



Kaikoura District Council



A to B Carbon Free

Kaikoura Walking and Cycling Strategy

February 2009



Kaikoura District Council – Walking and Cycling Strategy

Foreword

This document is the written form of a strategy – a way forward and a plan.

It is one of the many strategies that Kaikoura District Council has written, had written, and will adopt. It is not a desk ornament or shelf filler. It is a hard copy of what our community has identified as a “need” and a “want”.

Walking and cycling is about health, connecting communities, getting places, safety and environmentalism. Providing the opportunities and facilities to promote and encourage walking and cycling is the “talk” within this written strategy. As these facilities and opportunities are developed, then we can “walk (and cycle) that talk”.

A large number of people and organisations, either from within our district or who have relationships with us, have assisted in bringing this strategy together, and I thank you all. An adopted strategy is important to us all – it gives us a direction to journey on, and it suggests ways of getting there. Walking and cycling are two of these ways.

Cheers,

A handwritten signature in blue ink, appearing to read 'Kevin', with a long horizontal stroke extending to the right.

Mayor Kevin

February 2009

Contents

Foreword	ii
1. Introduction	4
1.1 Why have a walking and cycling strategy?.....	4
1.2 Is there official support for walking and cycling?.....	4
1.3 What kinds of walking and cycling are covered?.....	4
1.4 What actions are promoted?	5
1.5 Whose views are being sought?	6
2. What's been happening to walking and cycling?	7
3. Vision, Objectives and Policies	9
3.1 Vision	9
3.2 Objectives	9
3.3 Policies.....	10
4. Targets.....	12
5. Walking and Cycling Network Plans	13
6. Implementation Plan	14
7. Monitoring and Review.....	15
Appendix A: Glossary of Terms	a
Appendix B: Relevant Strategies, Policies and Plans	c
Appendix C: Regional Walking and Cycling Strategy Working Group	d
Appendix D: Relevant Engineering and Planning Standards and Guidelines	e
Appendix E: Walking and Cycling Network Plan.....	b
Appendix F: Implementation Plan	e

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1. Introduction

1.1 Why have a walking and cycling strategy?

This strategy has been developed to show that, in Kaikoura, we are committed to encouraging walking and cycling.

We recognise that walking and cycling are modes of travel that have many benefits both for individuals and the Kaikoura District as a whole. When more people walk or cycle rather than use private motor vehicles they help to reduce wear and tear on our roads, environmental pollution and carbon emissions. Walking and cycling are economically advantageous over other modes of travel, especially given rising fuel costs. Also, people who walk and cycle generally have improved health and mental wellbeing and are less likely to suffer from a variety of health issues including, or stemming from, obesity and physical inactivity.

The geography of Kaikoura has a combination of flat and hilly terrain which offers a variety of walking and cycling possibilities for people with different interests and abilities. Because of its small, coastal population (around 3,800 people, predominantly located within the Kaikoura township) many of Kaikoura's activities are located within walking or cycling distances. Walking and cycling can also help domestic and overseas visitors to experience the beauty of our region in an active and sustainable way.

A walking and cycling strategy will assist with improving the provision for and encouragement of walking and cycling by looking long term at the most effective combination of activities that achieve these outcomes. A walking and cycling strategy that is consistent with the NZ Transport Strategy (NZTS) is also required when seeking funding from the New Zealand Transport Agency (NZTA) for walking and cycling projects.

1.2 Is there official support for walking and cycling?

The national walking and cycling strategy called "Getting there – on foot, by cycle" was produced in 2005. This strategy confirms central government's commitment to promoting active modes of travel. Potential national sources of financial support for local projects include government agencies for health, conservation, sport and recreation, and transport.

In addition to the Kaikoura District Council (KDC), other agencies, such as the Police, NZTA, Environment Canterbury, Canterbury District Health Board, the Department of Conservation, Te Tai o Marokura, Te Runanga o Kaikoura and CCS Disability Action are all working on improving opportunities for walking and cycling through a variety of plans and actions. This strategy reinforces existing local initiatives by improving co-ordination amongst stakeholders, including walking and cycling groups, across the district.

Many documents confirm the increasing importance of walking and cycling in national, regional and local affairs, and more recently it has become a legislative requirement through targets in the 2008 Government Policy Statement on land transport funding (GPS). The key documents related to walking and cycling at national, regional and local levels are listed in Appendix B, along with the internet addresses, where available.

1.3 What kinds of walking and cycling are covered?

Walking and cycling are activities that should be accessible for everyone. This strategy includes all types of transport-related walking and cycling, such as trips to and from

school and work, family recreation, sports training and sports events. For the purposes of the strategy, “walking” covers a range of activities rather than just travel by foot. Here, those who “walk” (pedestrians) are all those who travel on footpaths, including those who use non-motorised small-wheeled devices (for example wheelchairs, skate boards and push scooters), those pushing prams or riding on mobility scooters, as well as all those who walk in the conventional sense. We recognise that pedestrians, including joggers, the young and the not-so-young, and those who have impaired vision or hearing, have varied abilities and needs.

The strategy encourages people to consider walking as much as possible for trips less than 2 km long and cycling for trips less than 10 km long.

Ideas and actions to make our roads and streets more user-friendly for individuals, families and children who choose to walk or cycle are given. All roads and footpaths are included. The strategy tries to ensure that people feel they have the option to walk or cycle, safely and conveniently. It also supports on-road cycling for competitive and training purposes and long-distance cycling for recreation or tourism; however the emphasis is on urban utilitarian trips under 10 km. The strategy is less concerned with purely off-road recreational walking and cycling activities such as mountain biking and tramping. However, it recognises the importance of these activities in helping to achieve the goals of the strategy and provides linkages with them. Off-road recreational areas are covered more fully in KDC’s Physical Activity Strategy.



