



Te Kārearea Agenda

Date: Wednesday, 20 June, 2018
Time: 9:00 am
Location: Ngunguru Marae
Waiotoi Road
Ngunguru
Attendees: Her Worship the Mayor Sheryl Mai
(Co-Chairperson)
Cr Crichton Christie
Cr Vince Cocurullo
Cr Tricia Cutforth
Cr Sue Glen
Cr Greg Innes
Cr Sharon Morgan
Cr Anna Murphy
Allan Halliday
Deborah Harding
Merepeka Henley
Violet Sade
Taipari Munro
Takiri Puriri
Delaraine Armstrong

For any queries regarding this meeting please contact
the Whangarei District Council on (09) 430-4200.

1. Open Meeting	
2. Karakia/Mihi	
3. Apologies	
4. Introductions (Whakawhanaungatanga)	
5. Community Forum (Hui a Hapori)	
6. Previous Minutes	
6.1 Minutes Te Karearea 16 May 2018	3
7. Reports:	
7.1 Hapu Mandating Update June 2018	9
7.2 Treaty of Waitangi Settlements Progress from Hapu June 2018	11
7.3 Action Log - June 2018	35
7.4 Draft Walking and Cycling Strategy 2018	51
8. General Business	
9. Closure of Meeting - Karakia	

Te Kārearea



Te Pae Tawhiti/Vision:

“He Whenua Rangatira”

“Whangārei, a district of prosperity, wellbeing and empowered communities”

Te Kaupapa/Mission:

“Ka tūtuki te Kāwanatanga ā-rohe, ka puāwai hoki te kotahitanga me ōna tini kaupapa”

“Local Government that works through effective partnership and provides practical solutions”

Ngā Tikanga/Principles:

- He kitenga mutunga kore, mahi tahi, mahi pono – Strategic partnership working collaboratively and in good faith
 - Kia Māia – Providing leadership through courage
 - Te Manawatōpu – Of one heart and mind. We are stronger working together
 - Anga mua – Progressive and proactive
 - Me kōrero tika, tau noa ngā take – Open and frank mutually agreed outcomes
-



Te Kārearea Meeting Minutes

Date: Wednesday, 16 May, 2018
Time: 9:00 a.m.
Location: Council Chamber
 Forum North, Rust Avenue
 Whangarei

In Attendance	Her Worship the Mayor Sheryl Mai (Co-Chairperson) Taipari Munro (Acting Co-Chairperson) Cr Tricia Cutforth Cr Sue Glen Cr Greg Innes Cr Sharon Morgan Cr Anna Murphy Deborah Harding Violet Sade
Not in Attendance	Takiri Puriri Cr Crichton Christie Cr Vince Cocurullo Allan Halliday Merepeka Henley Delaraine Armstrong
Scribe	Jennie Thomas

Also in attendance: Janelle Beazley, Huhana Lyndon, Richard Nathan, Peter Vaughan, Mira Norris, Waimarie Bruce-Kingi, Rob Forlong (Chief Executive), Jill McPherson (General Manager Strategy & Democracy), Aperahama Edwards (Manager, Māori Relationships), Merryn Statham (Consultation Adviser), Cr Phil Halse (arrival 10.20am)

1. Open Meeting

2. Karakia/Mihi

Opening Karakia – Taipari Munro
 Mihi – Takiri Puriri

3. Apologies

Crs Vince Cocurullo and Crichton Christie, Delaraine Armstrong and Andre Hemara

Moved by Cr Sharon Morgan

Seconded by Janelle Beazley

That the apologies be sustained.

Carried

4. Introductions (Whakawhanaungatanga) – Introductions were given by attendees of the meeting.

5. Previous Minutes

5.1 Minutes Te Kārearea Meeting 18 April 2018

That the minutes of the Te Kārearea meeting held on 18 April 2018, having been circulated, be taken as read and now confirmed and adopted as a true and correct record of proceedings of that meeting.

Cr Innes noted the Te Tai Tokerau Papakāinga Toolkit has been published and will be circulated.

6. Reports:

6.1 Hapu Mandating Update May 2018

Huhana Lyndon advised that a special Te Huinga meeting will be held 10am 24 June 2018 at Oruku where confirmation for the remaining two hapu groups will occur.

6.2 Treaty of Waitangi Settlement Progress from Hapū - May 2018

Violet Sade advised that she requested a report from Te Kotahitanga group to bring to Te Kārearea. Te Kotahitanga declined and advised they did not want to provide a report until settlement is finalised.

Sharon Kaipo advised there was a meeting held with Andrew Little on Sunday 13 May 2018. There will be no account of this meeting until a report comes back to the people. Te Kotahitanga are meeting 26 June at Takahiwai.

Janelle Beazley spoke of the meeting held with the Minister and four Tuhoronuku leaders. No further report has been issued.

6.3 Action Log - May 2018

Jill McPherson provided a verbal update on the Action Log.

- There were no further actions from the last Te Kārearea meeting.
- There are a number of actions awaiting an outcome from the Rates Review and the Long Term Plan finalisation. There is a Council meeting today to formally deliberate on the LTP.
- NRC are joining other councils on the Environmental Hub project.
- At the March Te Kārearea meeting issues were raised regarding damage on the Pīpiwai and Henare Roads. Works have now concluded on both roads.

Sharon Kaipo extended an invitation for Council staff to Mangakahia to discuss rates with locals. Alison Puchaux (Revenue Manager) will be advised to contact Sharon to organise.

Violet Sade expressed concerns regarding Maori land rating, particularly coastal Maori land, and the value of houses built on Maori land being rated in the same manner as general land. It was explained that though the capital value is noted on the rating notice it is the land value properties are rated on.

Huhana requested an agenda item on mainstream vs Maori land rating.

Her Worship the Mayor advised that the Rates Remission and Postponement Policies are available on Council's website ([link here](#)) which can clarify who is eligible. At present Council bases rates on the land value not on capital value.

Waimarie Bruce-Kingi counselled that whānau should be invited to marae to hold hui regarding rates and remissions possible. Whanau know their own land, they are the holders of information including sites of significance.

There is regional discussion on aligning the remission policy across the North. A timeline for when this will be concluded cannot be provided. The Rating Policy as part of a resource kit is being developed for Marae which will help to explain the Rating Act.

Mira Norris spoke of a lack of understanding from agencies around Maori values in relation to their land. Maori land is not for sale and provides the necessities of life.

Her Worship the Mayor suggested after listening to the kōrero that Te Huinga bring a paper back to Te Kārearea on Maori whenua and consequently their position on being rated. There is an opportunity to gain an understanding of the issues from both parties. The offer for staff to go out to marae to discuss rates still applies but an item back to Te Kārearea would be welcomed.

There was discussion on the Focus on Youth (joint initiative). It was requested that clarity is sought on what is funded for youth in our district. There are a number of agencies already providing services for youth and there is a need to confirm that

these initiatives don't overlap. It would require quite a substantial amount of research to ascertain what agencies are and what services are being provided. There are Youth Space Networks who may assist with providing this information.

Cr Murphy will contact Huhana in relation to youth initiatives and the work that the Youth Advisory Group (YAG) are doing.

Deborah clarified that initiatives for youth relates to the aspiration for the succession of knowledge and what our joint commitment is. There was a body of work done on this in the previous electoral term.

The issue is around what gaps there are and what would be appropriate for us to work together. An agreement on outcomes is needed and then work should proceed on specific projects.

Andre and Janelle have updated postal addresses and contacts for marae in the Whangarei District. Marae representatives can contact Andre if they wish to confirm the details are correct.

6.4 Te Huinga Proposal

A paper was presented to Te Huinga and a follow up meeting was held with Aperahama, Huhana and Delaraine to discuss the proposal of Te Huinga's focus for 2018.

It was noted that Te Huinga don't have staff to research and follow up on reporting for Te Kārearea. Te Huinga are all volunteers and a project manager position could be used to move along or follow up on project work.

Her Worship the Mayor advised that today the paper would be noted. The financial implications for Council means that if there is support for this initiative, a decision would need to be made outside of this forum.

Cr Innes spoke of the need at times, for technical capacity because of the complexity of some of Council's processes. The Planning and Development processes often requires specialised knowledge and consultants could be considered. He advised that the working group could also consider these options.

Council's Maori Relationship team are working through the proposal with a sub-group of Te Huinga and will report back with any progress.

7. General Business

Richard Nathan introduced himself and spoke of his achievements including his involvement in the Tai Tokerau District Maori Council. Richard has been involved in documenting the Treaty Hearings. He spoke on his involvement in the negotiations on Poroti Springs.

Peter Vaughan (attached report) spoke on Maori Representation and Participation and expressed his view that Te Karearea should review and progress the development in these matters to ensure benefits for Maori as Treaty partners. He noted that if Te Parawhau had land it could be a location for a Wharewaka. (noted on action log).

A report was tabled by Huhana Lyndon on a meeting held by Te Huinga on 3 May at Oruku. (attached). Discussion ensued on the Puriri Park Development Proposal. It was queried why Council had not notified Te Huinga on the proposed divestment of the land by the Ministry of Education (MoE).

As adjacent land owners MoE approached Council staff to ascertain if there was any interest in Council purchasing this land. Council reviewed the offer strategically and Council officers concluded that the purchase was not a funding priority.

It was queried if Ministries have a protocol in place regarding offering land back to hapu in the first instance. Any reply received back in response to the letter to the various Ministries from Te Parawhau would be of interest in answering this query.

Aperahama advised that there was already a process in place regarding land banking and protection of the land when it falls under a claim. There would have been a request of record of land if Puriri Park had been placed under a protection mechanism or land bank. This process lies with the Office of Treaty Settlements (OTS) not Council.

8. Closure of Meeting – Karakia - Taipari Munro

Meeting closed at 10.58 am.

7.1 Hapū Mandating Update June 2018

Meeting: Te Kārearea Strategic Partnership Forum
Date of meeting: 20 June 2018
Reporting officer: Dominic Kula (General Manager Strategy and Democracy)

1 Purpose

A verbal update provided by hapū representatives to Te Kārearea Strategic Partnership Forum

2 Recommendation

That the Te Kārearea Strategic Partnership Forum note the verbal update on the mandate progress.

7.2 Treaty of Waitangi Settlements Progress from Hapū June 2018

Meeting: Te Kārearea Strategic Partnership Forum
Date of meeting: 20 June 2018
Reporting officer: Dominic Kula (General Manager Strategy and Democracy)

1 Purpose

A verbal update on Treaty of Waitangi Settlements will be provided by hapū representatives to Te Kārearea Strategic Partnership Forum.

2 Recommendations

That the Te Kārearea Strategic Partnership Forum

1. Note the verbal update of the Treaty of Waitangi Settlements progress from hapū representatives, and
2. Note the attached tabled information provided by Janelle Beazley for discussion.

3 Background

A paper by David Tapsell was put forward on what Ngapuhi might look like however no conclusion was reached on this. Pita Tipene submitted a paper regarding principles that are needed to adhere to during the discussions. Jason Pou also submitted a paper of which the technical advisers will come back with messages to deliver to the people and some thoughts about what a transition/implementation process might look like. Technical advisers are engaged to work through details of the model presented by David Tapsell. The technical advisers are David Tapsell, Jason Pou and Willie Te Aho - also invited is Julian Wilcox who has intimate knowledge of the Ngai Tahu process.

