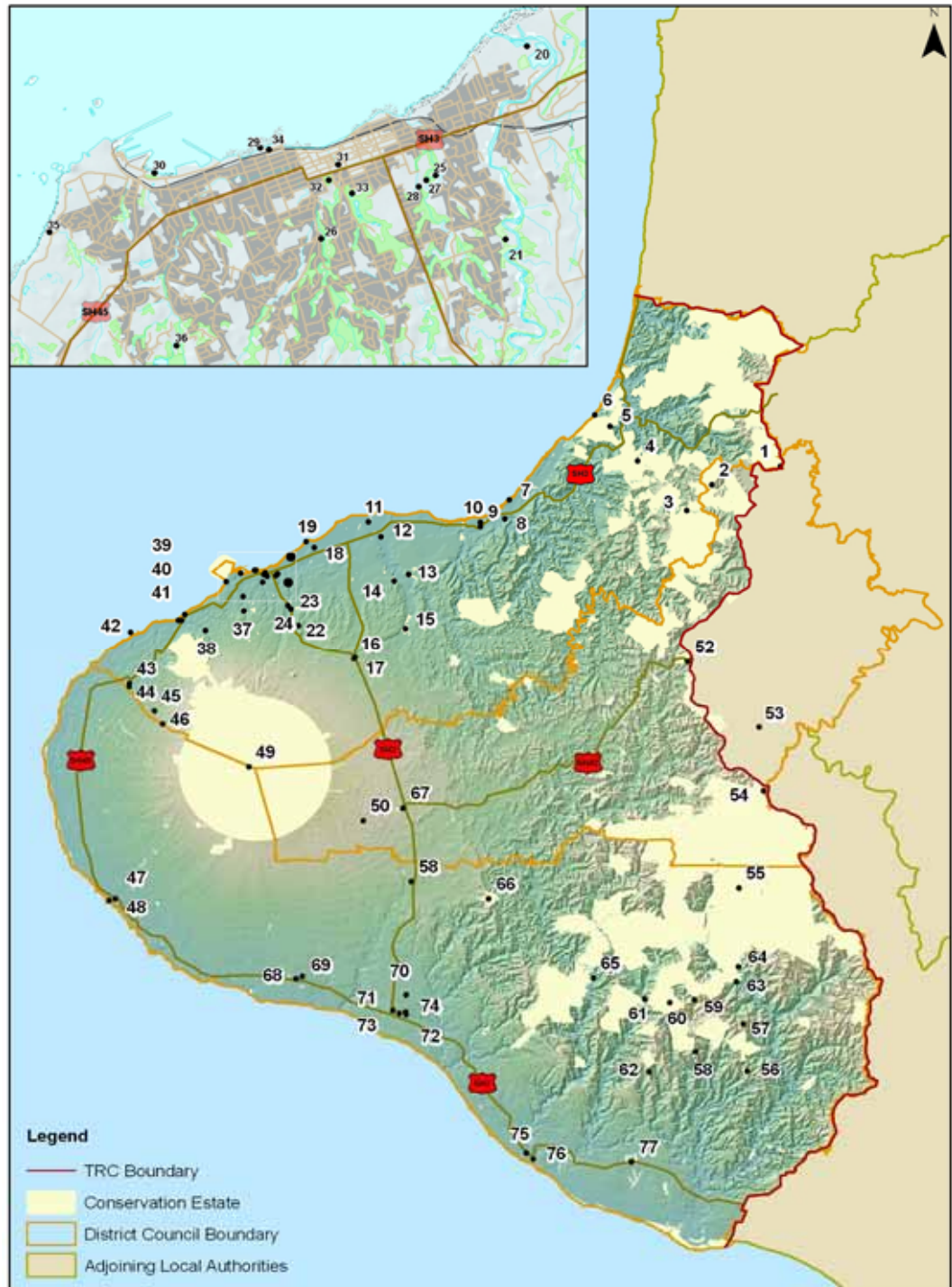
Coherence - Cycle routes should be continuous and recognizable, link all potential origins and destinations, and offer a consistent standard of protection throughout. To be recognizable, cycling routes should use consistent standards and design.

Attractiveness - Cycle routes should integrate with and complement their surroundings, enhance public security, look attractive and contribute in a positive way to a pleasant cycling experience.



APPENDIX THREE - Maps

Figure 6: Existing walkways and walking opportunities in Taranaki





Tables 4 and 5 provide a more detailed description of each walkway and walking opportunity identified in Figure 6, with contact details outlined should anyone wish to obtain further information

Table 4: Existing walkways in Taranaki

Ref. No.	Walkway name	For further details on access restrictions and more detailed maps please contact:
1	Mt Damper to Te Rerepahunu Falls Track: a tramping and mountain biking track leading to the Te Rerepahunu Falls which is accessible from the Okau Road.	Department of Conservation
2	Rerekapa Track: a tramping and mountain biking track located in the eastern hill country 68 kilometres north of New Plymouth if you take the Uruti, Moki or Kiwi roads. The track links the Kiwi Road with the Mangapapa Road and crosses through both open farmland and native bush (sections of this walkway could be closed during lambing season).	Department of Conservation
3	Moki Track: a tramping track located in Taranaki's eastern hill country 65 kilometres north of New Plymouth via Uruti Road which links the eastern and northern ends of the unformed Moki Road. The track crosses through the Makino Conservation Area (sections of this walkway could be closed during lambing season).	Department of Conservation and New Plymouth District Council
4	Mount Messenger to Kiwi Road Track: from State Highway 3 this track crosses through the Mimi River Valley and Rerekapa Station to Kiwi Road (permission to cross the Rerekapa Station is required - sections of this walkway could be closed during lambing season).	Department of Conservation
5	Mount Messenger to Whitecliffs Track: from State Highway 3 this track climbs to Mt Messenger and then traverses along a ridge before it descends to the coast to link with the Whitecliffs Walkway (access to the Whitecliffs Walkway section is restricted during lambing season).	Department of Conservation
6	Whitecliffs Walkway: a tramping track which begins at the Pukearuhe Boat Ramp north of Urenui, adjoins the Parininihi Marine Reserve and continues northwards along the coast to Tongaporutu (the walkway is closed during lambing season).	Department of Conservation
9	Noel Nairn Walkway: this walkway is located in Urenui on the south side of State Highway 3.	New Plymouth District Council
10	Joe Rattenby Walkway: accessible from Ngakoti Street in Urenui this walkway provides a lookout over the Urenui River.	New Plymouth District Council
11	Waitara West Walkway: traverses the lower Waitara River stop-bank, sand dunes and western town boundary adjacent to rural landscape.	New Plymouth District Council
12	Te Karaka Track: a track on the south side of the State Highway 3 Bridge near Waitara which is accessible from either Joll Street or Waipapa Road.	Department of Conservation
16 & 17	PG Nops and Joe Gibbs Reserves: Two easy 10 minute bush walks starting at Tawa Street in Inglewood. Large native and exotic trees in natural riverside settings.	New Plymouth District Council
18	Mangati Walkway: crosses through Mangati Reserve, linking Parklands Ave with the Bell Block Beach Reserve.	New Plymouth District Council
19	Hickford Park: comprises a large block of public land between Rewa Rewa Reserve in Bell Block and Mangati Stream, with a pathway linking the Park to the coast.	New Plymouth District Council
20	Lake Rotomanu: the end of the New Plymouth Coastal Walkway continues through to and around Lake Rotomanu.	New Plymouth District Council
22	Lake Mangamahoe: is a 262 hectare forested area combined with a scenic park, lake and wildlife habitat. There are also walkways, mountain biking area and horse riding trails located within.	New Plymouth District Council