1.4 What actions are promoted?

a) Network improvements

Improvements such as safer road crossings for pedestrians, cycle lanes and off-road cycle paths are all important. Consistent engineering standards using national guidelines for all transport infrastructure projects, but especially for walking and cycling facilities, should be employed throughout the district. Opportunities for integrating walking and cycling into all conventional transport projects should become the norm. Traffic calming and slow streets make walking and cycling safer and more pleasant. Good support facilities including cycle parking, storage facilities, seating, signage, lighting, trees and verandas for shade, water fountains and toilets also encourage walking and cycling.

b) Changing our attitudes to walking and cycling

The strategy is not just about infrastructure. Information about new walking and cycling facilities, including signs and maps for the public, are useful tools that enable more people to walk and cycle. Health and sport promotions and events play a key role in getting more people more active. District plan changes requiring subdivisions and

developments to provide for walking and cycling are also important. Good urban design can create places that people enjoy by getting there without the need for motor vehicles.

c) Education

The strategy acknowledges that all people (particularly children) need training to use the roads safely as pedestrians and cyclists, and motorists should be encouraged to treat people walking and cycling with care and respect.

1.5 Whose views are being sought?

This draft strategy has been prepared by KDC with the assistance of a working group of stakeholders with an interest in walking and cycling (see Appendix C). In progressing this strategy from draft to final status, we are interested in hearing the views of:

- Agencies interested in walking and cycling;
- Walking and cycling interest groups;
- People who “walk” (in any of its many guises) or cycle; and
- Members of the public generally.



2. What's been happening to walking and cycling?

The *New Zealand Transport Strategy* (NZTS) is the government document that provides direction for the transport sector. The document was updated in 2008 and sets objectives and targets for the period from 2008 to 2040. It is required that all other transportation related strategies are aligned with the NZTS.

The NZTS suggests a target of 30% for walking and cycling (all trips, not just trips to work) by 2040, although intermediate targets for the short term are not specified. The *Government Policy Statement on Land Transport Funding 2009/10-2018/19* sets a short term target of a 1% increase per annum in the number of trips made by walking and cycling in order to stabilise the current rate of decline¹. These targets are specified for urban areas larger than Kaikoura but can also be extended to Kaikoura.

NZ Census data indicate that the levels of walking and cycling for trips to work in the Kaikoura district have steadily declined from 1986 to 2006, as shown in Figure 1. In 1986, 18.3% (201 out of 1098) of those who travelled to work walked and 5.7% (63 out of 1098) cycled. By 2006 this had declined to 13.3% (177 out of 1329) walking and 4.7% (63 out of 1329) cycling. Whilst declining, levels of walking and cycling in Kaikoura are still higher than the average rates across New Zealand. Nationally, walking trips to work have declined from 10.3% to 7.0% and cycling trips from 5.7% to 2.5% for the same period.

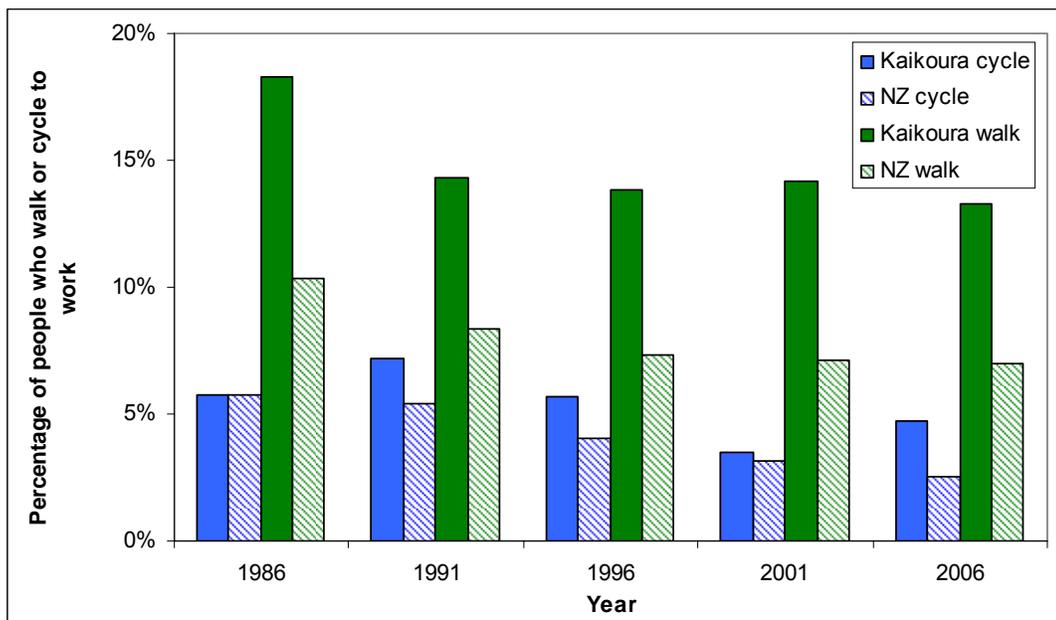


Figure 1: Proportion of people who walk or cycle to work

It is clear from the Census data that recent trends will need to change to achieve the NZTS target of 30% walking and cycling trips by 2040.

¹ Note that an x% increase in the number of walking and cycling trips will not achieve the same increase in total trips as an x% increase in walking and cycling mode share due to the effects of population growth rates.

Census data have been used to show the parts of Kaikoura where residents walk to work (Figure 2). As would be expected, those living near the main township are more likely to walk to work.