4 Attachments

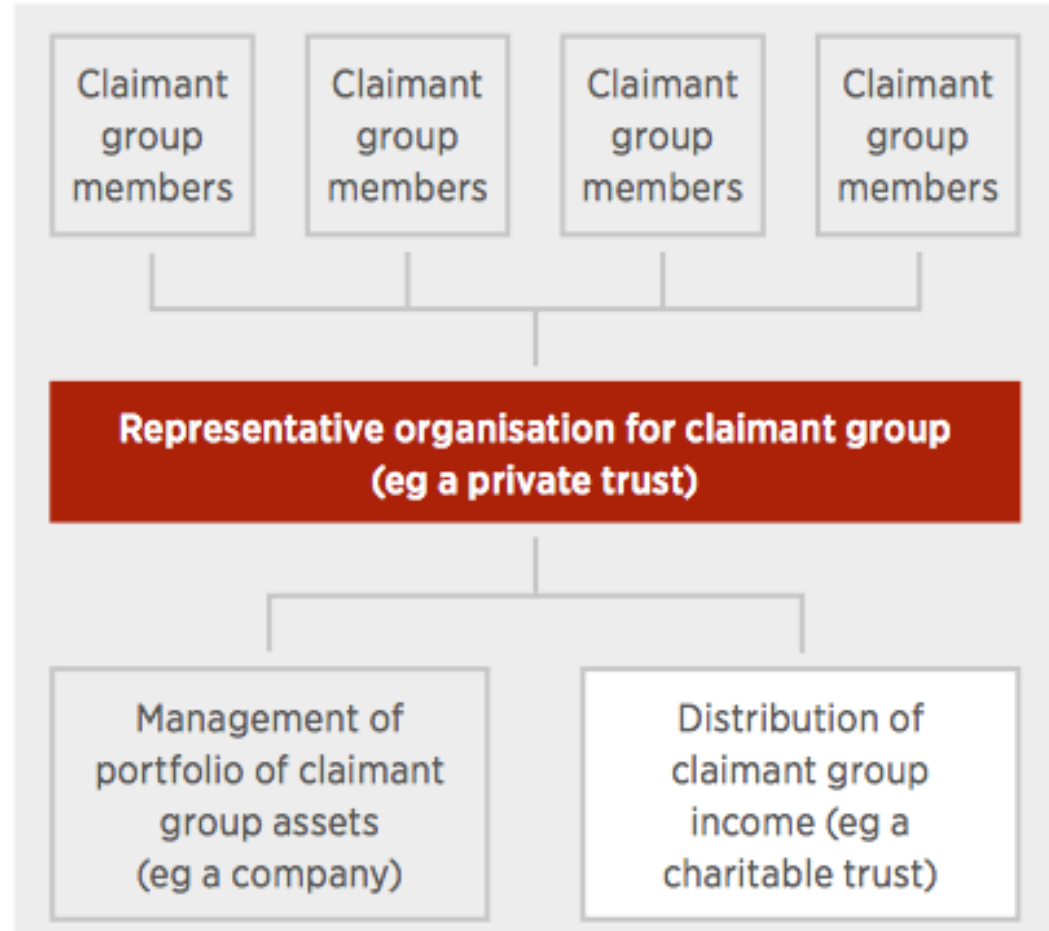
1. Notes for 13 May hui
2. Ngapuhi Structure File Note
3. Te Tiriti O Waitangi Settlement - Tuhoronuku Independent Mandating Authority

Notes for 13 May hui

Look to compromise and find a way forward

- Crown willing to go some way but Tūhoronuku and TKT need to be flexible as well.
- By redefining “Agreed Mandate Arrangements” the underlying mandate itself does not need to change but in practise we hope everyone gets more of what they want in terms of representation etc.

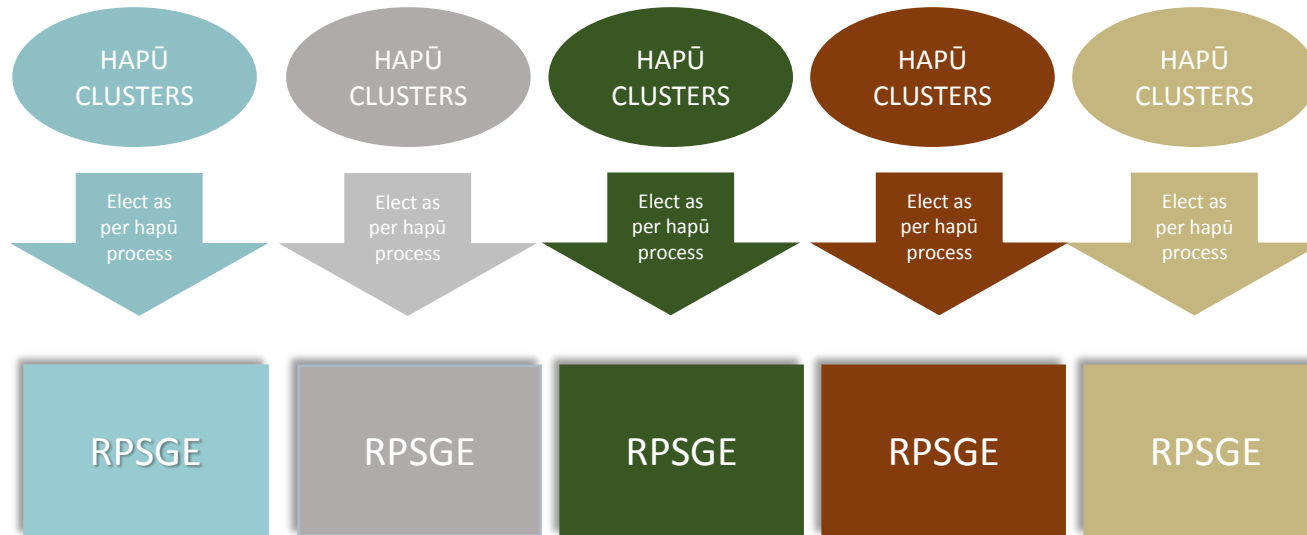
What the Crown usually requires



POTENTIAL PSGE WORLD

16

Constitutions



Function:

- Ultimate owner or controller of RSPGEs and PSGE

Function:

- Own and administer cultural redress
- Appoint PSGE representatives and receive and administer distributions

Function:

- Economic
- Pan Ngāpuhi lobbying/political
- Delivery of services (not to overlap with RSPGEs)?

CONSTITUTION

7 Principles included:

1. Hapū rangatiratanga
2. Manaakitanga (taking care)
3. Tūturutanga (integrity, longhaul)
4. Kaitiakitanga
5. Tikanga (the right way at the right time and right place)
6. Kia horo, te ata haere (hasten with care)
7. Aroha tetahi ki tetahi

PSGE

Each rūnanga has its own governance structure and it is through this mechanism that the collective Ngāi Tahu voice in the region is represented and heard at local government and community level.

No rūnanga is the same, each has opportunities and challenges shaped by the land, the environment, the towns and cities and the people that make the region home. The rūnanga is the face of Ngāi Tahu at regional level, wanting better education for their children, safer communities and less pollution at the beach.

Te Rūnanga was created to manage the collective assets of the tribe and in doing so support rūnanga in a way that allows each of them to exercise rangatiratanga – to determine their own destiny so they can build and sustain their communities as they have done so successfully for generations.

Papatipu Rūnanga

Te Rūnanga o Ngāi Tahu and Ngāi Tahu Charitable Trust

Notes to the Summary Group Financial Statements Continued

2. TRIBAL, RŪNANGA AND WHĀNAU DISTRIBUTIONS

	2017	2016
	\$000	\$000
Income Relating to Tribal, Rūnanga and Whānau Distributions		
External Funding Received (Non-Exchange Revenue)	3,664	2,754
Other Income	3,827	2,614
	7,491	5,368
Less: Expenses		
Rūnanga Direct Distributions & Development	(10,597)	(12,693)
Culture and Identity	(2,588)	(2,169)
Disaster Recovery	(316)	(30)
Mātauranga Grants and Development Expenses, Housing and Kaumātua Distributions	(7,120)	(4,555)
Natural Resources, Tribal Properties and Mahinga Kai	(2,782)	(2,831)
Strategy and Influence	(1,171)	(1,077)
Whai Rawa Distributions and Operating Expenses	(5,589)	(4,729)
Tribal Engagement	(2,503)	(2,072)
	(32,666)	(30,156)
	(25,175)	(24,788)

The above costs represent the direct costs of the programmes only and do not include an allocation of general operational and administrative expenses.

Recognition and Measurement – Grants and External Funding

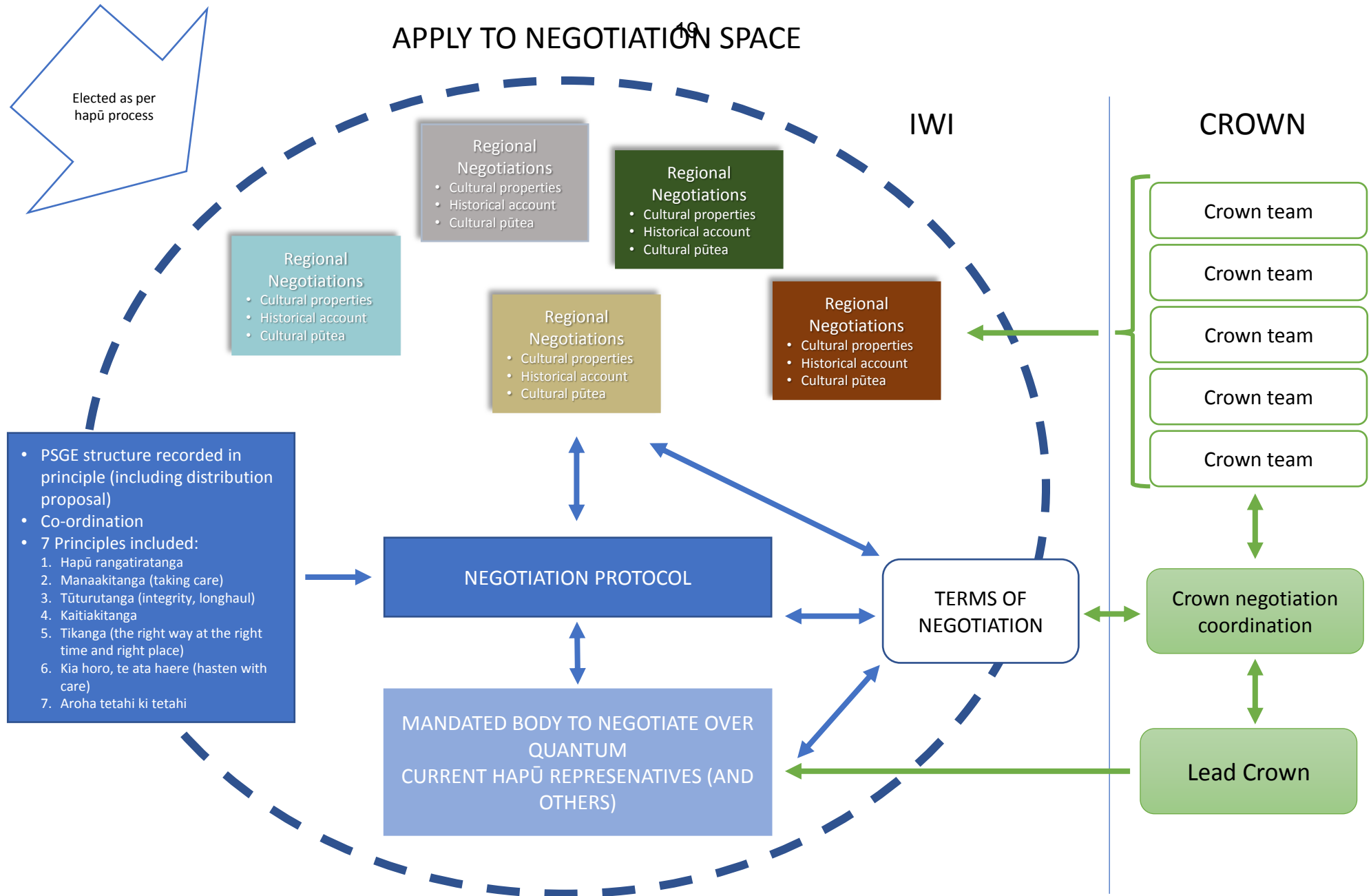
Revenues from non-exchange transactions is recognised when the Group obtains control of the transferred asset (cash, goods or services), and:

- it is probable that the economic benefits or service potential related to the asset will flow to the Group and can be measured reliably; and
- the transfer is free from conditions that require the asset to be refunded or returned to the funding entity if the conditions are not fulfilled.

To the extent that there is a condition attached that would give rise to a liability to repay the grant amount or to return the granted asset, a deferred revenue liability is recognised instead of revenue. Revenue is then recognised only once the Group has satisfied these conditions.