25	Te Henui Walkway: a walkway which extends 5 kilometres from the coast at the end of the East End Reserve in New Plymouth to the city's southern boundary.	New Plymouth District Council
26	Huatoki Walkway: starts at Sir Victor Davies Park in New Plymouth and travels 5 kilometres along the Huatoki Stream to the outskirts of the city.	New Plymouth District Council
29	Coastal Walkway: a 7 kilometre pathway, which runs from the Waiwhakaiho River mouth to the east to Port Taranaki to the west, with numerous pedestrian access points dotted along the way. It consists mostly of a paved pathway, with a gravel section at the Waiwhakaiho end.	New Plymouth District Council
35	Centennial Park Walkway: extends from Paritutu Rock along Back Beach south to Beach Rd.	New Plymouth District Council
36	Barrett Domain Walkway: circular walk in a 36 hectare blend of open spaces, plantations and the Barrett Lagoon wetland area.	New Plymouth District Council
40	Matekai Walkway: is located between Messenger Terrace and State Highway 45 in Oakura, and consists of bush-lined pathways crossing around an extensive wetland area.	New Plymouth District Council
41	Shearer Reserve Walkway: is located off Tasman Parade in Oakura between Telford Terrace and Arden Place.	New Plymouth District Council
44	Stony (Hangatahua) River Walkway: a 4 kilometre walkway that starts in the Okato township on State Highway 45, up the Kaihihi Stream, through farmland and then returns along the Stony River.	Department of Conservation, South Taranaki District Council or New Plymouth District Council.
47	Opunake Coastal Walkway: a 7 kilometre walk that starts just off State Highway 45 at Layard Street and travels along the Waiaua River, beach and lake, as well as past some points of considerable historic interest.	South Taranaki District Council
48	Opunake Historical Walkway: this walk takes you through the Opunake township, focusing on areas of key historical interest.	South Taranaki District Council
49	Egmont National Park: A series of walkways located throughout the Park catering for those wanting either easy short walks or longer tramping tracks. A variety of easy, short walks which branch off the main access roads while a well defined tramping track circles the mountain. It takes up to 5 days or 3-4 days if you take the high level summer option. Routes to the mountain summits are suitable for experienced trampers/climbers only.	For more in formation on the walkways located within the Egmont National Park please contact the Department of Conservation
50	Cardiff Centennial Walkway: a 3 kilometre walkway which travels along the Waingongoro River upstream from the Opunake Road Bridge.	Stratford District Council
51	Carrington Walkway: commences on Regan Street West in Stratford and follows the banks of the Patea River both north and south of main centre of town.	Stratford District Council
52	Awahou Ridge Track: begins at the top of the Whangamomona Saddle and runs along ridge tops before descending to the floor of the valley by the Awahou Stream.	Department of Conservation



53	<p>Aotuhia – Eastern Taranaki walkways: a series of seven walking tracks in Taranaki’s eastern hill country which cross through Aotuhia Station and link with the Wanganui River and Matemateaonga Walkway (access to these walkways are restricted during lambing season). These walkways are accessed from Whangamomona via the Whangamomona Road and from Stratford via the Mangaehu Road. The walkways included in this grouping are the: Bridge to Somewhere to Wanganui River Track, Bridge to Somewhere to Whangamomona River Falls Track, Kurapete Track, Tirohanga Track, Whangamomona Road Historic Walk, Okara Station – Kuri Stream Walk and Trig 8’ Walk. There are also a series of short walks from the ‘Bridge to Somewhere’.</p>	Stratford Tramping Club or Stratford Information Centre.
54	<p>Matemateaonga Walkway: a 40 kilometre tramping track in Taranaki’s eastern hill country which follows the ridge line of the Matemateaonga Range through an expanse of untouched bush from the Kohi Saddle to the Wanganui River. The walk follows the original Whakaihūwaka Road built in 1911 to create a more direct link between Stratford, Raetihi and the main trunk railway. The track is usually tramped in three to four days.</p>	Department of Conservation
55	<p>Waitotara Conservation Area/Whanganui National Park walkways: a series of tramping tracks in Taranaki’s eastern hill country that link with the Matemateaonga Walkway and which are accessed from the Puniwhakau, Rawhitiroa, Moewatea Valley and Taumatatahi Roads. The walkways included in this grouping are the: Koane Track, Kapara Route, Trains Track, Trains to Tahupo Route, Tahupo to Puteore Hut Track, Puteore Hut to Puniwhakau Route End Route, Puteore Hut to Humphries Shelter Route, Puniwhakau to Matemateaonga Link Track, Pokeka Track, Whatiwhati to Pokeka/Maungarau Route, Tahupo to Maungarau Route and Pokeka to Otaraheke Route. The last four of these walkways were included in DoC’s Recreation Opportunity Review as tracks which would not continue to be maintained by the Department. Some of these are however worth noting in more detail below.</p>	Department of Conservation and Stratford Tramping Club
56	<p>Mangawhio/Kaimanuka Track: This historic road connects Lakes Road in the Ngutuwera valley with the Waitotara Valley Road. This route skirts the picturesque Mangawhio Lake and accesses the Mangawhio Scenic Reserve and the Patukino Scenic Reserve. It is 4wd navigable but closed to vehicular traffic in the winter.</p>	www.waitotara.co.nz
57	<p>Ridge Road Track: This route follows the Ngutuwera/Waitotara watershed starting at the Kaimanuka Track and heading north for about 20 km. Much of this road is a formed bridle track meandering through the bush. The rest is unformed. Ridge road bisects Patukino Scenic Reserve, adjoins the Weraweraonga Conservation Area and ends deep in the Kapara Conservation Area. It connects with Weraweraonga Track, Mataimoana Track and ends with potential links to the Waitotara and Moewatea Valleys.</p>	www.waitotara.co.nz
58	<p>Weraweraonga Track: This 4wd track traverses an hour of native forest including the Omahine Conservation Area and then runs along a prominent ridge between hillcountry farmland and the Weraweraonga Conservation Area until it’s junction with Ridge road about 4 hrs walk away. This public road is a pleasant walk. There is a potential loop walk into the Omahine Conservation Area, utilizing the Oma Road (unformed).</p>	www.waitotara.co.nz



59	Mataimoana Road Track: The unsurfaced part of this road starts at the Moana trig and consists of a 4wd track following a prominent ridge until its junction with Ridge Road about an hour and a quarter away. Excellent views in all directions. This walk, combined with the 30 km scenic drive to it is an excellent introduction to the Waverley backcountry area.	www.waitotara.co.nz
60	Tawhiti Loop Track: This excellent loop track starts down a ridge just west of the Moana trig. It follows this ridge down to the Tawhiti stream and then climbs up onto the Moeawatea Hill Road. Return via Moe hill and along the Mataimoana Road. The scenic road section is about one and a half hours of a five hour walk. This track is on Conservation land and is currently informally maintained to a pleasant standard by a local hunter.	www.waitotara.co.nz
61	Moeawatea Hill to Rewi Alleys Cottage Track: This is an excellent walk in the winter when the hill is closed to vehicular traffic. About a three hour return walk.	www.waitotara.co.nz
62	Braemore Road Track: This dirt road is a pleasant easy 3 hour return walk starting only 10 km from Waverley.	www.waitotara.co.nz
63	Kapara Road Track: Kapara is the site of a now derelict homestead originally established by William Van Asch in 1894. The track can be accessed from the end of the Waitotara Valley Road along the unmaintained public road that follows the river all the way past Kapara to Trains Hut.	www.waitotara.co.nz
64	Pokeka Track: Pokeka track loosely follows the Pokeka stream and a paper road through farmland to a forest boundary some 5 - 6 km away, with the destination, Pokeka hut, approximately 4 ½ hrs from the Waitotara Valley Road end. However, Pokeka hut has now been removed. While Pokeka hut was an excellent destination in itself it was also a link in the eastern route through the Waitotara State Forest and the Southern Wanganui National Park to the Matemateonga Walkway, two long days walk to the north.	www.waitotara.co.nz
65	Rotorangi Hydro Walk: situated 35 kilometres north-east of Patea it is a lakeside walkway which traverses through virgin bush alongside the Patea Dam.	South Taranaki District Council
66	Rotokare Walkway: Starting at Rotokare Scenic Reserve near Eltham, a 4.2km walk passes through native bush around Lake Rotokare.	South Taranaki District Council
67	Eltham Historical Walkway: this walk takes you through the centre of Eltham township, focusing on areas of key historical interest.	South Taranaki District Council
68	Manaia Historical Walkway: this walk takes you through the Manaia township, focusing on areas of key historical interest.	South Taranaki District Council
69	Manaia Domain Walkway: proceeds through the Manaia golf course, with historic sites of the Taranaki Land Wars located along the way.	South Taranaki District Council
70	Turuturu Mokai: a Maori Pa site located just north of Hawera, with extensive walking tracks located throughout.	Ngati Ruanui
73	Hawera Historical Walkway: this walk takes you through the Hawera township, focusing on areas of key historical interest.	South Taranaki District Council
74	Scotts Street Walkway: from Gladstone Road in Hawera it passes through open farmland and around an ancient Pa site through to Scott Street.	South Taranaki District Council
75	Patea Historical Walkway: this walk takes you through the Patea township, focusing on areas of key historical interest.	South Taranaki District Council
76	York Street – Patea Beach Walkway: proceeds from York Street in Patea, along the Patea River to the beach.	South Taranaki District Council
77	Waverley Historical Walkway: this walk takes you through the Waverley township, focusing on areas of key historical interest.	South Taranaki District Council