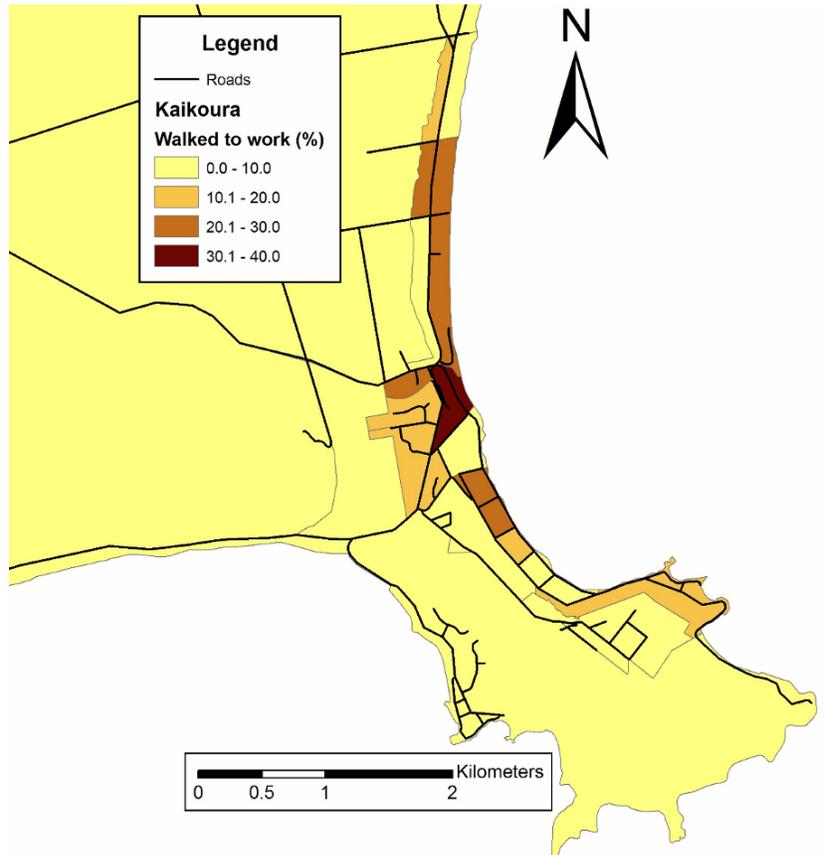


Figure 2: Percentage of those travelling to work in Kaikoura who walked (census day 2006)

Anecdotal data provided by school principals suggest about 45% of primary school students regularly travelled to and from school by either walking or cycling in 2008. Many barriers to walking and cycling have been identified for primary school students, especially for the rural schools where lack of footpaths and cycle lanes and significant volumes of heavy traffic are seen as unsafe for young children. Distances to school are also greater for rural dwellers.

The NZTA's Crash Analysis System (CAS) records only six crashes involving pedestrians or cyclists in the past ten years. While this may seem a very low crash rate it is generally accepted that reporting rates for pedestrian and cyclist crashes are very low. Also, because it is unclear as to how much walking and cycling is currently taking place, it is hard to quantify crash rates per kilometre or per hour of travel. The strategy suggests ways of improving our understanding of walking and cycling trends in future.

3. Vision, Objectives and Policies

3.1 Vision

The vision of this strategy is:

**Kaikoura – he hikoi me eke pahikara pararaihi,
ki uta ki tai.**

**Kaikoura – a walking and cycling paradise,
from the mountains to the sea.**



3.2 Objectives

The vision can be achieved by focusing on three key objectives:

Objective 1: Encourage and support people in Kaikoura to choose walking and cycling for active, healthy lifestyles and an improved environment.

Objective 2: Develop a safe, accessible, sustainable and integrated network for walking and cycling.

Objective 3: Ensure that all relevant strategies, policies, plans and practices for Kaikoura include and support walking and cycling.

3.3 Policies

The following policies expand on the key objectives and link them to the action items outlined in the implementation plan (section 6). Every policy should be linked to at least one action item and every action item should help implement at least one policy.

Objective 1: Encourage and support people in Kaikoura to choose walking and cycling for an active, healthy lifestyle and an improved environment.

- Policy 1.1 Encourage and actively promote walking and cycling for day-to-day, tourism and recreational trips.
- Policy 1.2 Lead the Kaikoura community by example through active support of walking and cycling in day-to-day Council operations.
- Policy 1.3 Encourage and support community projects and events that promote walking and cycling for increased health benefits.
- Policy 1.4 Continue to support and promote safety, education and training programmes for pedestrians, cyclists and motorists.
- Policy 1.5 Support Kaikoura's Green Globe, carbon reduction, Zero Waste and other environmental initiatives by promoting walking and cycling as environmentally friendly modes of travel.

Objective 2: Develop a safe, accessible, sustainable and integrated network for walking and cycling.

- Policy 2.1 Ensure the development of attractive and accessible links for pedestrians and cyclists based on identified desire lines, particularly in and around the town centre, schools and neighbourhoods, within the district as well as with surrounding districts.
- Policy 2.2 Expand and enhance the facilities that support Kaikoura's walking and cycling networks, including cycle parking, storage facilities, seating and signage, lighting, landscaping, water fountains and public toilets.
- Policy 2.3 Ensure that street furniture and signage, including advertising boards are well designed and placed so they do not obstruct pedestrians and cyclists.
- Policy 2.4 Ensure new roads and paths are compatible with the needs of pedestrians and cyclists of all ages and levels of ability.
- Policy 2.5 Where barriers exist that make on-road cycling unattractive, seek to overcome such barriers with safe and direct solutions.
- Policy 2.6 Make existing roads and paths compatible with the needs of pedestrians and cyclists of all ages and levels of ability including appropriate maintenance and upgrading.
- Policy 2.7 Ensure that Council's safety management systems for roads, such as traffic calming, include the safety needs of pedestrians and cyclists.

Objective 3: Ensure that all relevant strategies, policies, plans and practices for Kaikoura include and support walking and cycling.

- Policy 3.1 Ensure that relevant Kaikoura District Council documents are consistent with this strategy.
- Policy 3.2 Advocate the consistency of this strategy to relevant external documents and agencies.
- Policy 3.3 Publish, promote, implement, monitor and maintain this strategy.
- Policy 3.4 Ensure that new subdivisions provide convenient and attractive linkages between key destinations for pedestrians and cyclists through and between subdivisions.
- Policy 3.5 Adopt best practice guidelines and standards for the design, construction and maintenance of walking and cycling facilities, including roads.
- Policy 3.6 Improve data collection and monitoring to aid in understanding of walking and cycling trends and needs.



4. Targets

The six targets presented below will be used to determine whether the strategy objectives have been achieved. The targets are based on “SMART” principles – i.e. they are specific, measurable, achievable, realistic and time-related. The targets are based on existing data and are, where appropriate, aligned with the NZTS target of 30% of trips using walking and cycling by 2040.

It is anticipated that nationwide NZTS targets will soon be determined regionally according to current walking and cycling levels (i.e. some regions will have targets greater or less than 30%). This strategy has assumed that Kaikoura will work towards a target of 30% and this target may be updated in later revisions of the strategy once the regional targets are specified. The district is currently experiencing higher levels of walking and cycling than the national average. It is considered that the strategy can work directly towards achieving the NZTS targets in small increments rather than applying the short term Government Policy Statement target which is based on total trips rather than mode share.