APPLY TO NEGOTIATION SPACE

19



Ngāpuhi Negotiation Protocol

- This would be your document, not the Crown's, but we can help prepare a draft if you want.
- Agreed between the Quantum Negotiation Group and the Regional Negotiation Groups.
- Does not need to be too long but will provide certainty in relevant areas such as:
 - The Seven Principles
 - Who is negotiating what, i.e. Quantum, Historical, Cultural (this is fundamental)
 - Co-ordination of all negotiations
 - Updates – how are the negotiations going ? etc
 - Could include:
 - ✓ RPSGE consultation on AIP Quantum
 - ✓ Ref to Ngāpuhi PSGE Principles

Ngāpuhi PSGE Principles

Function

- Do not want to duplicate functions as may diminish/dilute outcomes for Ngāpuhi.
- Central Quantum held and managed in QPSGE but cultural redress vested directly to RPSGE's – a deviation from Crown policy but we could do it.

Distributions

- RPSGE's can be beneficiaries of the QPSGE for distribution purposes.
- QPSGE constitution can permit/require a % of net profit after tax and retained earning be distributed to RPSGE's annually.

Amendment to QPSGE Constitution

- Major transaction safety plus majority of QPSGE reps required before vote can be put to people.

Representation

- RPSGE representatives will be elected by the hapū
- The Crown will have minimum requirements around fairness and process but will otherwise leave it to the hapū to develop their elective process (which will be set out in RPSGE rules)
- Some QPSGE representatives will be *appointed* by the RPSGE's (certainty of notice in QPSGE constitution).
- How many? Will there be other appointors?

Hapū Rangatiratanga

IN NEGOTIATIONS

- RNG negotiate their own cultural and historical account/cultural pūtea?
- RNG representatives are hapū based
- RNG's have consultation on AIP Quantum
- RNG feed into PSGE Development (Ngāpuhi PSGE Principles already recorded)
- ➡ This will be locked into NNP (and by reference Terms of Negotiation with Crown)

Terms of Negotiation (with Crown)

- Consistent with NNP and also standard negotiations rules of engagement with Crown
- Parties would be QNP, RNG's and Crown
- Keep it principled but simple

Significant consultation (i.e. AIP/Deed)

- RNG hapū approve their own redress
- In terms of Quantum redress – ALL Ngāpuhi approve but RNG updated and consulted

POST SETTLEMENT GOVERNANCE

- *Ngāpuhi PSGE Principles* would be the starting point for discussions on QPSGE (recorded in NNP and TON)
- PSGE workstreams (QPSGE and RPSGE) would run parallel to negotiations (this is important)
- Workstream could include QNB and RNB members, plus appropriate Crown assistance
- QPSGE and RPSG's would need to satisfy Crown minimum requirements but Crown can be flexible

Other Matters

HOW MANY REGIONS?

- Are there 5 regions or 6? What are the minimum requirements?
- What about Taura Here?
- Can we discuss this once the other RNG's are in place as indicated by the Tribunal?

WHAT ABOUT THE TE RUNANGA O NGAPUHI?

- A new central QPSGE will be required here. So what happens to Te Runanga o Ngapuhi?
- In other Settlements the Settlement Legislation has been used to transfer all assets and liabilities of an existing entity/entities into a new PSGE. This makes an otherwise complex and costly exercise relatively straightforward.
- For that to happen both the existing entity/entities and the new PSGE need to agree.
- If Ngāpuhi is not able to decide this issue before the Settlement Date the Crown could include provisions in the Settlement Legislation which will only trigger if both the Runanga and QPSGE formally write to the Crown by or before five years from the Settlement Date.
- The Crown have never done this before but it will give Ngāpuhi more time to consider this issue once the Settlement has been completed if required .
- Or, we do nothing.

Look to compromise and find a way forward

- Crown willing to go some way but Tūhoronuku and TKT need to be flexible as well.
- By redefining “Agreed Mandate Arrangements” the underlying mandate itself does not need to change but in practise we hope everyone gets more of what they want in terms of representation etc.

Agreed mandate arrangements

- Crown, Tūhoronuku and TKT agree to a set of Mandate Arrangements.
- Once agreed the parties would co-sign a letter setting out the Arrangements.
- The Arrangements would give everyone certainty NOW and in the FUTURE around key issues for them (in the spirit of compromise) both in terms of the negotiation structure AND key issues to be addressed with PSGE development.
- Monthly report backs on how the Arrangements are working.
- One of the three parties could at any time signal that there is an issue with the ongoing implementation of the Arrangements (disputes resolution).

Next steps

- If we can agree the broad arrangements today, in principle, then they will be written up (in the form of a draft letter) and each party takes back to its people/executive for agreement.
- If required David Tapsell can attend one meeting of Tuhoronuku and Te Kotahitangi (small team executive meetings with your key advisors) to clarify any issues in the draft letter.
- If agreement is reached on the broad arrangements in the draft letter the Minister, Tuhoronuku and Te Kotahitanga representatives will meet/co-sign the letter reflecting that. This will be a significant achievement.
- Then there will be a process to work through to establish the negotiating structure (NNP, TON and rules of engagement/mechanics, etc). The Crown will support this.
- Then negotiations proper can commence.

FILE NOTE

To:

From: [Name]

Date:

Subject:

Kia ora

I have compared the models that have been discussed with the Crown and have compared them to the structure that has been proposed within the Maranga Mai Report.

I found it difficult to follow the Crown proposal as it applied to the Negotiation space, so in the comparison with Maranga Mai I felt it necessary to draw from the modelling of the 'Potential PSGE World'. For the purposes of structures, the matters referred to relating to the way in which any settlement assets might be held, and/or what is a cultural asset as opposed to a cultural property were also ignored.

The other significant matter that is ignored for the purposes of this exercise is the need to include an ability for hapu exclusion or withdrawal. This is an important issue, but not one that impacts on structure.

Both of the proposed models contemplate a regional representational approach, where each region is driven from the hapu level. As such, they both seem to be reflective of the expressed desire to create a structural group that will allow for the expression of hapu autonomy within a collective process.

Both Models contemplate that the regions would work together some way in a collective decision making process, and that one legal body would be created to hold the responsibility for the mandate.

If anything, the Crown proposal probably provides for higher separation by contemplating separate regional negotiations that could take place without necessarily providing for the inter-regional co-ordination of decision making that is proposed by Maranga Mai.

Maranga Mai doesn't necessarily contemplate such a separation by requires that wider discussion among the iwi informs decisions that are made at the regional level to be executed by a mandated group that through the processes above is accountable to the hapu.

A similar approach is contemplated by the Crown, which sees the establishment of a Mandated body that would be subject to a Negotiation Protocol that would determine its makeup and role. I think it is important to note that my understanding is that the 'Negotiation Protocol' would be one that would be determined by the regions, and not one in which the Crown would necessarily have input into other than to the extent that it would be examinable.

Within the Maranga Mai proposal, it would be logical for the decision making process and the way in which Te Hononga Iti executed decisions would be subject to some sort of internal accord to allow for transparency of decision making and implementation.

So whether it be by protocol or accord, it does seem that the models put forward are two different ways of saying the same thing.

In the main, therefore, the concern that probably arises is in the way in which the Crown have set out an expectation of a centrally negotiated quantum. In my view, this arises through a misconception of what quantum is and how it potentially informs, and maybe limits the nature and scope of any negotiation.

I have always taken the approach that the quantum negotiations are really about informing the space to move and potential allocation that might be available within any negotiation. Whether assets are negotiated collectively should not necessarily restrict the way in which they are held.

The point is that some assets might end up being held by particular regions, some assets might be held collectively by some of the regions, some by all of the regions together. How this ends up (and how that informs value) will of course be a hot topic within the scope of the negotiations and will remain an ongoing topic for Ngapuhi to discuss. There does however, need to be some co-ordination.

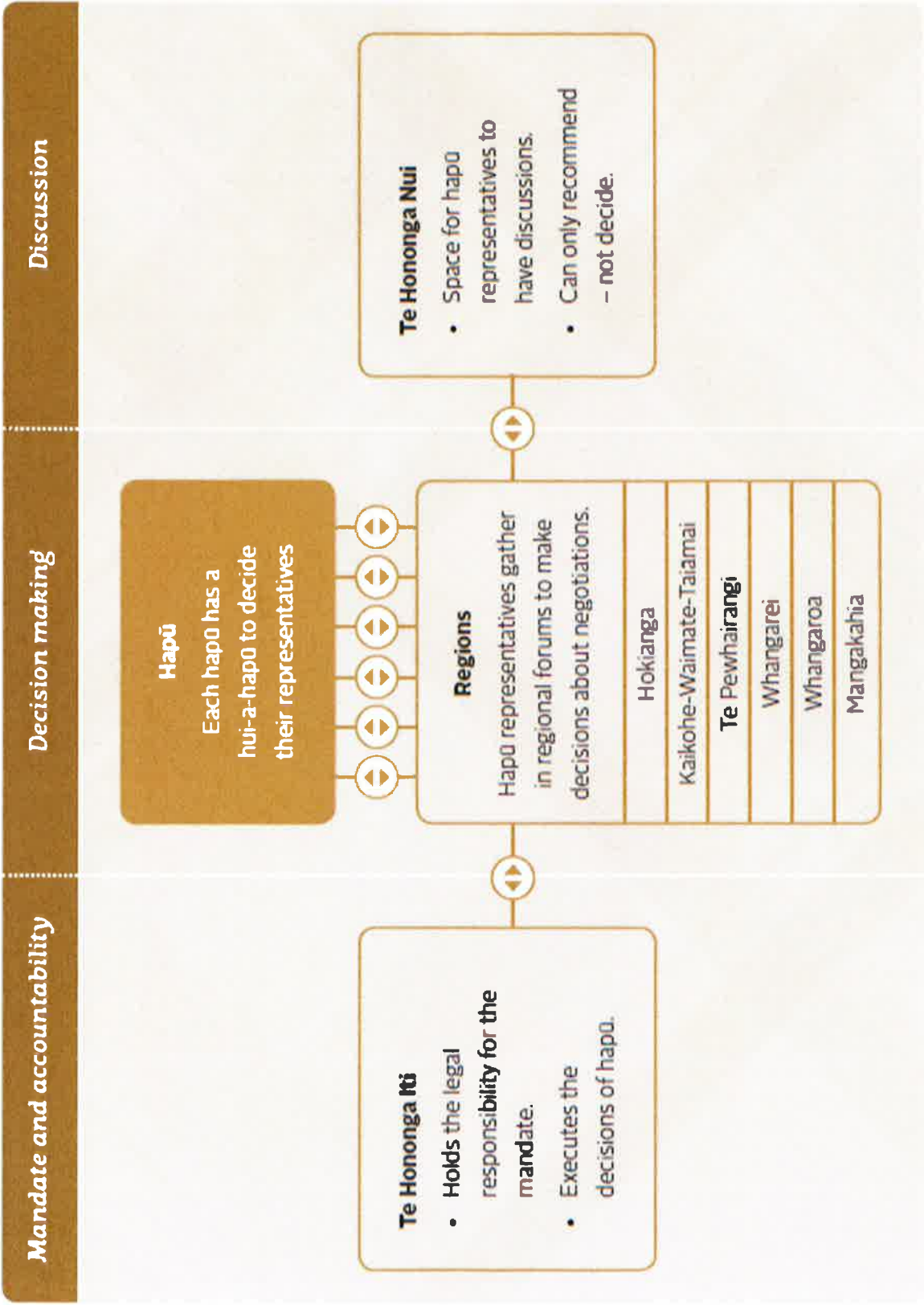
It is with this in mind that I am of the view that the proposals are closer to each other than we think and what is required is an initial ratification process that provides for some discussion around the implementation moving forward. This process is perhaps the most important if any wide ranging trust in the process is to be developed.

In terms of process, I can't understand, given the similarities, why this can't be locked down within an implementation process such as the one that is envisaged at p51 of the Maranga Mai report.