Table 5: Existing walking opportunities in Taranaki

Reference No.		For further details on access restrictions and more detailed maps please contact:
7	Waitoetoe Recreation Reserve: is located near Mimi River Estuary with access via Waitoetoe Road off State Highway 3.	Department of Conservation
8	Okoki Pa Historic Reserve: is accessible via State Highway 3 just south of Waitoetoe.	Department of Conservation
13	Awa – te – Take Historic Reserve: access provided through an unformed road at the end of Ngati Maru Road.	Department of Conservation
14	Pukerangiora Historic Reserve: is accessible from Brixton (New Plymouth) on State Highway 3 via Waitara Road.	Department of Conservation
15	Everett Park Scenic Reserve: located 9 kilometres north-east of Inglewood with the Manganui River on one side and Everett Road on the other.	Department of Conservation
21	Audrey Gale Park: located off Mangorei Road in New Plymouth and overlooks the Waiwhakaiho River.	New Plymouth District Council
23	Meeting of the Waters Scenic Reserve: located on the junction of the Waiwhakaiho River and the Mangorei Stream on State Highway 3. A linkage also connects the Reserve with Burgess Park.	Department of Conservation
24	Burgess Park: located next to State Highway 3 south of New Plymouth. A linkage also connects the Park with the Meeting of the Waters Scenic Reserve.	New Plymouth District Council
27	Puketarata Historic Reserve: is located on the western side of the Te Henui Stream valley in New Plymouth at the back of the Western Institute for Technology at Taranaki.	Department of Conservation
28	Parihamore Historic Reserve: is located on the western side of the Te Henui Stream valley in New Plymouth at the back of the Western Institute for Technology at Taranaki.	Department of Conservation
30	Ngamotu Beach: located adjacent to Port Taranaki and accessible from Ocean View Parade in New Plymouth. Linkages also provided with the Coastal Walkway.	New Plymouth District Council
31	Sir Victor Davies Park: located between Powderham and Vivian Streets in New Plymouth.	New Plymouth District Council
32	Marsland Hill: accessible from Robe Street in New Plymouth, this Park contains the Region's Observatory and Civil Defence headquarters.	New Plymouth District Council
33	Pukekura Park: a 52 hectare park located in the centre of New Plymouth with a wide range of amenities provided within.	New Plymouth District Council
34	Kawaroa Park: links with the Coastal Walkway at the end of Weymouth Street in New Plymouth and provides walking opportunities throughout.	New Plymouth District Council
37	Ratapihipihi Scenic Reserve: is accessible from Cowling Road on the south side of New Plymouth.	Department of Conservation
38	Te Koru Historic Reserve: located on a bend on the Oakura River and accessible from the end of Surrey Road off Wairau Road.	Department of Conservation
39	Corbett Park: has a walkway to a lookout over the coast and is located on State Highway 45 on the outskirts of Oakura.	New Plymouth District Council
42	Tataraimaka Pa Historic Reserve: located on the coast south of Oakura at the end of Lower Pitone Road.	Department of Conservation
43	William Corbett Scenic Reserve: located close to the Okato Domain, this reserve is accessible from either the Old South Road or Curtis Street.	Department of Conservation



45	Corbett Lake Scenic Reserve: is located between Oxford and Saunders Roads, with access provided off Saunders Road.	Department of Conservation
46	Blue Rata Scenic Reserve: is located on the Banks of the Stony (Hangatahua) River off Saunders Road.	Department of Conservation
71	Naumai Park: is located corner of High and Gladstone streets and contains a number of walkways within.	South Taranaki District Council
72	King Edward Park: is located corner of Waihi Road and High Street and contains a number of walkways within.	South Taranaki District Council

Cycle networks

The following three maps identify the existing cycle routes in the Taranaki region.