1. Increase the proportion of people walking to work (as recorded in Census “Travel to Work” data²) from 13% in 2006 to 14% by 2011 and 17% by 2021
2. Increase the proportion of people cycling to work (as recorded in Census “Travel to Work” data) from 5% in 2006 to 6% by 2011 and 7% by 2021.
3. Annually increase the percentage of people who are satisfied with Kaikoura's footpaths (as measured in the Kaikoura District Council annual survey of residents' satisfaction and opinion). (In 2007 the percentage was 60%).
4. Increase the number of public walking and cycling events by one new event by 2011 (in 2006/07, three such events were held).
5. Increase the attendance at public walking and cycling events currently held by 10% by 2011 (in 2007 the combined attendance at the Conservation Week, Suburban School Run and Moa Ride was 661)
6. Increase the length of on-road cycle lanes, wide road shoulders, marked off-road cycle paths or walking tracks by 500 m per year.

In addition to the six targets above, the following three “intended” targets have been developed. These targets are considered important but, due to the lack of base year and trend data, appropriate percentage changes cannot be specified. Once monitoring begins and baseline data are established, the values in these targets (currently shown as xx%, yy% and zz%) will be specified and the targets will become official. Monitoring will commence by the end of 2009 and appropriate target values set by the end of 2011.

- Increase the proportion of trips by school students to and from school made by walking annually by xx%.
- Increase the proportion of trips by school students to and from school made by cycling annually by yy%.
- Reduce the number of private motor vehicle trips to drop off school children annually by zz%.

² Census data are based on those who travel to work (i.e. excludes those who worked from home or did not travel to work).

5. Walking and Cycling Network Plans

As the walking and cycling network plan will be updated more regularly than the strategy itself, the network plan is included as Appendix E. It shows existing facilities for pedestrians and cyclists (except footpaths, which occur on most urban roads) and facilities proposed in the Implementation Plan.

The walking and cycling network plan will be reviewed and updated periodically; the current version will be available on the Kaikoura District Council website: www.kaikoura.govt.nz.

Appendix E also includes a description of the network elements, in the order of priority of implementation and an analysis of how the network elements relate to the NZTS objectives.



6. Implementation Plan

A number of tasks aimed at achieving the objectives and policies of this strategy are included in the Implementation Plan. Funding (i.e. financial commitment) to undertake the projects is subject to the LTCCP, Annual Plans and Regional Land Transport Programme. Projects or action items identified for implementation are shown in Appendix F.

It is expected that KDC will be the lead agency on all of the action items presented in Appendix F; various supporting agencies that will play key roles in implementing the actions are also listed.



7. Monitoring and Review

Periodic monitoring and review of this strategy will be important to determine whether desired outcomes are being achieved and the reasons for this. An important part of monitoring will be to evaluate performance against targets. Revisions may be needed to the strategy itself, to the Implementation Plan or resource levels (including funding and staff), and other action may be needed outside the scope of the strategy. Monitoring is included in the Implementation Plan to ensure that this activity is funded and undertaken.

The Implementation Plan will be revised by KDC in accordance with the annual budget cycle, LTCCP (Long Term Council Community Plan) and CTRIP (Canterbury Transportation Regional Implementation Plan) three-yearly cycles to ensure alignment of funding sources. The strategy itself will be reviewed three years after adoption by the District Council.

Appendix A: Glossary of Terms

Accessible	Able to be utilised or reached by any member of the community (including those with mobility, sensory or cognitive disabilities) within an acceptable amount of time, money and effort.
Annual Plan	This document sets out the levels of service and the levels of funding relating to the annual plan year and discloses any variations to what is in the LTCCP.
Bicycle	A cycle with two wheels (see cycle).
Bridle path	A physically separated, off-road path for horse riders to which motor vehicles do not have access. Cyclists and pedestrians may be allowed shared use.
Cycle	A vehicle designed to be propelled solely by the muscular energy of its driver(s) through pedalling.
Cycle lane	Part of a roadway allocated specifically for cycle use but which may occasionally be used by motor vehicles (e.g. for turning at intersections or driveways or manoeuvring into parking spaces).
Cycle network	A network of cycle routes represented on a publicly available plan.
Cycle path	A physically separated, off-road path for cycles to which motor vehicles do not have access
Cycle route	A recommended route for cyclists comprising cycle lanes, cycle paths, signposting, pavement markings or other walking and cycling facilities.
CDHB	Canterbury District Health Board.
CTRIIP	Canterbury Transport Regional Implementation Plan. The plan of expenditure on transportation in Canterbury for 2007 to 2016.
Desire line	A popular or sought-after route between an origin and a destination. It can be represented as a line between two points on a map.
Footpath	A path for use by pedestrians (see "pedestrian").
Implement-ation Plan	Programme of proposed walking and cycling projects and activities.
KDC	Kaikoura District Council.
Land Trans- port NZ	Land Transport New Zealand merged with Transit NZ to form the NZ Transport Agency in August 2008. Prior to the merge it was the agency with prime responsibility for land transport safety, and funding in New Zealand.
LTCCP	Long Term Council Community Plan – a ten year planning document required for each local authority under the Local Government Act (2002).
Mode	A method of transportation (e.g. walk, cycle, bus, private motor vehicle).
Network plan	Plan of existing and proposed walking and cycling facilities.
NZ Transport Agency	Transport agency responsible primarily for road safety, state highways and transport funding in New Zealand since August 2008. The Agency has resulted from the merger of Transit New Zealand and Land Transport New Zealand.
Ontrack	The organisation that owns NZ's rail network and operates it on behalf of the NZ government.
Pedestrian	Any person on foot or who is using a powered wheelchair or scooter or a wheeled means of conveyance propelled by human power, other than a cycle. (As defined in the Pedestrian Planning and Design Guide, Land Transport NZ 2008) Includes persons affected by any disabilities.