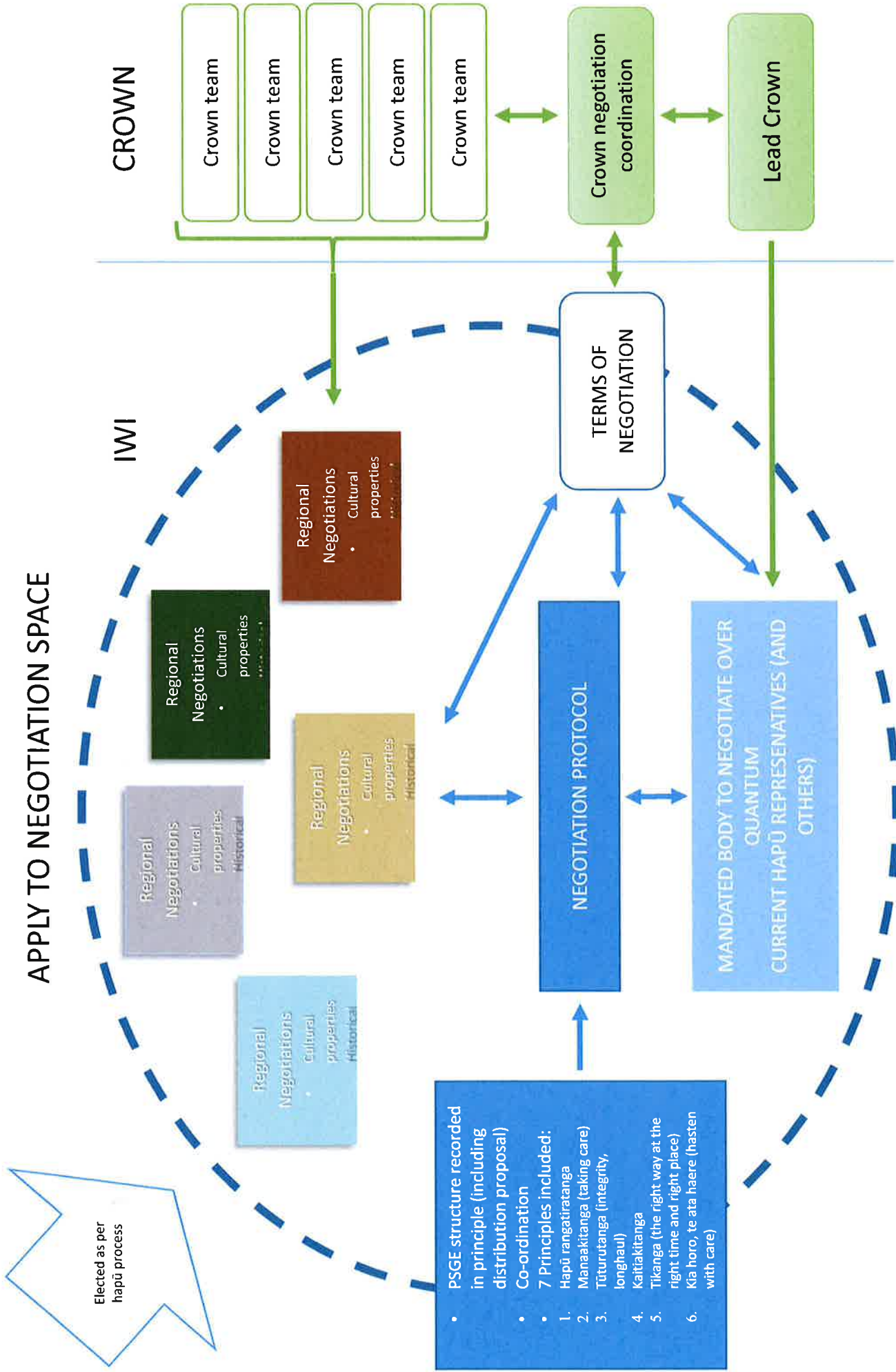
Naaku noa, na
Tu Pono Limited

[Name]
For **[Director's Name or your Designation]**

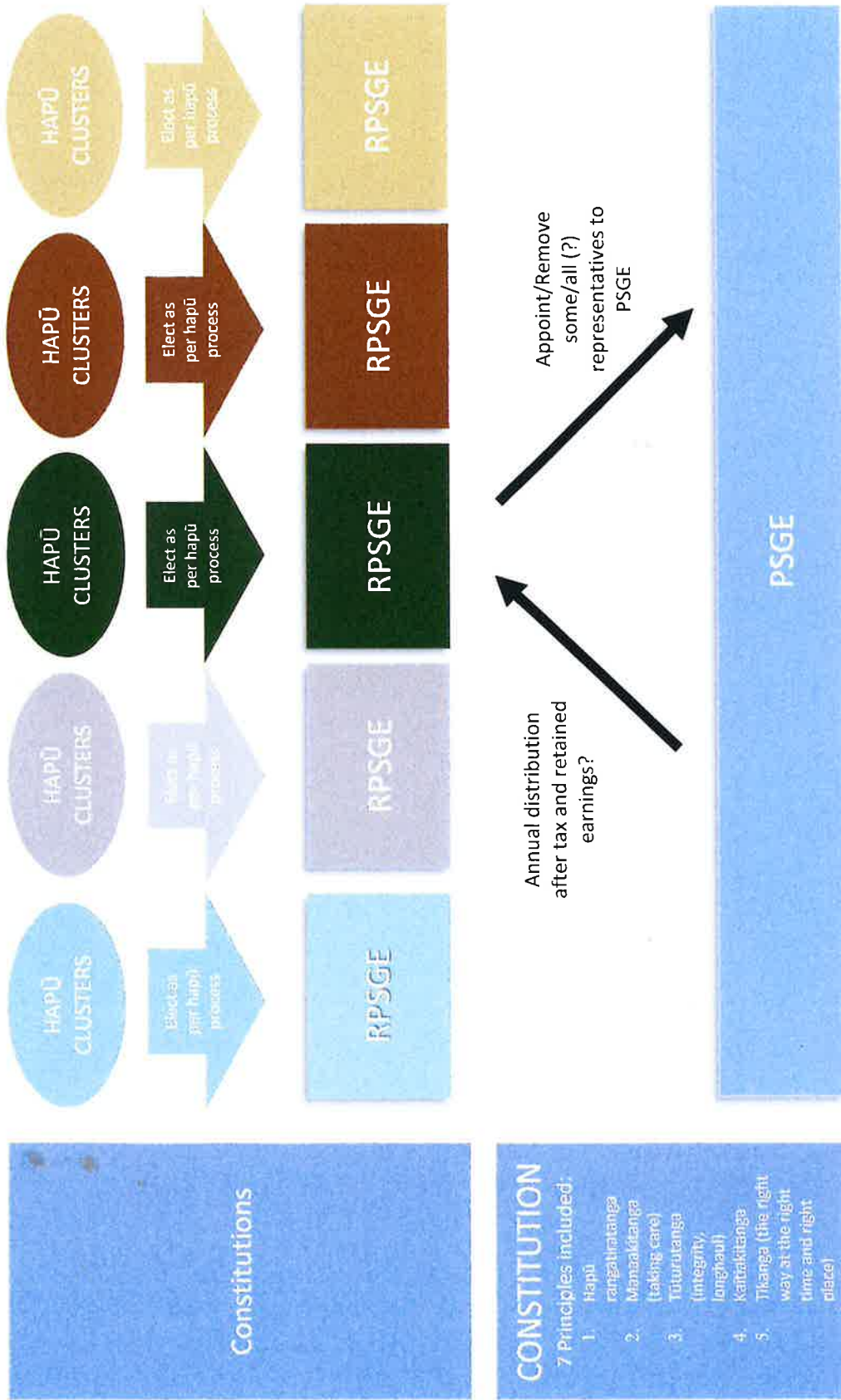
Our proposed structure



The six regions and their names in this diagram are indicative only.



POTENTIAL PSGE WORLD



Function:

- Ultimate owner or controller of RPSGEs and PSGE

Function:

- Own and administer cultural redress
- Appoint PSGE representatives and receive and administer distributions

Function:

- Economic
- Pan Ngāpuhi lobbying/political
- Delivery of services (not to overlap with RPSGEs)?

Tena Tatou Katoa

I can report that we met again yesterday 7 June 2018, to further our push to get a united approach to Settling Ngāpuhi's Te Tiriti o Waitangi grievances against the Crown for breaching of Te Tiriti o Waitangi.

I will say up front that the meeting was a great meeting with all agreeing on a kaupapa going forward and I will come to that in the body of this report.

Julian Wilcox attended and gave us a good insight into how Ngāti Tahu is operating practically on the ground. All participants were eager to explore that concept and referred to the paper that David Tapsell put up for discussion purposes at the meeting on the 13 May. Although we have not discussed that paper in depth, there are things to like about where the paper is pitched. I attach to this email.

Yesterday Rudy Taylor also tabled a paper written by Jason Pou, paper attached, for consideration by the four of us. Again there are things within that paper that are worthy of consideration as we work toward this elusive common direction. Hone raised the issue about the paper returning to the Maranga Mai report which does not have the support of Tuhoronuku.

The outcome of that meeting is as follows:

Technical advisors will be engaged to:

- Work through details of the model presented by David Tapsell and the paper put together by Jason Pou
- Come up with messages to deliver to the people about the model
- Put together some thoughts about what a transition/implementation process might look like

This material will then be put back up to the principals for agreement at our next hui. Technical advisors will be David Tapsell, Jason Pou and someone to be put forward by Tuhoronuku. Hone and I have suggested that because Julian Wilcox has an intimate knowledge of the Ngāti Tahu model that he be put on this committee as of right, similar to David Tapsell on there as of right. Jason Pou has been put on there through Rudy and Pita and Hone and I will nominate someone after discussions over this weekend.

This wasn't discussed at the hui but the Minister has asked for views on what an adequate timeframe would be for the technical advisors to report back. The Minister thought it would be great if we could get the technical advisors to start this work as soon as possible and to provide some material for consideration (via email) by Thursday next week. Hone and I have concurred with this.

Again, Hone and I are buoyed with the way things are developing and we are confident that we will get an agreed pathway over the line shortly. Don't get me wrong, we have a hell of a lot of mahi to do but we are closing in on a framework that we are able to collectively support.

Mauri Ora

Raniera

7.3 Action Log – June 2018

Meeting: Te Kārearea Strategic Partnership Forum
Date of meeting: 20 June 2018
Reporting officer: Dominic Kula – General Manager Strategy and Democracy

1 Purpose

To brief Te Kārearea Strategic Partnership Forum on the actions undertaken by Council for queries raised at previous meetings as outlines in the attached Action Log.

2 Recommendation

That Te Kārearea Strategic Partnership Forum note the attached Action Log.

3 Background

Queries from previous Te Kārearea Strategic Partnership Forum meetings are added to the Action Log with Council updating actions.

4 Attachment

Action Log

ACTION LOG

	Activity	MEETING DATE	PROGRESS	STATUS
1.	Waka House	16 May 2018 Response	Council staff have been working with Peter Vaughan of the Whangarei Waka Trust over the last 2-3 years to find a location for an enclosure to be built to store their waka. Council has offered a temporary site for the waka enclosure at the Aquatic Centre for up to 5 years. Council officers are working through the details of their use of this site. There are no allocated Council funds for this project, and Peter has been given details of possible funding sources for community projects to cover levelling and construction costs. Elected Members support the establishment of permanent facilities at Pohe Island once the infrastructure to support additional use is developed.	In progress
2.	Rating	March 2018	Maori Land and Rating arrears. Council to look at working with marae to help people understand and feel comfortable with talking to council about rating and rating arrears. Explain the Rates Remission Policy. Request to put this on the agenda for discussion in further meetings. Hapu asked to invite Council to talk at their respective Marae when it suits their schedules.	In progress
		Update: May 2018	Te Huinga to produce a paper on Maori Tikanga on whenue and their consequential position on being rated.	
		Update: May 2018	There was an objection to the practice of the valuation of Maori Land is the same as for General Land	
		Response:	Opteon (our valuation service provider) will be reporting on the tri-annual general valuation in October or November 2018. In the past they have also presented to Te Karearea their findings, so we will ask them to do the same this year.	
3.	Environmental hub at the Fernery	15 June 2017	A scoping report, including cost estimates, has been requested by Te Huinga.	Closed
		Response	Council has determined not to proceed with this initiative at this time.	
		Update March 2018	Request from Allan Halliday for Council to relook at this. Allan to also submit through the LTP process.	Reopened
		Update April 2018	While there is no progress on the Environmental Hub Project the He Kakano Community Nursery upgrade project is proposed for nursery facilities at the rear of the building.	