Figure 7: Cycle network plan for New Plymouth

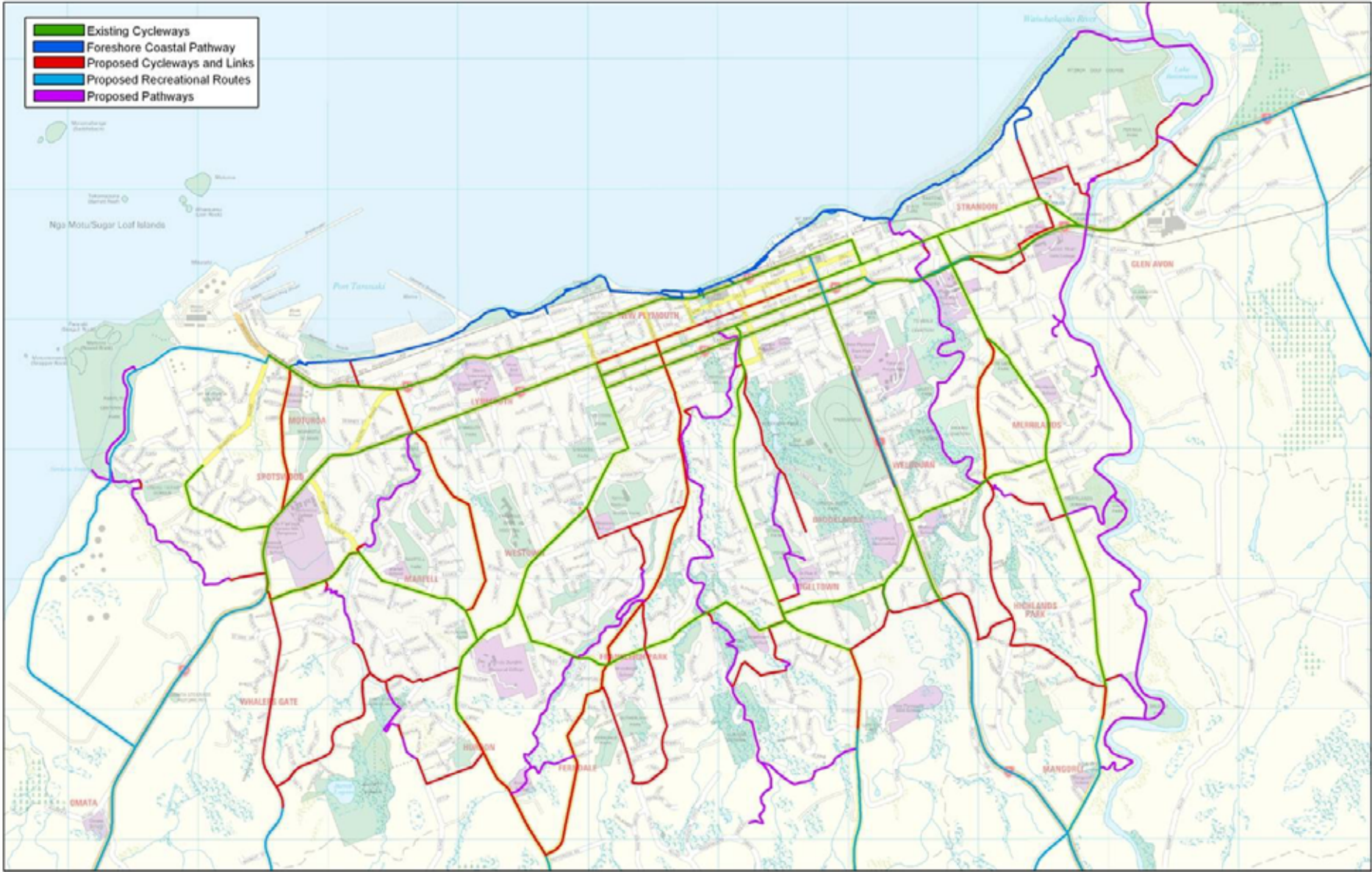


Figure 8: Total cycle network plan for the New Plymouth District

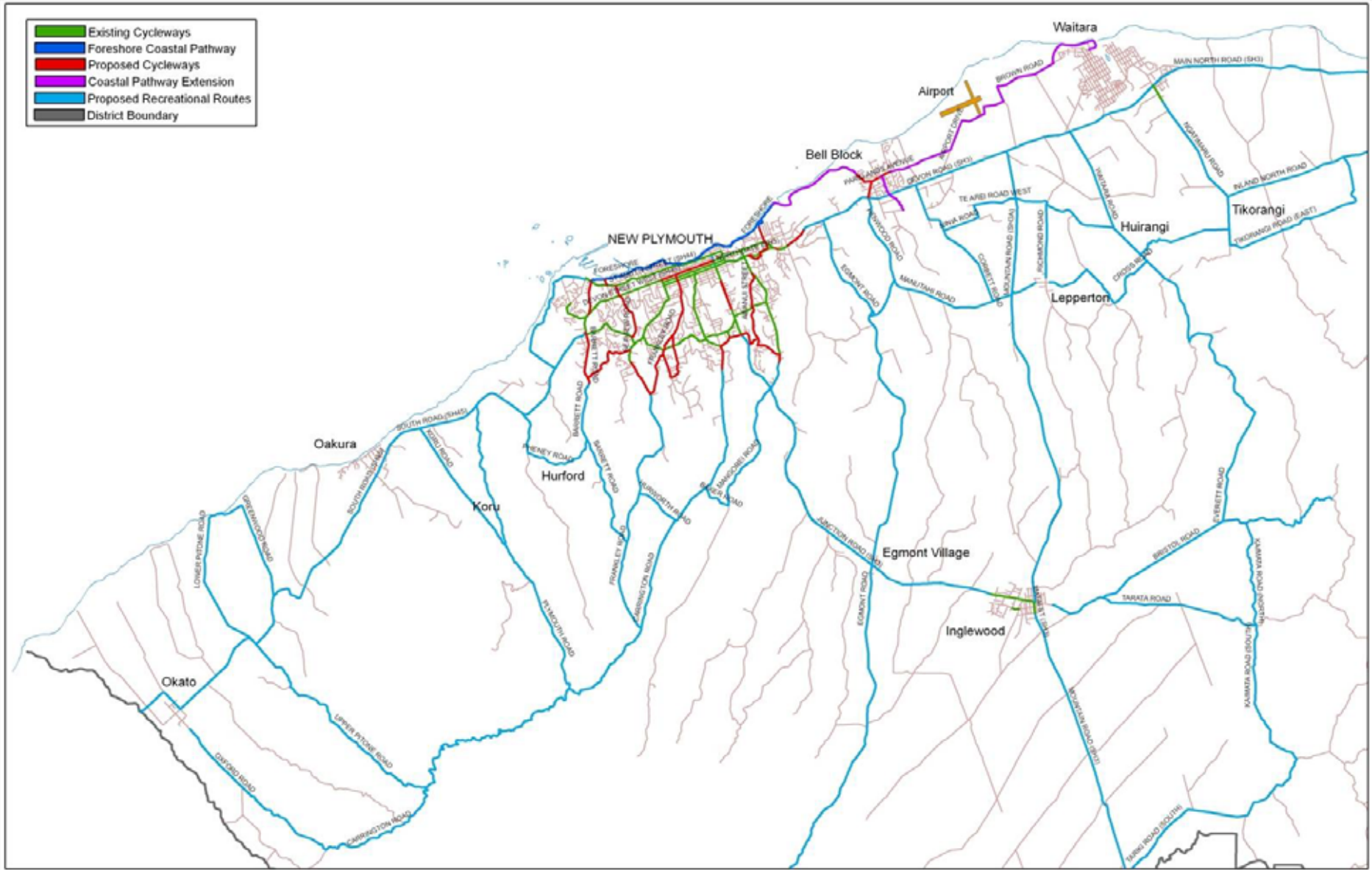




Figure 9: Recreational mountain biking and cycle routes in Taranaki

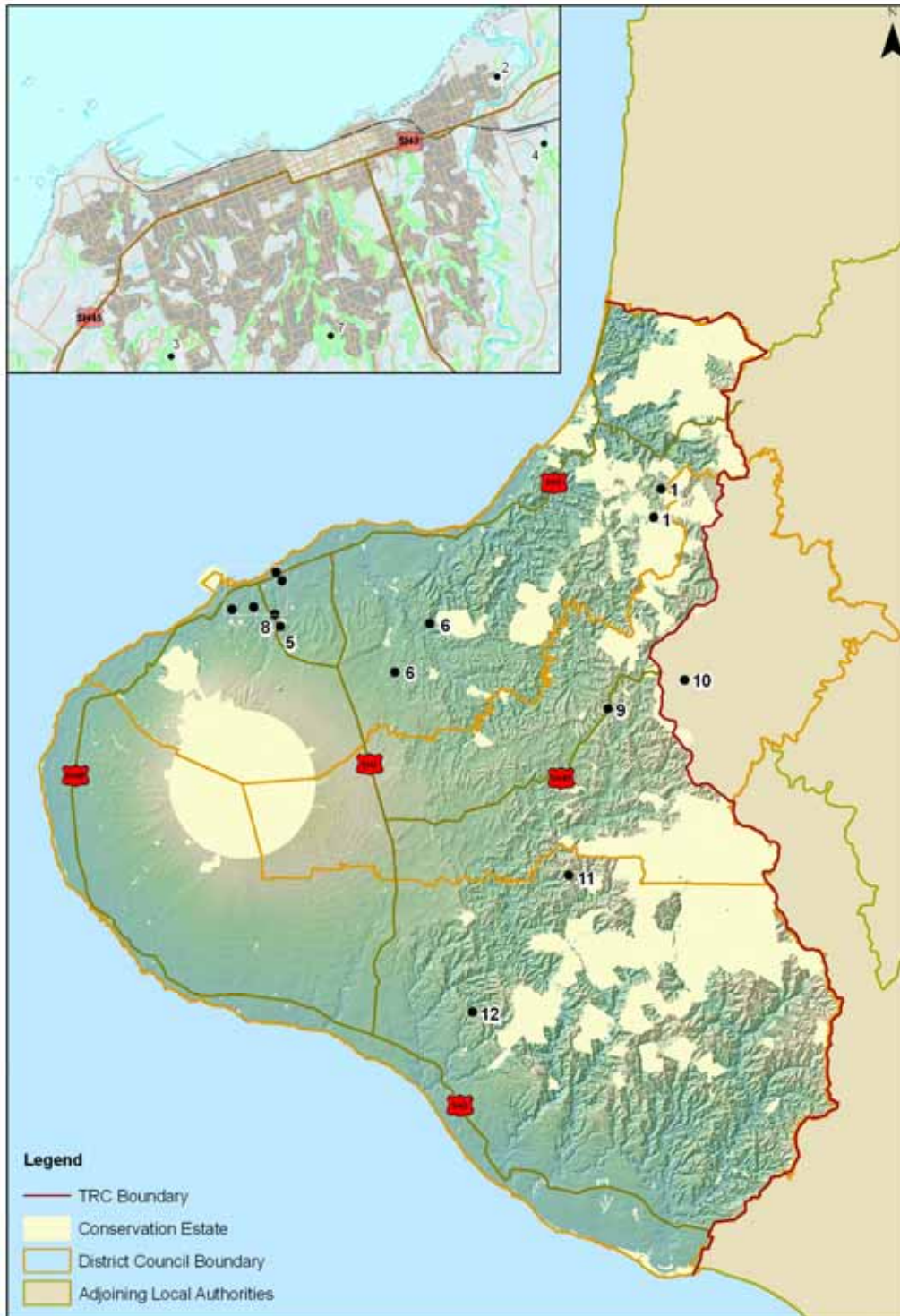




Table 6: Existing recreational mountain biking and cycling opportunities in Taranaki