Public health	The physical wellbeing of the population. In the context of transport system, it is concerned with: <ol style="list-style-type: none"> 1. Conditions and diseases caused by traffic related problems of noise, air pollution and vibrations and injury due to crashes. 2. Conditions and diseases caused by obesity and inactivity. 3. The health benefits available through greater use of active transport modes.
Rail corridor	The land, owned by Ontrack, surrounding the railway line. In some locations throughout NZ rail corridors are used to provide walking and cycling paths.
Regional Land Transport Programme	A prioritised programme of transport activities desired by the region for which national funds are sought in the following three years plus an indication of significant activities in the three years after that and a ten year financial forecast. An RLTP is required every three years on the same cycle as an LTCCP.
RLTS	Canterbury Regional Land Transport Strategy 2008-2018.
Runanga	Te Runanga o Kaikoura Incorporated is the administrative/representative arm for the hapu (subtribe) of Ngati Kuri. Te Runanga o Kaikoura Incorporated are a Papatipu (council) Runanga of Ngai Tahu whanui (tribe), recognised in the first schedule of Te Runanga o Ngai Tahu Act 1996 giving a legal identity to the tribe. Te Runanga o Kaikoura Incorporated recognises its diverse participation within this rohe (territory) which centres from Takahanga Marae extends north to Pari nui o whiti (Cape Campbell) as far south as Hurunui River across to the main divide.
Safety Management Systems	Contains strategies, policy standards and procedures for road safety.
Shared path	A physically separated path for pedestrians and cyclists to which motor vehicles do not have access.
State Highway	A road of national importance, managed by the NZTA.
Street furniture	Objects that are placed in the road reserve or pedestrian areas. Examples include, street lights, benches, planting boxes and bollards.
TA	Territorial Authority (City or District Council); is an authority constituted under the Local Government Act;
Transit NZ	Transit New Zealand merged with Land Transport NZ to form the NZ Transport Agency in August 2008. Prior to the merger it was the agency responsible for New Zealand's state highway network.
Urban	Concerning towns and cities (not rural); includes "suburban". Urban roads have speed limits of 70 km/h or less; rural roads have speed limits greater than 70 km/h.
Walking	The act of self-propelling along a route, whether on foot or on small wheels, or assisted by additional aids.

Appendix B: Relevant Strategies, Policies and Plans

	Document	Web Address (if available)
National	Conservation Management Strategy (2001)	www.eeca.govt.nz/eeca-library/eeca-reports/hecacs/report/national-energy-efficiency-and-conservation-strategy-01.pdf
	Getting There – On Foot, By Cycle (2005)	http://www.transport.govt.nz/getting-there-index/
	Getting There Strategic Implementation Plan 2006-09 (2006)	http://www.transport.govt.nz/getting-there-index/
	Healthy Eating – Healthy Action (2004)	www.moh.govt.nz/healthyeatinghealthyaction
	Government Policy Statement (2008)	www.transport.govt.nz/assets/Downloads/GPS-final-4-August-2008.pdf
	MOH Health Strategy (2000)	
	National Energy Efficiency and Conservation Strategy (2007)	http://www.eeca.govt.nz/about/national-strategy/index.html
	National State Highway Strategy (2007)	http://www.transit.govt.nz/content_files/news/NSHS-2007.pdf
	No Exceptions – SPARC (2005)	http://www.sparc.org.nz/partners-and-programmes/no-exceptions
	NZ Disability Strategy (2001)	www.odi.govt.nz/documents/publications/nz-disability-strategy.pdf
	NZ Transport Strategy (2008)	http://www.transport.govt.nz/new-zealand-transport-strategy-2/
	Road Safety to 2010 (2003)	www.ltsa.govt.nz/strategy-2010/docs/2010-strategy.pdf
	Transit State Highway 10 Year Plan (2007)	http://www.transit.govt.nz/planning/forecast/forecast-07-08.jsp
	Update to NZ Transport Strategy 2008	http://www.transport.govt.nz/update-of-the-new-zealand-transport-strategy-2/
	Urban Design Protocol (2005)	http://www.mfe.govt.nz/issues/urban/design-protocol/index.html
Regional	Cycling in Canterbury: Strategy for the development of a regional network of cycle routes (2005)	www.ecan.govt.nz/NR/rdonlyres/F14D2504-CED3-455F-B7AF-B80BF985E52E/0/CinC.pdf
	Environment Canterbury Regional Land Transport Strategy (2005)	www.ecan.govt.nz/NR/rdonlyres/D0FDB7F9-DF57-4207-9B1F-75B0365DE10C/0/RLTS.pdf
Local	Draft Kaikoura Physical Activity Plan (2008)	http://www.kaikoura.govt.nz/docs/Have%20Your%20Say/kaikoura_physical_activity_strategy.pdf
	Green Globe Documents	http://www.kaikoura.govt.nz/green_globe/index.htm
	Strategic Transport Study: Kaikoura District (2008)	URL? – Produced by RMG, Transit and Kaikoura District Council.
	District Plan	http://www.kaikoura.govt.nz/council_documents/district_plan/index.htm
	Coastal Management Strategy	Tonkin & Taylor Ltd March 1998
	Tourism Strategy for the Kaikoura District	
	Long Term Council Community Plan (LTCCP)	http://www.kaikoura.govt.nz/council_documents/ltccp/index.htm
	Annual Plan	http://www.kaikoura.govt.nz/council_documents/annual_plans/index.htm
	Te Poha o Tohu Raumati (Te Runanga o Kaikoura Environmental Management Plan)	Te Runanga o Kaikoura – September 2005
	Kaikoura Walkway Development Plan - Boffa Miskell January 2005	

Appendix C: Walking and Cycling Strategy Working Group

This draft strategy has been developed with the assistance of a working group established for this purpose by Kaikoura District Council. Members of the group were as follows:

Name	Organisation
1. Brett Cowan	Runanga Rep and Te Tai O Marokura
2. Councillor Barbara Woods	Kaikoura District Council
3. David Heays	Department of Conservation
4. David Scarlet	New Zealand Transport Agency
5. Gallo Saidy	Kaikoura District Council
6. Kim Willemse	Tasman Regional Sports Trust
7. Ma-rea Unahi	Runanga Rep and CCS Disability Action
8. Matt Hoggard	Kaikoura District Council
9. Mayor Kevin Heays	Kaikoura District Council
10. Meg Christie	Canterbury District Health Board
11. Megan Fowler	ViaStrada Ltd
12. Ramon Smith	New Zealand Police
13. Rose Dovey	Environment Canterbury
14. Sarah Smith	Youth Council
15. Steve Higgs	New Zealand Transport Agency

A number of other people have provided assistance and reviewed drafts of the strategy during its preparation. The assistance of all concerned is greatly appreciated.