	Activity	MEETING DATE	PROGRESS	STATUS
4.	Correspondence to Marae	March 2018	Request for all marae to receive copies of any important information from Council. Need to update data base of marae contacts. Andre and Janelle working on updating information.	In progress
5.	Marae resource kits	March 2018	Request for Marae resource kits of important documents e.g. LTP, Rating Policies, Fees and Charges, Urban design etc. Working on what documents would be of interest.	In progress
	Blue Goose Entranceway	20 September 2017	Future developments for the Blue Goose entranceway, potentially could host a cultural precinct which may include a marae for Otaika.	Closed?
		Response November 2017 (no change)	The treatment of this entranceway is being considered as a new item for the Long Term Plan 2018.	
		Response June 2018	Entranceways – \$550k plus inflation planned for year 4/5	
6.	Sealing Rural Roads	19 July 2017	<p>Requests to seal rural roads:</p> <p>All of Wrights Road (partial seal is a project for 17/18 year).</p> <p>Forestry routes.</p> <p>Dust/mud on roads that are school bus routes.</p> <p>Henare Road – access to urupa and marae. This road is unsafe after big rains.</p> <p>A prioritised list of roads to be sealed and dedicated annual budget for LTP was requested.</p>	Closed?
		20 September 2017	<p>Request to seal Ngunguru Ford Rd was made.</p> <p>Further seal extensions and how they are prioritised will be considered as part of the Long Term Plan 2018</p>	
		Response: November 2017 (no change)	Council is intending to repair 3 short sections of Kokopu Rd as the pavement in these locations has failed. These will be completed in the next few weeks. These are ongoing maintenance work required for all roads to keep the travelling public safe. These works do not include the sections of road with the various tight corners which are before the first section of the proposed works, as the pavement through these sections are ok.	

	Activity	MEETING DATE	PROGRESS	STATUS
			<p>The logging companies previously investigated the potential use of Kokopu Rd for returning empty logging trucks because the narrow windy nature of this made this route unsafe as the trucks couldn't traverse the corners without crossing the centreline.</p> <p>Council has allocated \$1.3M to the sealing of an additional 2.5km of Wright and McCardle Rds this summer and tenders for the work close in early November. Therefore, we assume works will commence on the road later in November.</p> <p>Funding for the maintenance of Kokopu Rd and the funding for the seal extension works on Wright Rd come from different funding sources within NZTA and their funding rules do not allow the two activities to be mixed.</p> <p>Council is about to commence the agreed dust suppression programme of works on the District's unsealed logging routes in November.</p> <p>Further seal extensions and how they are prioritised will be considered as part of the Long Term Plan 2018</p>	
		Response June 2018	Seal Extensions – The budget has been increased to \$1m per year to seal roads, the first 2 years will be dedicated to sealing Wright road, criteria for prioritisation will need to be set by council for years following.	
7.	Maori Participation in elections	4 August 2017	Desire expressed to encourage more Maori Candidates and more Maori voting.	Pending
		Response November 2017	This is a matter for the next local government elections to be held in 2019.	
8.	Focus on Youth (Joint initiative)	19 April 2017	Clarification has been requested on what this action means.	Pending
		20 September 2017	Hapu have requested that Council develop some ideas for this initiative.	
		Response November 2017 (no change)	Council will do so and report back to Te Karearea.	

	Activity	MEETING DATE	PROGRESS	STATUS
		Response: February 2018	This arose from a joint Council/Te Huinga workshop soon after the elections. No action to date. Ideas also required from Te Huinga.	
		Update: June 2018	The Community Development Department are looking into this action and will report back to Te Karearea.	
9.	Winstones Quarry	May - August 2017	<p>Winstone Quarry Development – there is concern about placing the overburden onto the Pegram land.</p> <p>GBC Winstones resource consent application for overburden (LU1700100) has been received. The application includes an assessment of effects on the limestone outcrop (Tonkin & Taylor, Preliminary Overburden Disposal Area). There is only a small area of this on the site with the vast majority located to the north-west of the disposal area.</p> <p>The report concludes that there is a low to negligible risk of void collapse due to limited area underlain by limestone and the expected limited thickness of limestone in the area.</p> <p>The Hapu disagree, and have continued to express their concern at each meeting.</p>	Under Action Now with Hearings Commissioner
		Response November 2017 (no update available)	<p>Update:</p> <p>Winstones have requested that the application be put on hold (suspended).</p> <p>Previous meetings:</p> <p>At the request of the CE, Murray McDonald asked CBC Winstones if they would specifically consult with Taipari Munro. They responded as follows:</p> <p><i>As described in our resource consent application, we have an on-going, working relationship with the Ruarangi Trustees, of which Marina Fletcher is our primary point of contact.</i></p> <p><i>Marina is in the final stages of preparing a Cultural Impact Assessment, which addresses the Pegram block proposal, among other matters. It is the preference of both parties to continue working together as we have done so, to date.</i></p> <p>The application was publicly notified on 12 July 2017 so parties were able to make submissions on the proposal. An independent commissioner with Tikanga Maori has been appointed to the Panel to hear submissions.</p>	
		Response June 2018	The Hearing has been held. Decision of Commissioner pending at time of writing.	

	Activity	MEETING DATE	PROGRESS	STATUS
19.	Having a voice in RMA matters amendment to Act	19 July 2017	Hapu expressed ongoing concern about input into RMA matters. They agreed Maori Planning Commissioners could address some of these concerns.	Pending
		Response November 2017	WDC has asked for nominations from Te Huinga for possible Independent Planning Commissioners. Two names have been received. Council is also considering a request for a Mana Whakahono a Rohe from Patuharakeke.	
		Response February 2018	Council has received nominations for Commissioner training from Te Huinga. These people will be registered for the training during 2018.	
		Update: June 2018	A request to Ministry for the Environment officer Hauauru Rae – Kaitaatari Kaupapa Matua/Senior Policy Advisor for advice and guidance on commissioner training was accepted. A date is yet to be confirmed for him to attend a Te Huinga hui, Andre will maintain contact with Hauauru and coordinate a date.	
CLOSED/COMPLETED				
	Issues of pedestrian safety in Tikipunga	November 2017	Pedestrian safety at the new subdivision, close/behind to Totara Primary School. Questions were raised about the safety (for school children) of the new subdivision roading designs.	Closed
		Update/Response:	Issues like this are dealt with at the time of consent – approximately seven years ago. We are aware of one reported incident on Wairau Drive, this involved a near miss of a child. We are monitoring the zebra crossing on Corks Road to see if this be moved away from the roundabout.	
	Rates Structure Review	19 April 2017	In April 2017 Council provided Te Karearea with an overview of the Rating Structure review and agreed to discuss the rating of Maori land as a separate process from the wider engagement process. It was also agreed that Schedule 11 of the Rating Act would be a specific focus of that discussion. A suitable forum for this will be arranged in the near future.	Consultation now Complete
		Several	Interest in a workshop on schedule 11 was repeated.	

	Activity	MEETING DATE	PROGRESS	STATUS
		20 September	Te Huinga invited staff to attend a Te Huinga meeting to have a workshop on the Rating Policy. Also a report to Te Karearea was requested.	Closed
		Response: February 2018	The preferred rating policy will be included in the Consultation Document for the Long Term 2018-28 that will be provided to the members at this meeting.	
	Rates Arrears	24 May 2017	Treatment for Maori land will form part of broader Council rating review.	Closed
		Response: June 2018	Offer still stands for Rating team to visit Marae on invitation to work through options.	
	Pipiwai/Puketitoea Road Junction	March 2018	Slump in road at Pipiwai Junction of Puketitoea Road. Road had been marked but no work to fix.	Closed
		Update/Response:	Work will be completed in the next few weeks. 7/5/2018 update – Contractor advised work completed. WDC Roding Inspector will be going out to take photos and ensure work is completed.	
	Henare Road	March 2018	The continuous rain we have had lately has damaged Road on numerous occasions. There are no drains or culverts until you get to the lowest point of the Road. Water overflow scours both sides of the road and causes potholes and corrugations. When is road maintenance programmed?	Completed
		Update/Response:	Our Northern Roding Inspector has advised that there are works programmed for Henare Road for within the next few weeks weather dependant. 7/5/2018 update – Contractor advised work completed. WDC Roding Inspector will be going out to take photos and ensure work is completed.	

	Activity	MEETING DATE	PROGRESS	STATUS
	Registering Waahi Tapu (and other sites of significance to Maori)	20 September 2017	There was general concern expressed regarding Sites of Significance register including: <ul style="list-style-type: none"> - Is there funding for Hapu? - The funding that was provided to Ngati Hau – how was it spent? - What protection does recording a site give? 	Closed – to be reported regularly to Te Karearea.
		Response November 2017	Information that has been received has been reviewed. It is now considered that 75% is collected. This is no longer an active plan change while awaiting further information. There is no additional Council funding for this at this time. Council initially funded this through Repo Consultancy. This funding was to cover costs to the Hapu and the consultant. It has all been spent without the full information being passed to Council from Hapu. The planned Sites of Significance Plan Change is reliant on this information so a new solution will be required. <ul style="list-style-type: none"> • The total amount paid to the contractor was \$172,250 +GST. The contractor has detailed within invoices to Council payments to hapu including Te Parawhau. Council has no evidence of what happened to the 'hapu' payments. • Mapping information has been received from Ngati Kahu, Ngati Hau, Te Waiariki, Patuharakeke, half information from Ngati Wai and Ngati Hine and no data from Te Parawhau. • The contract required the consultant to obtain data from all of the above hapu plus Ngati Korora and Ngati Taka Pari. Information is held by Council in three ways: <ul style="list-style-type: none"> - Confidentially ("black" sites restricted to two staff with authority) - Open - Council-only. When an application is received for a consent that has a site on the land involved, the applicant is required to discuss the development with the relevant Hapu.	
		Update:	Two reports are included on this agenda. One chronicles the history of the project, and the second recommends a way forward.	
			Way forward agreed	
	Pipiwai Road works.	March 2018	A complaint to Roding re overflow of water from Pipiwai Road (near the FNDC end of Pipiwai Rd) directed onto whenua (land). There had been no consent given for this discharge to occur.	Completed
		Update/ Response:	Team have assessed the work and discussed it with the Roding Manager. Work carried out at this site by our contractors has not changed the direction of the stormwater runoff. WDC contractors have only cleared vegetation from existing water tables. If residents want to send all stormwater into one catchment, then Roding will require written permission from the land owner concerned.	

	Activity	MEETING DATE	PROGRESS	STATUS
			Other residents of this area have also approached council and we advised that the only work our contractors have done here is clear vegetation from existing water tables. There are no programmes in place to alter any existing stormwater drains for this area.	
	Hihiaua Cultural Centre	19 April 2017	Support was expressed for the Cultural centre and support for Council to contribute to it financially.	Completed
		Response November 2017 (no change)	Council has committed \$500,000 to the Hihiaua Cultural Centre. It will be available to them when certain milestones are achieved. Fundraising has started and a \$675,000 grant has been secured for Stage 1 to proceed in the near future.	
		Response April 2018	The Crown (Provisional Growth Fund) has contributed a further \$1M Construction due to start this year.	
	Pipiwai/Riponui Road	March 2018	A slump/slip in the road had occurred. There had been a temporary fix with road markings and filling of slump area with hotmix but that this was only a temporary solution and a permanent solution needed to be found.	Completed
		Update/ Response:	Work has been completed.	
	Temperature of Pool at Aquatics Centre	20 September 2017	It was noted that the temperature of the large swimming pool is too cold for comfortable swimming.	Closed
		Response	CLM (pool operators) have reported that they had a problem with two of the four boilers. This resulted in lower temperature in the pools for a period. They have now been repaired.	
	Youth Advisory Council	20 September 2017	Is there cultural supports for Maori youth on the advisory group? The young Maori advocates are strong leaders and thrive in their Maori upbringing and would like to feel safe to express their values in this forum.	Closed
		Response	The Maori Relationships Officer is available to the Forum, and attends as required, and if known to the members. He will ensure Maori members are safe to express their culture.	