Reference No.	Name of recreational mountain biking and cycling opportunities	For further details on access restrictions and more detailed maps please contact:
1	Moki-Rerekapa Track: The Moki Track is currently a challenging walking opportunity but when combined with the Rerekapa Track is a challenging mountain biking opportunity. As noted in Table 4 the Rerekapa Track is located in the eastern hill country 68 kilometres north of New Plymouth if you take the Uruti, Moki or Kiwi roads.	DOC, New Plymouth District Council, New Plymouth Mountain Bikers Club & cycle shops
2	Lake Rotomanu Jump Park: The jump park is a facility located in Peringa Park at the end of Clenow Road for those cyclists wanting to ride over obstacles that challenge and provide a degree of excitement and danger. It will be further developed by the New Plymouth Mountain Bikers Club once the NPDC have agreed to its continuing existence and a lease agreement being signed with the club.	New Plymouth District Council, New Plymouth Mountain Bikers Club & cycle shops
3	Barretts Lagoon: An informal shared pathway loop around Barrett Domain, accessed off either Roto Street or Manuka Place in New Plymouth.	New Plymouth District Council, New Plymouth Mountain Bikers Club & cycle shops
4	Colson Road: Currently limited off-road tracks available due to logging of the forest adjacent to the landfill.	New Plymouth District Council, New Plymouth Mountain Bikers Club & cycle shops
5	Mangamahoe Forest Mountain Bike Park: This is an off-road bike facility located adjacent to SH 3 (6 kms from New Plymouth) that provides safe recreational areas for those wishing to experience some speed, excitement and risk.	New Plymouth District Council, New Plymouth Mountain Bikers Club & cycle shops
6	New Plymouth-Inglewood-Tarata Saddle-Motonui-New Plymouth longer distance cycle route: This is an 80 km loop ride that heads south from New Plymouth on SH3 to Inglewood, then heads inland to Kaimata on Tarata Road. Tarata Road is followed to pass through Tarata then turns left into Upper Otaraoa Road, passes through the one way Otaraoa Road Tunnel and on down Otaraoa Road to SH3 between Waitara and Motonui. The route is then back to New Plymouth along SH3.	New Plymouth District Council & cycle shops
7	Bendell's Walk: A loop track either side of Tupari Road in the southern part of the Huatoki Domain. Access off Huatoki Street just west of the bridge across the Huatoki Stream.	New Plymouth District Council, New Plymouth Mountain Bikers Club & cycle shops
8	MTB route to Lake Mangamahoe via Burgess Park and Meeting of the Waters: Enter Burgess Hill Road off SH3, follow the track down into Burgess Park, cross the stream by coming back out onto SH3, cross the bridge and head almost immediately back into the reserve, pass by the end of Waiwhakaiho Rd West until meet a path that leads up to Hydro Road, head back towards SH3 for a short distance, turn up the southern extension of Hydro Road and at the end pass into the Mangamahoe Forest heading almost due south to reach Lake Mangamahoe near the tunnel intake for the power station. Ride around the lake either way to make it to the Mangamahoe Forest Mountain Bike Park on the east side of Lake Mangamahoe.	New Plymouth District Council, New Plymouth Mountain Bikers Club & cycle shops
9	Te Wera Forest: Wild bush riding opportunity in the Te Wera Forest off SH43 between Te Wera and Whangamomona. A guide or person familiar with the area to accompany the group is recommended.	Stratford Information Centre



10	Bridge to Somewhere Loop Ride: This shared pathway leads from Whangamomona down to a bridge on Upper Mangaehu Road. There it is possible, with permission, to loop back through Aotuhia Station to Okara and Putikituna Roads back to SH43 and then to Whangamomona. An alternative route back to Whangamomona is from the bridge use Upper Mangaehu Road, Brewer Road and then Jury Road back to SH43.	Stratford Information Centre
11	Waitiri Track Ride: This track heads off Rawhitiroa Road just west of Omoana. It is an in-and-out ride with no way of looping back to the start point some 30km east of Eltham.	Stratford Information Centre
12	Meremere Road Ride: This ride heads into the eastern hill country east of Hawera towards Lake Rotorangi. Head inland off SH3 just south of Mokoia on Whakamara Road, after 500 metres turn into Meremere Road and drive through Ohangi and to Meremere until the seal ends. Generally it is only reliable in the summer period.	South Taranaki District Council

The following maps provide further detail on the location and extent of shorter walks or walkways located within the urban areas of the Taranaki Region.

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Figure 11: Waitara walkways: Waitara West Walkway	77
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Figure 23: Hawera walkways: Hawera Historical Walkway Scotts Street Walkway Turuturu Mokai	85
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Figure 10: Urenui walkways