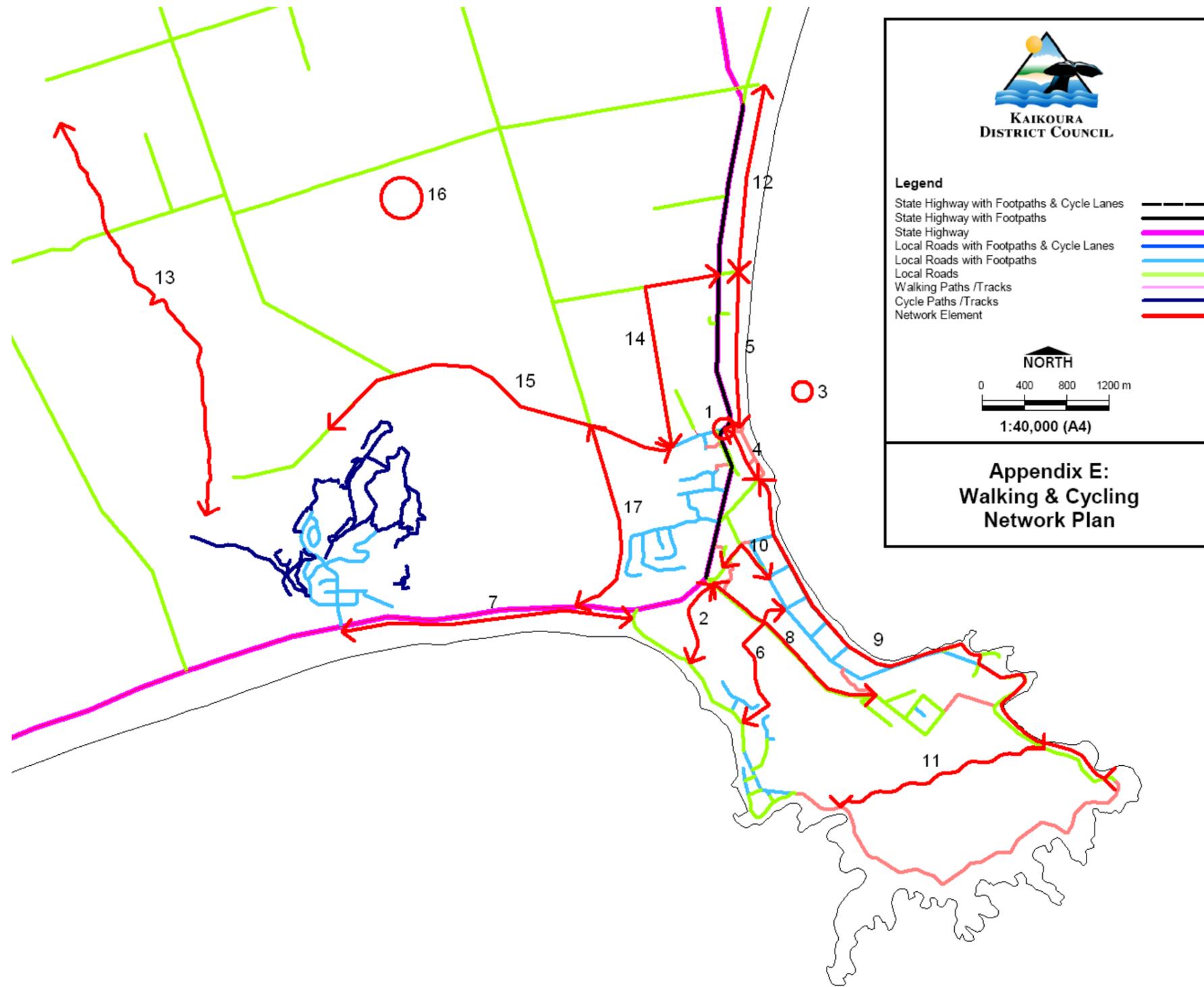
Photographs in this strategy have been supplied by the following:

- o Barbara Woods
- o Kd Scattergood
- o Matt Hoggard
- o Meg Christie
- o Megan Fowler
- o Robert Iles
- o Chip Warren

Appendix D: Relevant Engineering and Planning Standards and Guidelines

Document	Web Address (if available)
Austrroads Guide to Traffic Engineering Practice Part 13: Pedestrians (1995)	
Austrroads Guide to Traffic Engineering Practice Part 14: Bicycles (1999)	
Cycle Network and Route Planning Guide, LTSA (2004)	http://www.landtransport.govt.nz/road-user-safety/walking-and-cycling/cycle-network/
Fundamentals of Planning & Design for Cycling, Training Course Notes, Transfund NZ 2004	http://viastrada.co.nz/pub/fundamentals_course_notes
LTNZ Research Report No. 274: New Zealand walking and cycling strategies - best practice, LTNZ (2005)	http://www.landtransport.govt.nz/research/reports/274.pdf
NZ Standard 4121:2001: Design for Access and Mobility: Buildings and Associated Facilities, Standards NZ (2001)	Available from: http://www.standards.co.nz/web-shop/?action=viewSearchProduct&mod=catalog&pid=4121:2001(NZS)
NZ Supplement to Austrroads Part 14: Bicycles (2005)	www.transit.govt.nz/technical/view_manual.jsp?content_type=manual&=edit&primary_key=43&action=edit
Pedestrian Planning and Design Guide, Land Transport NZ (2008)	www.ltsa.govt.nz/consultation/ped-network-plan/index.html
RTS 14 Guidelines for Blind and Vision Impaired, LTSA (2004)	http://www.ltsa.govt.nz/roads/rts/rts-14-2003.pdf
SNZ HB 8630:2004 - Department of Conservation Track Standards.	Available from: http://www.standards.co.nz/web-shop/?action=viewSearchProduct&mod=catalog&pid=8630:2004(SNZHB)

Appendix E: Walking and Cycling Network Plan



Appendix F: Walking and Cycling Network Plan

Appendix E-1: Network elements in relation to NZTS targets

Appendix E-2 describes the network elements as presented in Appendix E-1. The priority of projects (which has been based primarily on the assessment of the elements with respect to the NZTS objectives, as presented in Appendix E-3, as well as consideration of KDC's objectives and time requirements) and Council's LTCCP. Projects have been broadly identified into three timeframes as a guide; short term, medium term, and long term. Ability to obtain funding will however be a significant factor in determining project priorities. **The costs given are approximate figures (as no detailed investigations of designs have been undertaken) and may change over time.** The policies of this strategy (detailed on page 7) are listed, as well as the lead agencies that will be responsible for planning, funding and implementing each of the network elements are also listed.