	Activity	MEETING DATE	PROGRESS	STATUS
	Porowini Terenga Paraoa Marae – Traffic Impact Report	May-August 2017	<p>Three lanes on Tarewa Road cause an issue for the entrance. What can be improved in future?</p> <p>It was noted that the three lanes on Tarewa Road have caused an issue for the entranceway. Request was that the committee would like to see the Traffic Impact Report for this and what can be improved in the future.</p> <p>The Marae has a vehicle crossing on Tarewa Rd. There are 3 traffic lanes northbound in this location directly outside the vehicle crossing. Historically, there has been 2 lanes northbound in this location.</p> <p>In 2012 the right turn bay was added by taking land and widening the road on the opposite side of the road. Apart from this widening, all other works were undertaken within the road reserve. No resource consent was required and therefore no Traffic Impact Report was completed and was not a requirement.</p>	Closed
			Porowini Terenga Paraoa Marae entrance – a marked “KEEP CLEAR” on Tarewa Road was discussed as an option to provide safer entrance to the Marae. Traffic engineers declined this request. It was asked that WDC re-consider this.	
		Response	WDC Traffic Engineers have stated again that a “KEEP CLEAR” area will not be possible. This is because of the nearness of the vehicle entrance to the traffic lights and that it is double-laned.	
	Whangarei Waterfall issues	November 2017	<p>A number of issues in regard to the Whangarei Falls reserve were stated:</p> <ul style="list-style-type: none"> - The water smells when it is low. - The rubbish bins need to be cleared more often. - Buses and cars make it unsafe for pedestrians. - There are dogs wandering in the area. 	Closed
		Response:	<p>These are on going issues continually being monitored by NRC, Parks, Waste and Regulatory Departments.</p> <p>When these issues occur, it is best for the public to call these issues into Council when they are occurring, straight away.</p>	
	Opening hours of toilets at The Hub	20 September 2017	Can these toilets be open to coincide with the Inter-city Bus timetable?	Closed
		Response	The toilets are only open when the i-Site is open – 9am-5pm seven days a week. There is a sign on the door directing people to other public toilets with clear directions on how to get to them for times when the i-Site is closed.	

	Activity	MEETING DATE	PROGRESS	STATUS
	Entrance to Otangarei via Puna Rere	May 2017	Entrance to Te Hononga Street off Puna Rere Drive needs better signage and lighting – easy to miss. It was noted that the intersection is not clearly marked and has poor lighting. Request was to check for signage and lighting.	Closed
		4 July	There is a request for higher than standard signage and lighting. Options for the entrance to Te Hononga Street, Otangarei to be investigated and brought back to a future meeting.	
		16 August	Signage has also been requested to mark the entrance to the Otangarei Walkway.	
		Response	There is planned signage for the walkway. Investigations show that Puna Rere Dr has a Street Light at the intersection with Te Hononga St, and the intersection is clearly marked according to the roading standards. Otangarei Neighbourhood Safety Panel in principle, support signage around the entranceway to Otangarei and if possible signs for the park and the walkway. They would like to have some input in the design and location of the signs. The request for the Otangarei Community to create a sign will now progress through the Community Development Team, via their Community Village Planning. LED street lights are being installed over the next 18 months. These are an improvement over existing lights. Additional signage has been approved for: <ul style="list-style-type: none"> • “Otangarei” to be included on NZTA green destination sign at the corner of State Highway 1/Puna Rere Drive; • Signage has been included at the intersection of Puna Rere Drive/Te Hononga Street. 	
	Participation in RMA matters	4 July 2017	Concern expressed that Maori were not included in decisions on RMA matters – especially issuing of resource consents.	Closed
		4 August 2017	Again – there was concern that some hapu were not being notified of all resource consents.	
		20 September 2017	Further concern was expressed that some hapu are not receiving notification of all resource consent applications as they expect.	

	Activity	MEETING DATE	PROGRESS	STATUS
		Response	No changes have been made to notifying Hapu of resource consents in their areas of interest. All go to Hapu where they have an interest and/or Statutory Acknowledgment.	
	Te Waiariki Trust (Pataua)	19 July 2017	Not getting resource consent notifications anymore.	Closed
		Response	We have not changed our process re: notifying iwi. Te Waiariki is within our system as having an interest in the Taiharuru, Pataua & Ngunguru areas. As such notified applications within those areas will be sent to Te Waiariki.	
	Hapu Environmental Management Plans	19 July 2017	<p>How does Council use them? Do not replace engagement, should facilitate it. Copy should be given to all Councillors after elections → Part of induction programme? ↓ Hapu presenting their Hapu Environment Management Plans (HEMPS).</p> <p>[Central to concern that they are not satisfied with involvement in RMA and Consents]</p>	Closed
		Response	<p>Hapu Environmental Management Plans (HEMPs) are used through the plan change preparation process to inform the plan change outcomes. Every plan change section 32 evaluation report includes a section analysing the proposed plan change regarding lodged HEMPs.</p> <p>Section 74 of the RMA specifies the matters that council must consider when preparing/changing a district plan. Section 74(2A) states that council <i>must take into account any relevant planning document recognised by an iwi authority and lodged with the territorial authority, to the extent that its content has a bearing on the resource management issues of the district.</i></p> <p>All plan changes are released in draft form as part of pre-consultation, in the past this has included the presentation/workshopping of plan changes with Te Karearea and Te Huinga. Hapu representatives are sent copies of all draft plan changes for feedback and sent proposed plan changes for formal submission.</p> <p>District Plan staff are always available to meet with hapu to discuss concerns, this offer was readily taken up during the pre-consultation of PC94B Papakainga Phase 2. A copy of the plans held by WDC have been printed and put into a folder in the Councillors' Room.</p>	
	Parking at sports parks	4 August 2017	Parking at rural sports fields – cars block roads eg: Springs Sports Complex.	Closed

	Activity	MEETING DATE	PROGRESS	STATUS
		Response	There is no record of any complaints or enquiries on this matter. Should similar issues reoccur, please contact Council's after-hours number and our contractor will respond. If large events are known in advance, please inform Council and we can have enforcement people on site.	
	Helena Bay Holdings	4 August 2017	Consent allowing water taken from Mimiha Creek for garden-irrigation. Should be reserved for Marae.	Closed
		Response	Application put on hold and referred back to Marae.	
	Effective 2-way Communication	19 April 2017	Council calendar and a marae/hui calendar will be co-ordinated to look for opportunities to work together. Completed for Te Huinga Meetings.	Closed
		Response	Marae have been contacted. Awaiting responses. Due to many marae reluctant to provide this information we have stopped asking.	
	Land locked off Rewarewa Road	4 July 2017	Section that is possibly land locked off Rewarewa Road. This will need to be addressed via an outside meeting. Need more detail on property – exact location and lot number. Issue also of beside the waste management ponds, sightlines for going in and out.	Closed
		Response	There is potential access available to the land via a paper road which can be developed by the land owners to facilitate any development.	
	Raumanga Height Block Subdivision	April 2017	Raumanga Height Block Subdivision – Tribal & geological factors – caves can't be accessed	Completed
		Response	In relation to the Raumanga Heights subdivision (Trading Corporate Ltd), this will lapse on 7 November 2017 unless a survey plan is submitted to Council by that date.	
		February 2018 Response	No survey plan submitted, nor any application to extend the consent. Confirmed as lapsed.	
	Ngunguru Ford Road	4 July 2017	How many times does it get graded; cost of grading; cost to have it sealed. Why "Council Maintenance ends here" sign where it is; can it get moved to further along road?	Completed
		Response	The Council maintained portion of Ngunguru Ford Rd is 6.9 km long. The road was graded 10 times in the last 12 months. 1300m ³ of metal was also placed on road during the last 12 months. A total of 25 CRM's have been received for Ngunguru Ford Rd in the last 12 months. However, a number were received at the same time from a number of different people reporting the same issue.	

	Activity	MEETING DATE	PROGRESS	STATUS
			Grading is generally programmed on a monthly routine but can be weather dependant. During the monthly routine all the roads in a particular area are graded generally at the same time over a week or so.	
	Waste Minimisation and Management Plan	June 2017	A request was received to participate in the development of the Waste Minimisation and Management Plan.	Completed
		Response	The plan was sent to Te Huinga and considered at the July meeting.	
	Papakainga Plan		Updates on the Papakianga Plan Change were requested.	Completed
		Response	An update to be provided for the Papakainga Plan change appeal. A report will be on the agenda of the Te Karearea Meeting on 16 August 2017	
	Pataua Boat Ramp & Camp Resource Consent	19 July 2017	What does the consent allow to be built compared to what has been built?	Completed
		Response	What was approved was more than they built – WDC has put compliance in place. What is built is according to the consent.	
	Safety at Whangarei Falls	19 July 2017	Concern was expressed at the danger for visitors to Whangarei Falls	Completed
		Response	The upper falls bridge now has warning signs erected both sides stating “Danger. Do not attempt to cross the bridge if water is flowing over the top of the walkway.” There is also a safety barrier.	
	LTP – early engagement	16 August 2017	Request was made for early engagement opportunities for Hapu.	Completed
		Response	WDC made known we were open to meeting with hapu at their request. Meetings were arranged for Pakotai, and with Patuharakeke.	
	Rubbish on roads		Eg: Crane Road = regular site for illegal dumping. Skips at village centres? eg: Pipiwai/Oakura.	Completed

	Activity	MEETING DATE	PROGRESS	STATUS
			<p>More transfer stations? (Over summer) eg: Opotiki. Get volunteers/community involved?</p> <p>Rubbish from Christmas to Waitangi week at Ohinewai.</p> <p>Litter on Te Hononga Street and Puna Rere Drive.</p>	
		Response	These concerns were referred to the Waste Minimisation And Management Plan process.	

7.4 Draft Walking and Cycling Strategy 2018

Meeting: Te Kārearea Strategic Partnership Forum
Date of meeting: 20 June 2018
Reporting officer: Nick Marshall (Senior Roding Engineer)

1 Purpose

To receive the Draft Walking and Cycling Strategy 2018 consultation.

2 Recommendations

That Te Kārearea Strategic Partnership Forum:

- a) Receives the Draft Walking and Cycling Strategy
- b) Provides feedback on the Draft Walking and Cycling Strategy

3 Background

The Walking and Cycling Strategy provides the strategic direction and priorities for the development walking and cycling infrastructure, including:

- Urban walking and cycling infrastructure to provide walking and cycling options as a mode of transport and accessible recreation for the community
- Increasing participation to promote safe cycling as a commuting option and encourage more young people to walk or cycle, particularly to school.
- The development of tourism and recreational walking and cycling infrastructure to provide opportunity for small communities to leverage economic benefit from a growing walking and cycling tourism market.

The 2018 Walking and Cycling Strategy is a review of the 2012 Strategy. The current review included discussions with key stakeholders, including Councils Walking and Cycling Reference Group. The Strategy also takes into consideration feedback received as part of the Long-Term Plan consultation and other related consultation exercises.

Feedback is now sought.

4 Discussion

4.1 Why review now?

The Strategy is reviewed on a five-yearly cycle and it is necessary to ensure that the Strategy reflects the progress that has been made in developing walking and cycling infrastructure and the changing funding environment.

Government has identified Northland as a priority for regional economic development through its Provincial Growth Fund. The Walking and Cycling Strategy provides an opportunity for Whangarei to make use of the Provincial Growth Fund by providing clear strategic direction for how Council, and the wider community can leverage economic benefit from walking and cycling infrastructure development.

The current review of the Walking and Cycling Strategy provides an opportunity to ensure that there is alignment with regional and national priorities, increasing the potential for securing Provincial Growth Funds and other government funding.

4.2 Economic Leverage

The Draft Walking and Cycling Strategy provides direction for Council's investment in walking and cycling infrastructure, within three principle areas:

- Development of urban walking and cycling infrastructure to provide an improved lifestyle for residents of Whangarei, as well as viable options to commute without a vehicle. Long-term, the development of this infrastructure will help reduce the increasing pressure on the Whangarei roading network, and car-parking in the CBD.
- Increasing opportunities for participation, which is essential to ensure that the infrastructure developed is utilised by the community. Participation is focussed on providing safe cycling and skills education to young people, and providing opportunity for a wide cross section of the community, including lower socio-economic groups, elderly or those with mobility challenges.
- The development of viable and marketable tourism routes that link our smaller communities and provide opportunity for those communities to leverage economic benefit from a growing cycle-tourism market by providing experience based activities, accommodation and supplies.

The Draft Strategy provides both direction and priorities for the development of suitable infrastructure. The development of tourism and recreational routes will provide new economic opportunity for communities, including Marae, Hapu and small coastal communities by:

- Providing the infrastructure that can form the basis of marketing to both national and international visitors
- Encouraging visitors to spend a longer period in Northland, and thereby spend additional money, especially in our smaller communities that often miss out on direct economic benefits of infrastructure development
- Providing infrastructure that enables an activity (walking and cycling) that extends the current summer visitor season. This will enable small businesses and ventures that

may currently be surviving within a narrow summer peak season, to increase their viability by increasing returns in the shoulder seasons.