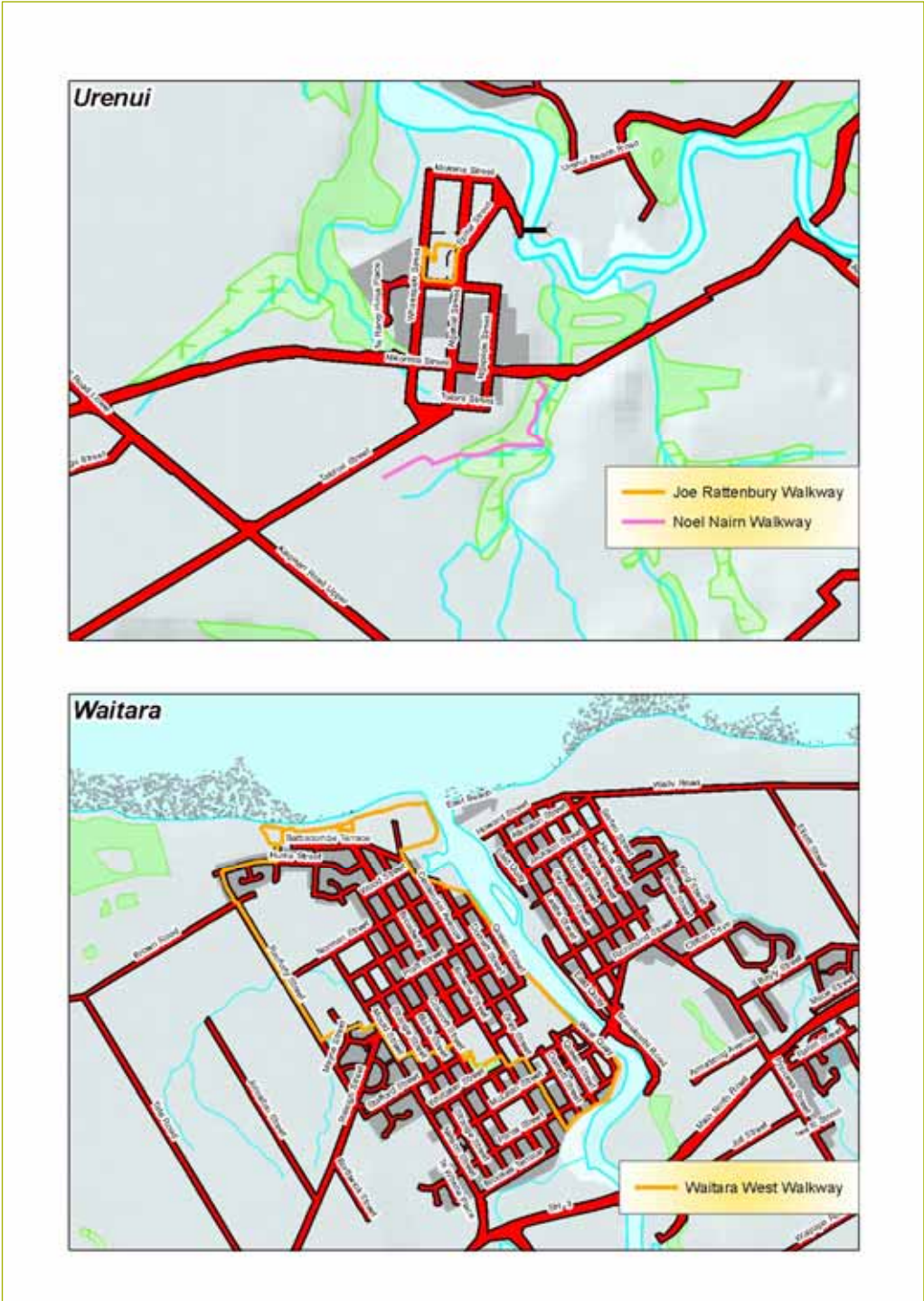


Figure 11: Waitara walkways



Figure 12: Bell Block walkways



Figure 13: Inglewood walkways



Figure 14: New Plymouth walkways





Figure 15: Oakura walkways

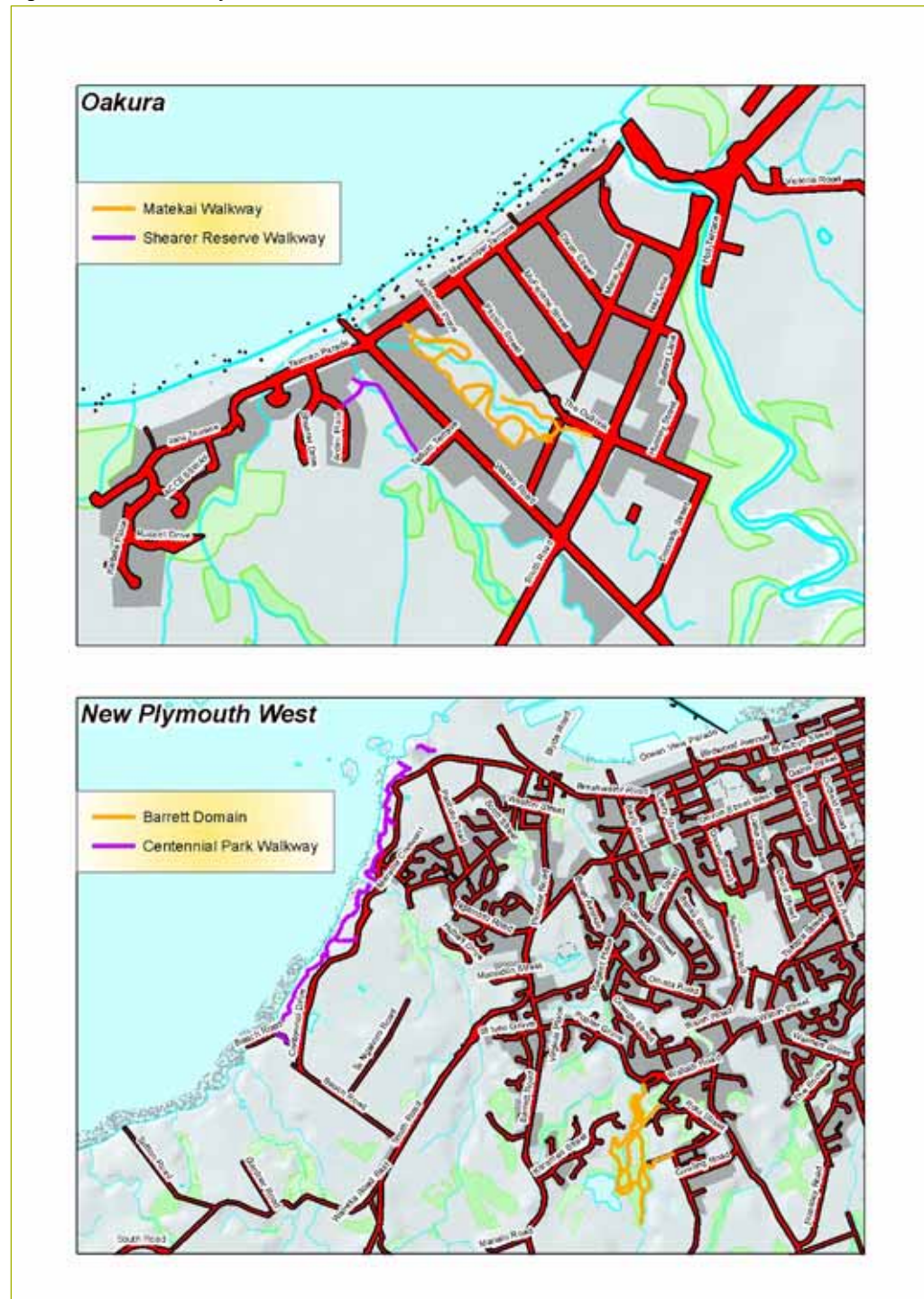


Figure 16: New Plymouth West walkways