Appendix E-2: Network elements

Network Element	Description	Priority	Approx. Cost	Related Policies	Lead Agencies
1. SH 1 / Ludstone Road / West End /Churchill Street intersection upgrade	Improve safety and crossing opportunities for pedestrians and cyclists, including provision adjacent to Churchill Street.	Short term	250k. (Scope will need to be determined with NZTA)	2.1, 2.2, 2.4, 2.5, 2.6, 2.7, 3.5	KDC, NZTA, Ontrack
2. Off-road pedestrian / cyclist path between town centre and South Bay	This path will eliminate the need to travel directly on a section of State Highway that is very steep and has no footpaths, cycle lanes or wide shoulders. Providing this link will significantly improve walking and cycling accessibility. This link shall provide access to both points of the State Highway (allowing possible linkage to element 6 below) and existing walking infrastructure in South Bay.	Short term	\$500,000 (Funding will be sought from NZTA)	2.1, 2.2, 2.4, 3.5	KDC, NZTA
3. Existing Network Signage	Upgrading of existing signage and inclusion of new signage to promote safety and encourage walking and cycling.	Short term	\$20,000	1.1, 2.3, 2.5, 2.7	KDC, DoC, NZTA, Ontrack
4. West End	Make Kaikoura's main street more attractive for walking and cycling. (Including provision of cycle parks)	Short term	\$20,000	2.1, 2.2, 2.3, 2.5, 2.6, 2.7, 3.5	KDC
5. Rail corridor walking and cycling path between West End and new shopping centre (approx. 1km)	This path will provide an off-road alternative to travel on the State Highway between West End and the existing shopping centre. The path will aim to have a view of the beach and therefore high amenity, promoting use. It may also be an attractive option for recreational pedestrians and cyclists.	Short term	\$100,000	2.1, 2.2, 2.4, 3.5	KDC, DoC, NZTA, Ontrack
6. Off-road pedestrian / cyclist path between town centre and central South Bay	An alternative for South Bay access which also enables a loop around the peninsular. Involves significant upgrades to existing pedestrian path.	Short term	\$100,000	2.1, 2.2, 2.4, 2.6, 3.5	KDC, NZTA, Land owners, Rununga
7. Off-road pedestrian / cyclist path adjacent to State Highway 1 between Ocean Ridge and South Bay	Developer assistance has been provided for this improvement. This will improve accessibility for cyclists travelling between Ocean Ridge and the Kaikoura township. Separated but visible from State Highway 1.	Short term	\$50,000	2.1, 2.2, 2.4, 3.5	NZTA, KDC, Ocean Ridge, DoC, Rununga
8. Walking and Cycling path along Scarborough Street between Dempseys Track to Churchill Street	Ensure that residents and visitors have adequate access to both South Bay and West End from the Peninsular. Details of part of this project are included in the Kaikoura Walkway Development Plan January 2005.	Short term	\$150,000	1.1, 2.1, 2.2, 2.3, 2.4, 2.5, 2.6, 2.7.	KDC, Rununga.
9. Walking and cycling path between West End and Point Kean	Ensure that residents and visitors have adequate access to West End from Point Kean. Details of this project are included in the Kaikoura District Council Coastal Management Strategy March 1998	Medium term	\$80,000	1.1, 2.1, 2.2, 2.3, 2.4, 2.5, 2.6, 2.7.	KDC, Doc, Rununga.
10. Cycle path for Killarney Street and walking link	Ensure that residents and visitors have adequate access to both South Bay and West End from the Peninsular. Promoting the desired route from State Highway to the West End.	Medium term	\$35,000	1.1, 2.1, 2.2, 2.3, 2.4, 2.5, 2.6, 2.7.	
11. Off-road cycling track between Fyffe house and South Bay)	This will give direct accessibility between South Bay and northern side of the Kaikoura Peninsular	Medium term	\$150,000	2.1, 2.2, 2.4, 3.5	KDC, DoC, Land owners, Rununga
12. Rail Corridor extension (approx. 1.3km)	Extend the rail corridor walking and cycling path from the new shopping centre to Athelney Road.	Medium term	\$100,000	2.1, 2.2, 2.4, 3.5	KDC, DoC, NZTA, Ontrack
13. Remote cycling paths along stop banks and paper roads	Modify existing infrastructure and legal provision to provide clearly marked cycling opportunities and which avoid conflict with other road users.	Medium term	\$25,000 /km based on upgrade of existing formation	2.1, 2.2, 2.4, 2.5, 3.5	KDC, ECan

14. Improved on-road provision for cyclists along Rorrison's Road / Hawthorne Road (approximately 1.8km)	Improve linkage for children attending Kaikoura High School and St Joseph's Primary School.	Medium term	\$100,000	2.1, 2.2, 2.5, 2.6, 2.7, 3.5	KDC, NZTA,
15. Improved on-road provision for cyclists between Ocean Ridge and West End along Ludstone Road	Developer assistance will be provided for this project. This will provide an alternative cycle option between Ocean Ridge and the Kaikoura flats, township, High School and St Joseph's Primary School.	Medium term	Developer driven	2.1, 2.2, 2.3, 2.5, 2.6, 2.7, 3.5	KDC, NZTA, Ocean Ridge, Rununga, Ontrack
16. On-road cycle improvements on Kaikoura flats	Improve cycling provision in the rural area surrounding Kaikoura and improve access for schools.	Long term	\$300,000	2.1, 2.2, 2.5, 2.6, 2.7, 3.5	KDC
17. Cycle and bridle path between South Bay and Mount Fyffe (approximately 1.5km)	This makes use of an existing legal road and will provide opportunities for cyclists travelling between Ludstone Road and State Highway 1. The existing farming operation should be taken into consideration when developing public access.	Long term	\$100,000	2.1, 2.2, 2.4, 2.6, 3.5	KDC, NZTA

Appendix E-3 assesses the network elements with respect to the five objectives of the NZTS (ensuring environmental sustainability, assisting economic development, assisting safety and personal security, improving access and mobility and protecting and promoting public health) plus the objective of supporting and enhancing cultural activity, which is seen as especially important for Kaikoura.