Walking and cycling tourism is more than “looking at scenery”, as it attracts a demographic that is seeking a true Aotearoa New Zealand experience. Cycle and walking tourists have a greater desire to immerse themselves into the landscape, culture and activities of the area that they are walking or cycling through. They are more likely to participate in cultural or heritage-based experience activities.

Maori are uniquely placed to leverage economic opportunities from the infrastructure and routes being prioritised by the Strategy, by providing cultural experiences that are valued by those participating in cycle-tourism activities, including:

- Provision of Marae based accommodation and experiences
- Cultural and heritage-based experience businesses
- The development of other small business opportunities such as the provision of supplies and services

4.3 Priority Recreational and Tourism Routes

The Strategy identifies potential cycle routes that will eventually connect Whangarei District with Kaipara District and Far North District. In the long-term, this will enable a cycle-tourist to ride from Auckland, via the East Coast through Mangawhai, Waipu Cove, Waipu and Ruakaka through to Whangarei. The cycle-tourist will then be able to cycle through to the Bay of Islands via the Tutukaka Coast, before crossing the Island on the existing Twin Coast Cycle Route; before returning to Auckland through Kaipara District and the Kauri Coast Cycleway.

As part of this wider goal, the initial routes that the Walking and Cycling Strategy prioritises are:

- Tutukaka Moana Cycle Trail from Whangarei to Whananaki via the world renowned Tutukaka Coast. This route will eventually link to the Bay of Islands.
- Cycling Byways incorporating the Whangarei Harbour and Whangarei Heads
- Paradise Trail, taking in Bream Bay, Ruakaka, Waipu Cove and Lang Beach, with a connection to Mangawhai and eventually on to Auckland.

4.4 Consultation

The Draft Strategy has now been released for wider community consultation and feedback.

Submissions will close on 5th July 2018.

Following the close of submissions, Council will summarise the submissions received, and if required, hearings will be held in July.

5 Attachment

Draft Walking and Cycling Strategy 2018



WHANGAREI
DISTRICT COUNCIL

Whangarei District
**WALKING AND CYCLING
STRATEGY 2018
DRAFT**





Contents

<i>About this strategy.</i>	4	<i>What are the risks?</i>	22
<i>How do we align?</i>	6	<i>Developing participation</i>	23
<i>How do we connect?</i>	7	<i>Our walking network.</i>	24
<i>What are the key issues we face?.</i>	8	<i>Developing our urban shared path network</i>	26
<i>What has the community told us?</i>	10	<i>How will our urban network look?</i>	27
<i>What are the gaps?</i>	12	<i>Developing our Tourism and Recreational Routes</i>	36
<i>What are the types of cycle pathways?</i>	14	<i>How will we monitor and review this Strategy?.</i>	49
<i>What are the types of walking pathways?.</i>	15	<i>Glossary of terms.</i>	50
<i>What are the issues and actions?</i>	16		
<i>How do we set our priorities?</i>	20		
<i>How do we implement this Strategy?</i>	21		

About this strategy

INTRODUCTION

This Strategy provides a framework for increasing participation in walking and cycling as a principle transport mode, and for recreational purposes, contributing to a healthy and vibrant community and growing economy. Many facilities for walking and cycling will also provide opportunities for mobility scooter and for small wheeled recreational vehicles, including skateboards and scooters. This Strategy updates the *Walking and Cycling Strategy* for Whangarei City 2012.

Increasing participation requires the provision of a safe and attractive walking and cycling network, providing connections between communities, and where people live, work and play. Long term participation requires a commitment to educate young people on how to stay safe whilst walking and cycling. This commitment must also include opportunities for young people to participate, either by walking and cycling to school; in group events; or in family outings. Most importantly, parents must have confidence in the child's skills and the environment that they will be walking and cycling in.

Connectivity is a key theme to this Strategy. Whether it is connecting the places that people live with where they work to enable more commuter walking and cycling, or connecting across Northland Region with *Great and Heartland Rides*. Where those networks and connections are attractive and viable to commuters, there is the potential for significant benefits in road congestion reduction, particularly at the school gate, as well as social, environmental, economic and health benefits to the wider community.

The development of a safe and connected walking and cycling network requires investment over time. This Strategy provides Whangarei District Council, other funding agencies such as NZTA, MBIE and community organisations with priorities and strategic direction for investment. This Strategy also sets out the vision for a well-connected urban network of shared pathways, strategic tourism and recreational routes, including the development of rural *Great and Heartland Rides* that connect with other Districts.

OPPORTUNITIES

Whangarei City is located in the Hatea River Valley and is nestled between two major hill ranges and the Whangarei Harbour, creating an opportunity to create a radial network of shared pathways, cycleways and walkways connecting the City Centre with the major urban areas.

Whangarei has a growing tourism-based industry and there is opportunity to develop that industry further by providing and marketing varied walking and cycling opportunities.

The North Auckland Rail Line runs in a north-south direction, bisecting the city. This creates an opportunity to develop a shared pathway within the rail corridor, creating an easy grade connection from the City Centre to Kamo.

Whangarei District has a stunning coastline, with outstanding natural features such as the Whangarei Heads. The existing *Te Araroa Walking Route* already connects these features. There is opportunity to identify, develop and market *flagship walkways* to enhance the walking experiences available in the District to compliment the District's tourism-based industry. There is also an opportunity to create a cycling path that compliments and enhances the existing *Te Araroa Route*, connecting both north and south.



Sculpture park, Hatea Loop - Huarahi o te Whai

VISION, GOALS AND OUTCOMES

Council Vision

To be a vibrant, attractive and thriving District by developing sustainable lifestyles based around our unique environment; the envy of New Zealand and recognised worldwide

Walking and Cycling Vision

A walking and cycling destination that provides safe, attractive and viable networks for commuters as well as lifestyle and economic opportunities for residents and visitors.

Walking and Cycling Goals

A SAFE CONNECTED URBAN WALKING AND CYCLING ENVIRONMENT

- Separation from road users.
- Safe walking and cycling routes to schools.
- Enough room for walking, cycling, mobility scooters and other small wheeled recreational vehicles.
- Designed with personal safety in mind (CPTED).
- A feeling of personal safety after dark.
- Safe and secure bike storage.
- Reducing conflict between cars and people.
- Integration with other modes of transport.

A DESTINATION WHERE WALKING AND CYCLING IS A LIFESTYLE

- Connecting with the environment
- Opportunities for loops suitable for family outings
- Reducing community severance
- Enabling communities to leverage economic benefits from the provision of infrastructure and consistent marketing.

MORE PEOPLE WALKING AND CYCLING, MORE OFTEN

- Facilities for a wide range of ages and abilities.
- Promotion of safe cycling in schools.
- Community walking and cycling events.
- Attractive and viable routes for commuters.
- End to end route design, connecting with other transport modes.
- Partnering with community organisations and funding agencies.
- Promoting behaviour change.
- Promoting participation with *Level of Difficulty* gradings.

A WALKING AND CYCLING NETWORK THAT CONNECTS WITH OTHER DISTRICTS AND SIGNIFICANT LOCATIONS IN OUR DISTRICT

- Connected to regional destinations.
- Connecting tourist hotspots, outstanding landscapes and vistas.
- Connecting to other districts.
- Creating opportunity for economic growth in the walking and cycling tourism sector.

Community Outcomes

EFFICIENT AND RESILIENT CORE SERVICES



- Improved conditions for travelling
- Congestion relief
- Reduced cost for Council

CARING FOR THE ENVIRONMENT



- Reducing environmental impact through lower emissions

POSITIVE ABOUT THE FUTURE



- Stronger local economy
- Diversifying tourism opportunities
- Reducing dependence on highly seasonal activities

PROUD TO BE LOCAL



- Healthier community
- Safer environment for cyclists and pedestrians
- Happier, healthier citizens with good social cohesion

How do we align?

The Walking and Cycling Strategy has a strong alignment with a range of national, regional and local funding priorities, Strategies and Plans.

NATIONALLY

The **New Zealand Transport Agency (NZTA)** is a key partner and funding agency for transport projects in the Whangarei District. NZTA has a holistic approach to walking and cycling facilities, which includes participation through education programmes, utilising walking and cycling tracks to boost economic performance, as well as social well-being and health.

NZTA walking and cycling investment priorities encompass support for high urban growth areas; growing and connecting safe urban cycle networks; promoting economic development through connections to NZ Cycleway *Great Rides* and other Cycle trails; and the promotion of greater participation.

Tourism NZ actively promotes walking and cycling as a special interest activity, with nearly 10% of holiday visitors participating in some form of cycling while in New Zealand. The *Whangarei District Walking and Cycling Strategy* seeks to leverage off this promotion by providing lifestyle urban routes and connecting destinations with established walking and cycling trails and *Great Rides*.

The **Ministry of Business Innovation and Employment (MBIE)** purpose is to grow and promote economic development. The Ministry funds Nga Haerenga, the New Zealand Cycle Trail, which the Whangarei District Cycle Routes seek to connect to.

The Whangarei District Walking and Cycling Strategy aligns with key national priorities and strategies.

REGIONALLY

Northland Regional Council is preparing a **Regional Walking and Cycling Strategy**. This is being developed in partnership with Far North, Kaipara and Whangarei District Councils.

The Regional Strategy will show the overall framework for regional walking and cycling routes and aspirations of the Northland Region. It is consistent with the focus of the *Whangarei District Walking and Cycling Strategy*.

The **Northland Regional Land Transport Plan (2015-2021)** sets out the overall regional land transport priorities. This includes a strategic priority to increase travel choice through public transport, walking, cycling and horse-riding. This *Walking and Cycling Strategy* seeks to improve participation in walking and cycling, and to promote connections between walking, cycling and public transport.

The **Tai Tokerau Northland Economic Action Plan** has a goal of developing higher quality, culturally enriching tourism offerings across the region, that promotes longer stays. A significant work stream is the revitalisation of the *Twin Coast Discovery Route*. The *North-South Cycleway Connection*, through Whangarei will effectively create a *Twin coast Discovery Cycleway*.

The Whangarei District Walking and Cycling Strategy aligns with key Northland Regional Strategies and Plans and the Twin Coast Discovery Highway Business Case.

LOCALLY

The **Whangarei District Long Term Plan (LTP)** identifies funding for projects over the next 10 years, including \$15.8 million (with an NZTA subsidy) for new walking and cycling tracks.

The **Whangarei District Plan** provides the overall planning framework for the City and includes a 'Kamo Walkability Zone' where planning policy and rules encourage walking and cycling. The walkability concept is expected to be extended to other urban communities.

Whangarei 20/20 Momentum Project 2016 identifies a range of community development projects aimed at creating a resilient and liveable community. Community connectivity is a key theme of identified projects, including the development of a comprehensive pedestrian and cycle network.

Whangarei City Centre Plan 2017 provides a strategic blueprint for the transformation of the Whangarei City Centre into a bustling, thriving activity hub, through a range of transformational moves, including the development of movement networks,

The **Blue Green Network Strategy** aims to connect the District's waterways (blue), parks, reserves and greenspace (green) in a manner that provides multiple benefits, including a sense of place and connectivity, including the creation of off-road walkways and cycleways and increasing connectivity between neighbourhoods and parks.

Aspects of the Walking and Cycling Strategy implementation will be driven by a range of Council Plans, Strategies and projects.

How do we connect?

Our strategy is to connect our communities locally, as well as connect with nationally and regionally significant walking and cycling routes and destinations.

NATIONALLY

Te Araroa – New Zealand's Trail is a continuous 3,000 km walking track from Cape Reinga to Bluff. The Trail is administered by the Te Araroa Trust.

The Trail takes a coastal route connecting Russell Forest with the Whangarei Heads, and South through Waipu to Mangawhai via Bream Bay and the Brenderwyns.

Nga Haerenga The New Zealand National Cycle Trail is a set of premiere grade *Great New Zealand Rides* and *Heartland Rides*. The long-term aim is to develop a nationwide cycle network, enabling locals and international visitors to explore all New Zealand by bike.