Figure 17: Stony River walkway

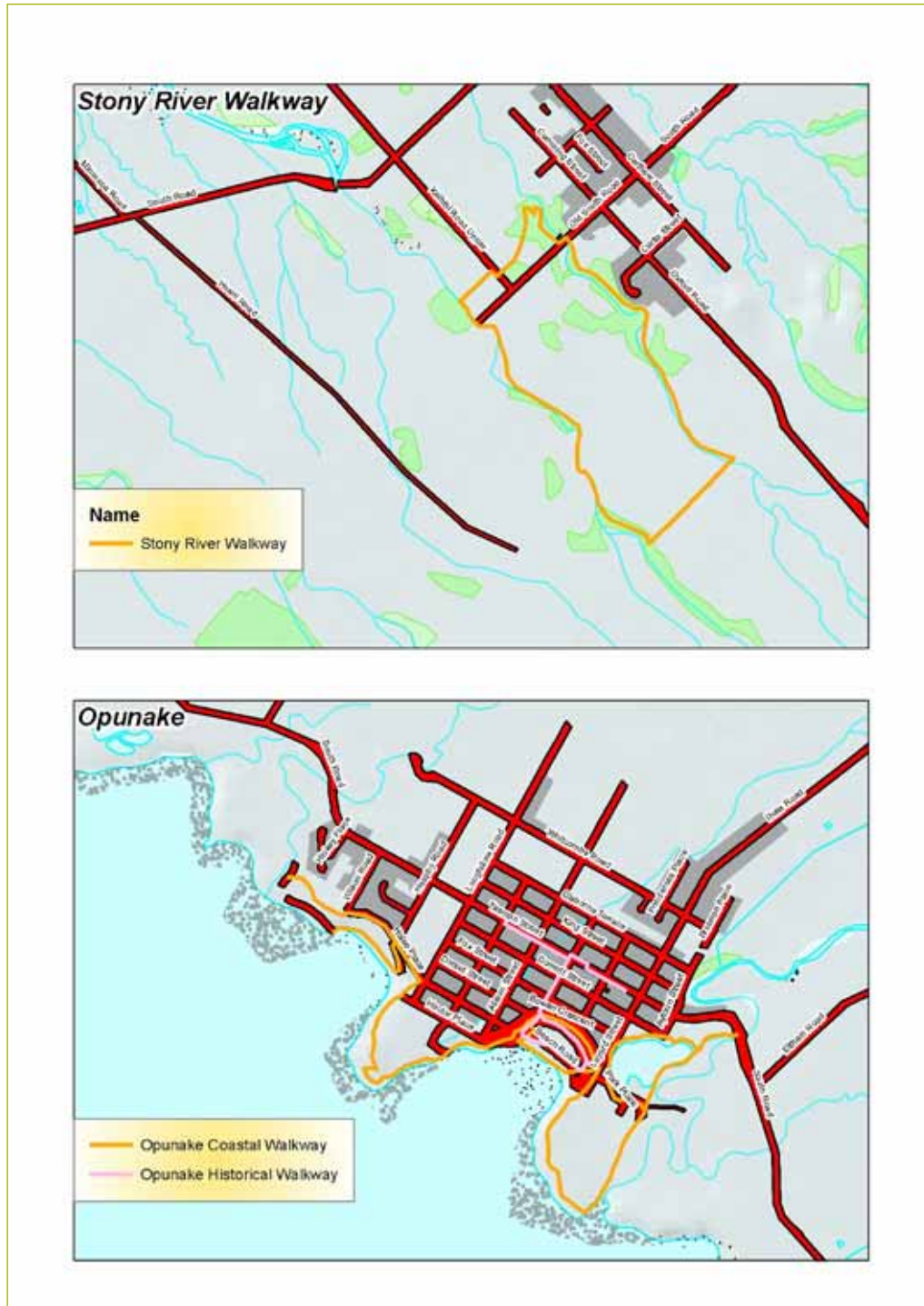


Figure 18: Opunake walkways



Figure 19: Stratford walkways

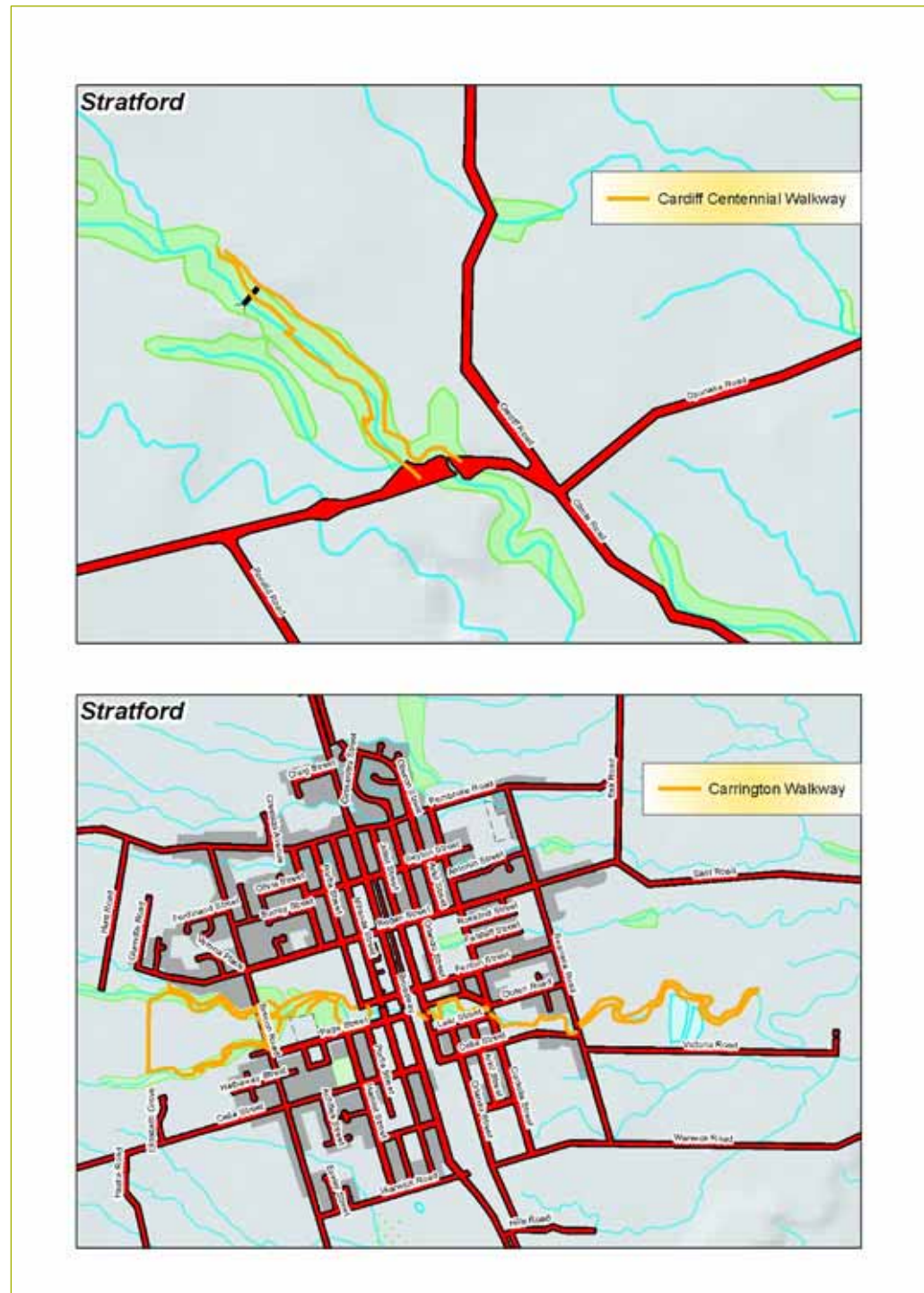




Figure 20: Manaia walkways

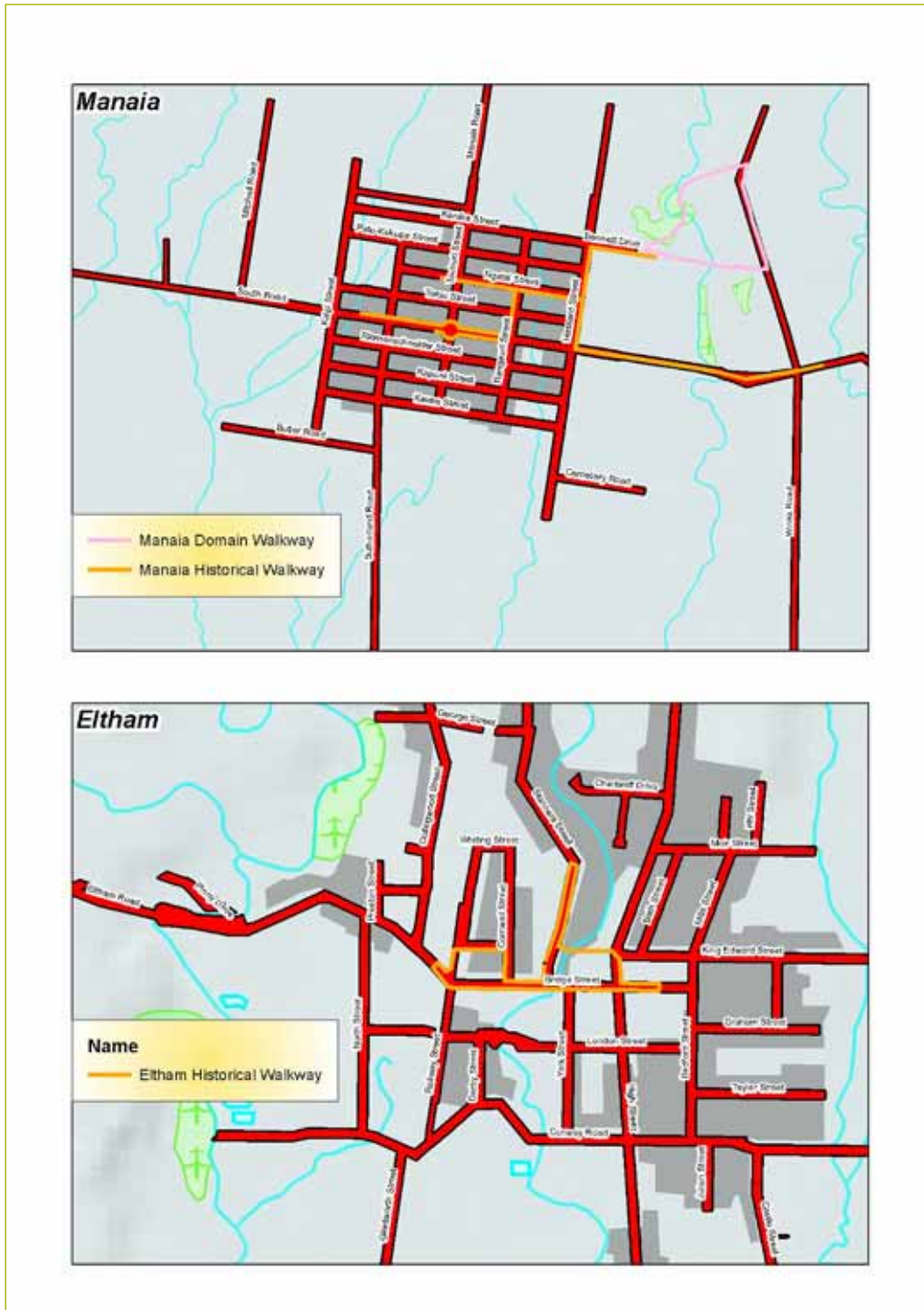


Figure 21: Eltham walkways