Appendix E-3: Network elements in relation to NZTS targets

Network Element	Economic Development	Environmental Sustainability	Access and Mobility	Public Health	Safety and Personal Security	Cultural
1. SH 1 / Ludstone Road / West End intersection upgrade	☺	☺ ☺ ☺	☺ ☺ ☺	☺ ☺	☺ ☺ ☺	
2. Off-road pedestrian / cyclist path between town centre and South Bay	☺	☺ ☺ ☺	☺ ☺ ☺	☺ ☺	☺ ☺ ☺	☺ ☺ ☺
3. Existing Network Signage	☺	☺ ☺ ☺	☺ ☺ ☺	☺ ☺ ☺	☺ ☺ ☺	☺
4. West End	☺ ☺	☺ ☺ ☺	☺ ☺ ☺	☺ ☺	☺	
5. Rail corridor walking and cycling path between West End and new shopping centre	☺ ☺	☺ ☺ ☺	☺ ☺ ☺	☺ ☺ ☺	☺ ☺ ☺	
6. Off-road pedestrian / cyclist path between town centre and central South Bay	☺ ☺	☺ ☺ ☺	☺ ☺ ☺	☺ ☺ ☺	☺ ☺ ☺	
7. Off-road pedestrian / cyclist path adjacent to State Highway 1 between Ocean Ridge and South Bay	☺	☺ ☺ ☺	☺ ☺ ☺	☺ ☺	☺ ☺ ☺	
8. Dempseys Track to Churchill Street	☺ ☺	☺ ☺ ☺	☺ ☺ ☺	☺ ☺	☺	☺
9. West End to Point Kean	☺ ☺	☺ ☺ ☺	☺ ☺ ☺	☺ ☺	☺	☺
10. Upgrade Killarney Street	☺ ☺	☺ ☺ ☺	☺ ☺ ☺	☺ ☺	☺ ☺	
11. Off-road pedestrian track between Fyffe house and seal colony	☺ ☺	☺	☺	☺ ☺ ☺	☺	☺ ☺ ☺
12. Rail Corridor extension	☺	☺ ☺	☺ ☺ ☺	☺ ☺	☺ ☺ ☺	☺ ☺ ☺
13. Remote cycling paths along stop banks and paper roads	☺ ☺ ☺	☺ ☺	☺	☺ ☺ ☺	☺	
14. Improved on-road provision for cyclists along Rorrison's Road / Hawthorne Road		☺ ☺	☺ ☺	☺ ☺	☺ ☺ ☺	
15. Improved on-road provision for cyclists between Ocean Ridge and West End along Ludstone Road		☺ ☺	☺ ☺ ☺	☺ ☺	☺	
16. On-road cycle improvements on Kaikoura flats		☺ ☺	☺ ☺	☺ ☺	☺ ☺	
17. Cycle and bridle path between South Bay and Mount Fyffe		☺	☺	☺ ☺ ☺	☺ ☺	

Appendix G: Implementation Plan

Table 1 District Implementation Plan

Action Item	Start Year	Approx Annual Cost *	Related Policies	Key Agencies
1. Identify, prioritise and implement walking and cycling network (see appendix E for list of network components)	2009/10	\$770000*†	2.1, 2.2, 2.3, 2.4, 2.5, 2.6, 2.7, 3.4, 3.5	KDC, NZTA, ECan, Ontrack, DoC, Ocean Ridge, Runanga, Private land owners
2. Develop and implement walking and cycling monitoring programmes, especially for travel to school data.	2009/10	\$5000	3.3, 3.6	KDC, NZTA, Schools
3. Encourage development of local walking and cycling promotion programmes.	2009/10	\$10000	1.1, 1.2, 1.3, 1.4, 1.5	KDC, Sports Trust, DHB, ECan, Police
4. Implement projects relevant to walking and cycling identified in the Kaikoura District Strategic Transport Study.	2009/10	See other action items	2.1, 3.1, 3.5	KDC, NZTA
5. Implement projects relevant to walking and cycling identified in the Kaikoura Physical Activity Plan	2009/10	Legacy Group currently developing estimates	1.3, 1.4, 3.1	KDC, Sports Trust, DHB, ECan, Runanga
6. Establish and maintain a local walking and cycling forum	2009/10	\$5000	1.2, 3.1, 3.2, 3.3	KDC, Strategy stakeholder group, local recreational groups
7. Provide cycle parking, storage facilities, seating, signage and lighting in more locations	2009/10	\$35,000*	2.2, 3.5	KDC, NZTA
8. Investigate, implement and actively support district plan changes that promote walking and cycling	2009/10	Over the next two years costs recovered in private plan change process	3.1, 3.4	KDC, Developers, ECan
9. Implement walking and cycling school buses for school aged children	2009/10	See action item 3 above	1.1, 1.3, 1.4	KDC, Sports Trust, Police, ECan
10. Review paper roads, stopbanks and railway corridors for opportunities to enhance walking and cycling networks	2010/11	\$5000	2.1, 2.8, 3.4	KDC, ECan, Ontrack, DoC, Runanga
11. Investigate and develop methods of integrating cycling with trains and tour coaches	2010/11	\$2000	1.1, 2.2, 3.5	KDC, Ontrack, Tourism and Bus operators, Other Councils
12. West End motor traffic closure events to promote walking and cycling.	2009/10	\$5000	1.1, 1.3, 1.5	KDC, Envision Kaikoura
13. Publish and promote walking and cycling; network maps, events, groups and clubs.	2009/10	\$2000	1.1, 1.3, 2.2, 3.2, 3.3	KDC, Local recreational groups

Notes: * Costs represents a one off cost to enable

† Kaikoura Community Plan 2006-2016 includes \$13,855 for footpaths 2009.

* Kaikoura Community Plan 2006-2016 includes \$23,525 for streetlights 2009.

Community Plan figures have been included within the implementation plan figures.