Figure 22: Lake Rotokare and Rotorangi walkways

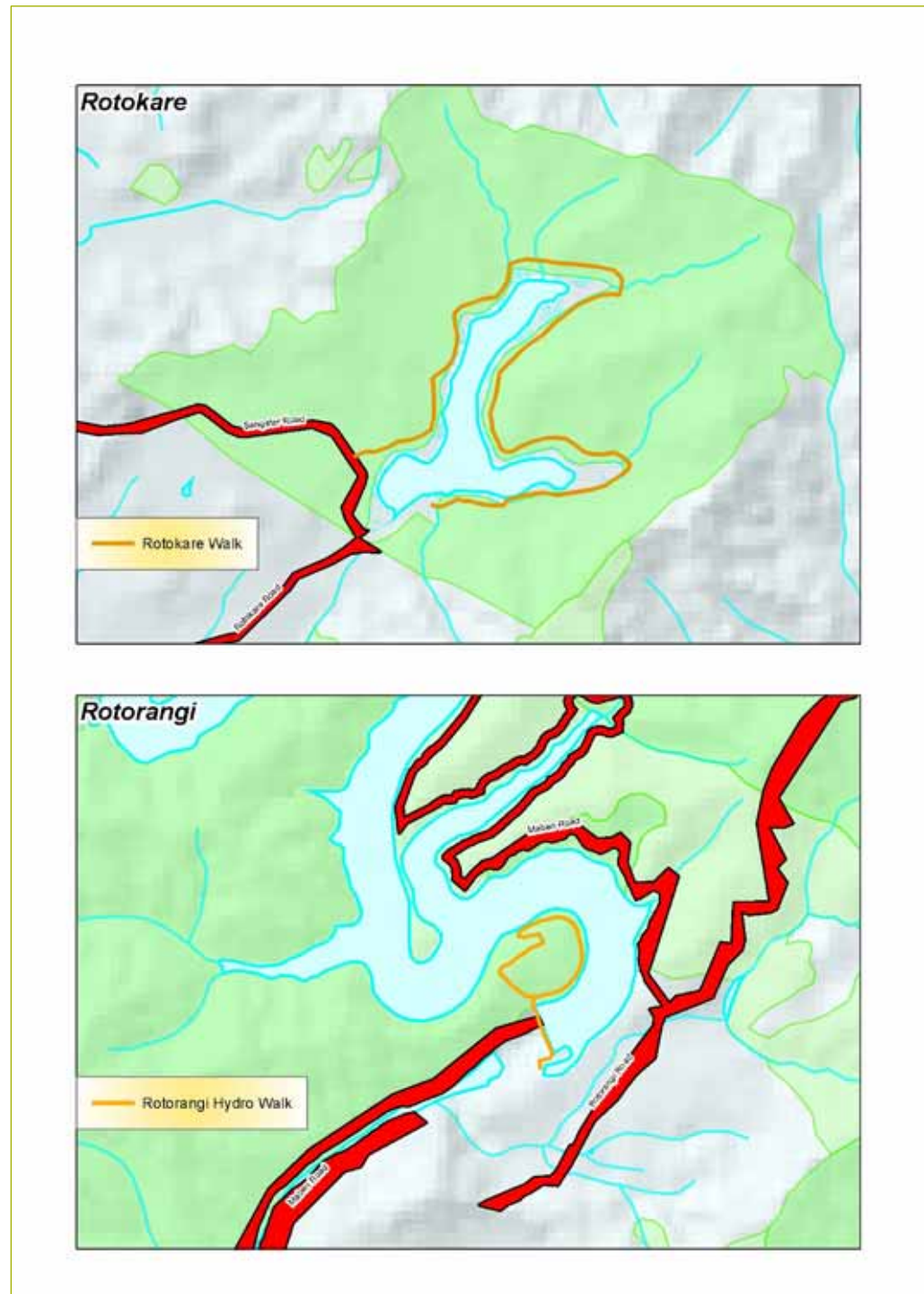




Figure 23: Hawera walkways

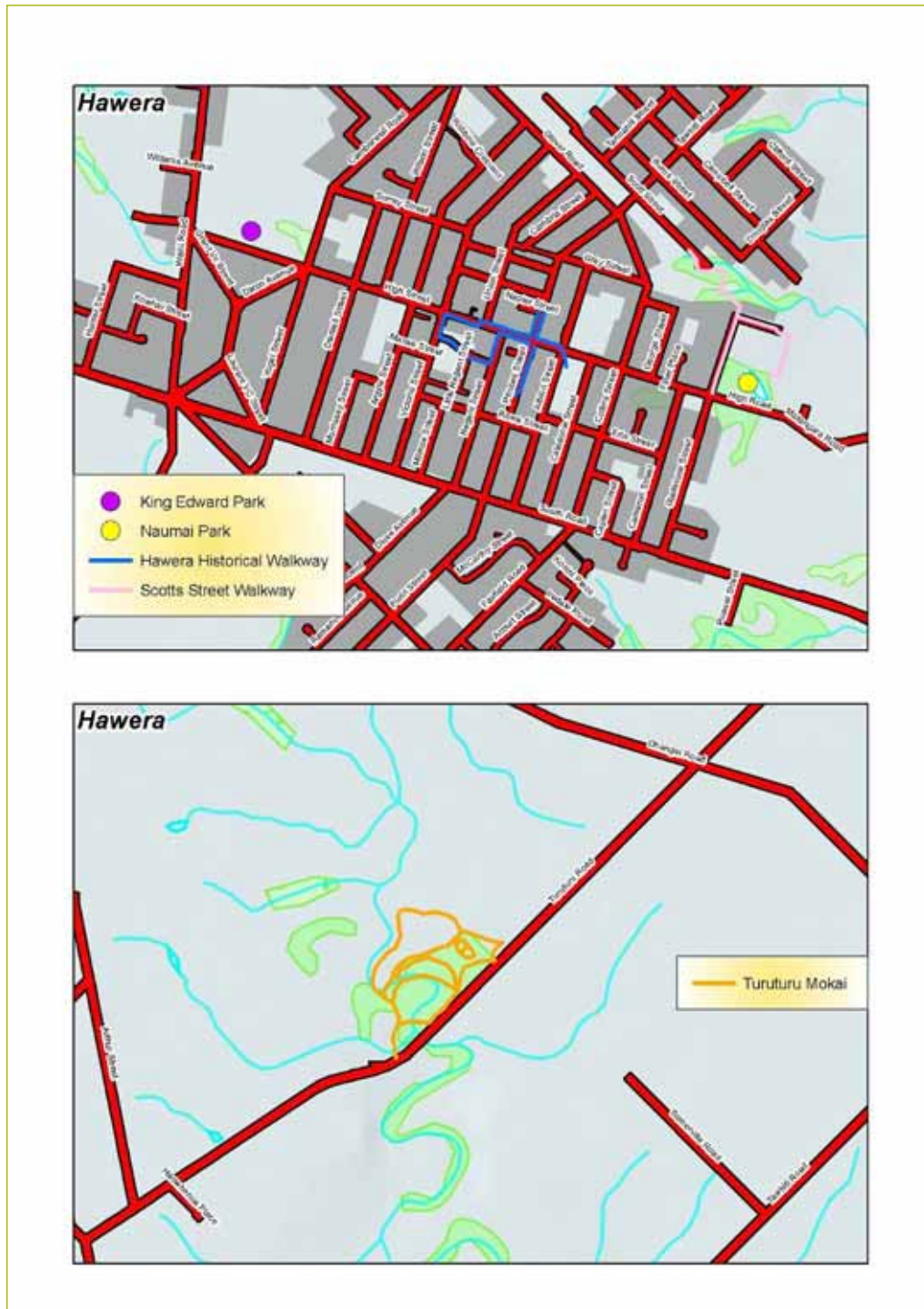




Figure 24: Patea walkways

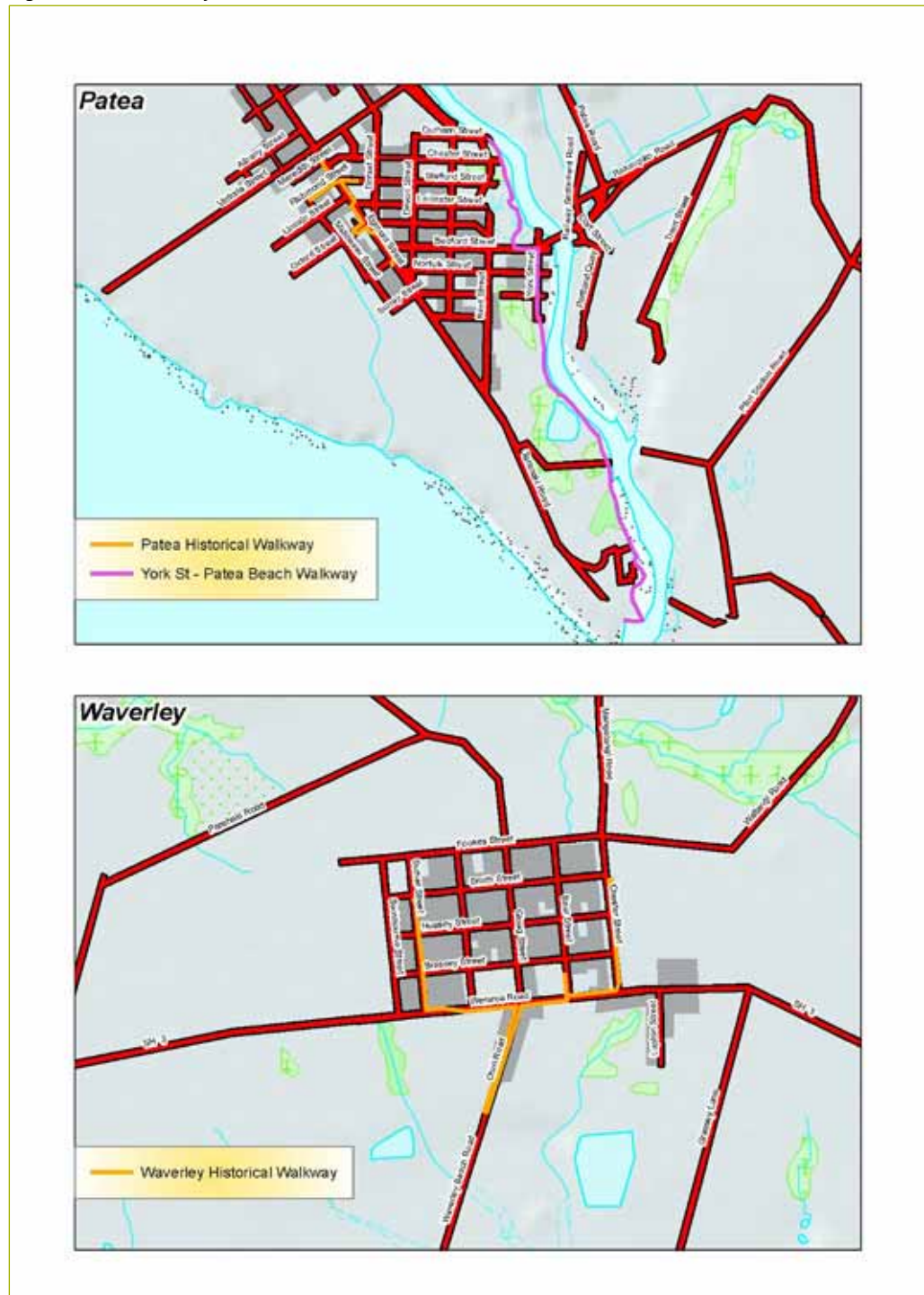


Figure 25: Waverley walkways