The *Whangarei District Walking and Cycling Strategy* prioritizes a cycle route that connects Whangarei City with **Pou Herenga Tai Twin Coast Great Ride** from Bay of Islands to the Hokianga Harbour. A further connection from Whangarei City south through Mangawhai in the Kaipara District, to establish a cycling connection to Auckland. The Whangarei Strategy also seeks to connect to the west, joining with regional routes that Kaipara District are creating, with the aim of completing a *Twin Coast Discovery Cycle Route* that complements the existing *Twin Coast Discovery Highway*.

REGIONALLY

The *Whangarei District Walking and Cycling Strategy* prioritises the development of regional routes that connect major destinations and compliment the *Regional Walking and Cycling Strategy*.

Proposed main routes are intended to connect regionally significant destinations, including the Tutukaka Coast, Whangarei Heads and Bream Bay, with Whangarei; as well as other destinations, such as Glenbervie Forest Mountain Bike Park.

The aim is to create a regional tourism and recreational network that connects rural communities and enables them to leverage off the infrastructure to develop economic opportunities, including accommodation, support services and guided or hire services.

To achieve this aim, we will collaborate with Far North, Kaipara and Northland Regional Councils, and DOC, to create a regional network of walking and cycling options that will be attractive to the walking and cycling tourist market.

Flagship walkways are also identified and prioritised. These are regionally or nationally significant walkways within Whangarei District.

LOCALLY

Connecting local communities with high-quality shared pathways is a major priority of the *Walking and Cycling Strategy*. These connections will be supported by integrating different transport modes, and having a focus on 'end to end' journeys.

Our major communities include **Kamo, Onerahi, Tikipunga, Raumanga, Otaika and Maunu**, with plans for a new community area at **Limeburners**. The communities will be connected via core routes that provide an easy grade to the City Centre, with a focus on shared paths wherever practicable.

As these core routes are completed, connections will be made with schools, active playgrounds, significant urban destinations and places of work and recreation. This will create a true network where walking and cycling will be a viable option for commuters and recreational pursuits.

Participation in the local connections network will be supported with cycle education and events. **A dedicated cycle hub** will be developed on Pohe Island, in the heart of Council's flagship shared path, the Hatea Loop – Huarahi o te Whai. This facility will deliver education and bike skills programmes to all levels of ability.

What are the key issues we face?

To reach our Goals, we will need to address some key issues.

KEY ISSUES

Goal 1: A safe connected urban walking and cycling environment

- 1.1 Key walking and cycling routes have not yet been completed.
- 1.2 Pedestrians and cyclists are at a greater risk of serious or fatal injuries if involved in a vehicle crash.
- 1.3 Urban arterial roads are causing severance issues for communities.
- 1.4 The population of Whangarei District is aging.

The creation of a safe and connected walking and cycling environment requires core infrastructure to be completed, with a focus on separating pedestrians and cyclists from cars by utilising off-road routes wherever practicable.

Since Council introduced its Shared Path programme as part of the *Walking and Cycling Strategy*, there has been a slight downward trend in serious accidents involving cyclists and pedestrians. It is anticipated that as the shared path and off-road connections are completed, this positive downward trend will continue, and participation will increase.

Whangarei is divided by a number of major arterial roads, including SH1 and SH14, which are difficult for pedestrians and cyclists to cross. By improving crossings on arterial roads, communities will become more connected, and walking will become a more viable option.

Goal 2: A destination where walking and cycling is a lifestyle

- 2.1 There is a lack of end to end walking and cycling facilities.
- 2.2 Not all urban, rural and regional destinations of interest are connected by well-defined walking and cycling routes.
- 2.3 Walkers and cyclists have a wide range of skill, abilities and disabilities.
- 2.4 There are a range of local community groups that wish to develop walking and cycling opportunities in their area.

To promote Whangarei as a destination where walking and cycling is a lifestyle requires a holistic approach to the provision of facilities. Routes, infrastructure and facilities need to provide for a wide range of skills and abilities, including access for disabled, elderly and child participation.

Facilities for bicycle storage at key destinations need to be provided, with toilets, clean water, attractive and safe off-road resting places for longer recreational routes. Transport integration should allow a person to take a bus for part of the journey, and walk or cycle to their destination.

Goal 3: More people walking and cycling, more often

- 3.1 The community perception of cycling is that it is unsafe, unattractive and inconvenient.
- 3.2 Many parents are risk averse and are unwilling to allow young people to walk or cycle to school.
- 3.3 Bike parking and a lack of appropriate Infrastructure is a significant barrier to encouraging more people to walk and cycle.
- 3.4 Additional infrastructure is required to make routes truly accessible.
- 3.5 Restrictive bylaws can be an impediment to cycle participation, as well as other alternative transport modes such as scooters and skateboards.

The community perception of cycling is that it is unsafe, unattractive and inconvenient, meaning that cycling is not effectively contributing to the overall transport system, despite the health and other benefits of this mode of transport.

75% of adult New Zealanders, living in an urban area say that they would cycle if there were safer roads or a better cycling network, with 61% believing that cycling is a good way of getting around town easily and efficiently. However, nationally, the rates of walking and cycling have been declining.

Reversing the decline in participation requires a carefully planned and sustained investment in walking and cycling that addresses the required infrastructure, but also other 'people focused' methods such as education, events and 'end to end' walking and cycling options.

Goal 4: A walking and cycling network that connects with other districts and significant locations in our District

- 4.1 Land ownership varies along the length of rural routes
- 4.2 The development and completion of regionally connected routes will require Council to partner with other funding agencies
- 4.3 There is an opportunity to leverage rural cycle route development as part of major upgrades to the State Highway Network.
- 4.4 The development and marketing of a regional walking and cycling network requires strategic direction on a region-wide basis.

Tourism contributes 4.2% to the Whangarei District GDP, with average annual guest nights rising 8.8% between 2016 and 2017. Whangarei District Council is seeking to promote the District as a walking and cycling destination as one plank of its overall visitor and economic strategy.

In addition to a well-designed and managed end to end urban network, it is also important to connect Whangarei to other districts by developing strategic networks that connect Northlands existing *Great Rides*, *Heartland Rides* and *Great Walks*, as well as the *Te Araroa - New Zealand's Trail*. This includes the identification, development and marketing of flagship walks in our District. To achieve this, it will be necessary to focus on collaborating with other councils and developing consistent branding and messaging.

What has the community told us?

We have been talking to key stakeholders about walking and cycling in the Whangarei District. In addition, we received feedback on walking and cycling issues as part of our Long Term Plan (LTP) development.

COMMUNITY SUPPORT

There is community support for the development of walking and cycling infrastructure in the District.

When asked what the most important activity for Council to focus on, nearly 10% (9.29%) said that walking and cycling, including the provision of tracks, trails, cycleways and walkways is in their top three priorities.

The key themes of community and stakeholder feedback is identified below.

VILLAGE PLANNING

More Village Planning was a key theme of the LTP feedback received. Village Planning encompasses a range of things. In terms of walking and cycling, it includes the promotion of urban design, traffic calming and policy to create an environment that encourages walking and cycling.

Kamo is the first of our 'Walkability Zones', and this Strategy promotes the investigation and development of similar zones around our key communities.

Village Planning to promote walking and cycling is principally achieved through the *District Plan*, grants, and with support from the *Walking and Cycling Strategy*.

REVITALISATION OF THE CITY CENTRE

The revitalisation of the City Centre is a wide-ranging objective, including the improvement of pedestrian facilities, better access by public transport; walking and cycling.

Our shared path network connects through the City Centre with our main urban communities. This will provide a safe cycling and walking option to access the City Centre.

The creation of pedestrian friendly zones, particularly in the City Centre and Town Basin areas will be promoted and supported. Support can include speed limit reviews; bylaws that enable cyclists, pedestrians, scooters and other alternative transport modes.

COMMUNITY SAFETY

Community safety feedback focussed on CPTED (Crime Prevention Through Environmental Design), CCTV and lighting.

The designs of new shared paths, footpaths and under passes for walking and cycling are consistent with CPTED principles.

Vandalism and theft of bicycles is an extension of the community safety theme. The promotion of safe bicycle storage facilities, that not only allows for theft prevention, but also reduces the frequency of vandalism is part of an overall strategy to encourage more people to walk and cycle more often.

SAFE TO RIDE HUBS

There is a need to identify alternative places as *Learn to Ride* or *Safe to Ride* spaces. These spaces need to provide an accessible area where young riders in particular, can learn or practice their riding skills without risk from vehicles.

Not everyone has the resources to travel to a central bike hub location like Pohe Island. The identification of a wider network of places where *Learn to Ride* events can be delivered locally will complement the Pohe Island Bike Hub.

Safe to ride spaces could include schools where the *Bikes in Schools* programme has developed a track, or other facilities, suitable carparks and some paved sports areas.

ADDITIONAL INFRASTRUCTURE

Infrastructure in addition to the physical shared pathway is needed to ensure that the network becomes truly accessible to all. Additional infrastructure includes:

- toilets; including directions to nearby facilities
- rest stops; including shade, seating and water located along the route
- safe and secure storage facilities for bicycles at destinations
- space that is attractive and welcoming.

LEVERAGING ECONOMIC BENEFIT

A key aspect of the Strategy is to enable economic benefit to be leveraged from walking and cycling infrastructure in both urban and rural areas.

The infrastructure will connect our communities, destinations and places where people gather. Regional collaboration, branding and promotion will provide greater opportunity for communities to realise the potential economic benefits, where it is led by a regional agency such as the *Northern Transportation Alliance* (NTA).

SUPPORT FOR CYCLE ROUTES

The majority of the walking and cycling feedback from the LTP process identified specific routes to be developed. These included parts of the route connecting Whangarei with the *Twin Coast Great Ride* via the Tutukaka Coast. There was also support for the southern link through Ruakaka, Waipu and Waipu Cove.

What are the gaps?

We have made progress in developing our walking and cycling infrastructure, and delivering educational and participation programmes like *Bikes in Schools*, including:

- The Hatea Loop shared path
- Developed parts of the Onerahi Shared Path
- Commenced construction of the Kamo Shared Path
- Completed parts of the route from Waipu to Waipu Cove
- Delivered the *Bikes in Schools* programme to 3,400 children in 15 Schools

There are still things that we need to continue focussing on, including:

OUR CORE URBAN ROUTES

We have not yet completed our core shared path routes in the Whangarei urban area. We need to continue focussing on the completion of the core urban backbone routes.

As the backbone routes are completed, we will be able to develop branches to these routes to connect with schools, recreational areas and other places that people gather. Key targets are:

- *Kamo Route* – June 2019
- *Raumanga Route*
 - SH1 / Tarewa Road Crossing – 2018-2019
 - Bernard to Maunu – 2021-2023
- Onerahi Riverside Drive – Beach Road links 2028
- identify and create strategic pedestrian and cycle crossings of our arterial roads and State Highways to reduce community severance.

OUR TOURISM AND RECREATIONAL ROUTES

Our tourism and recreational routes are those that connect across the region with other districts. Although there has been some development of these routes, much is yet to be completed. To achieve this, we need to focus on:

- completion of the Ngunguru to Scows Landing section of the Northern Route
- complete the Waipu to Waipu Cove and Laings Beach section of the Southern Route
- identify options and prepare a detailed business case and implementation plan for the *Northern Route* connecting Whangarei with the *Twin Coast Great Ride*
- identify options and prepare a detailed business case and implementation plan for the *Southern Route* connecting Whangarei with Kaipara District.

SUPPORTING INFRASTRUCTURE

We need to develop our supporting infrastructure along routes and at destinations including rest stops, seating, toilets and secure storage facilities.

Our focus needs to be on:

- the installation of secure bike storage facilities at key locations, including:
 - Kensington Park and other significant sports fields
 - within the City Centre and at other community hubs
- working with major retail centres to encourage the provision of secure bike storage areas for customers
- encouraging businesses to provide bike storage areas, changing facilities and showers for their employees
- include rest stops, seating and shaded areas at the design and tendering stages of new routes and pathways.



Heritage trail, Hatea Loop - Huarahi o te Whai

EDUCATION AND PARTICIPATION

We need to continue the delivery of the *Bikes in Schools* programme and extend and compliment it by:

- Developing and completing the *Pohe Island Bike Hub* project
- Identify Safe to Ride locations throughout the Whangarei urban area and within our rural community centres
- develop and deliver walking and cycling events that are accessible to the whole community, including the elderly and disabled.

CITY CENTRE

Our core shared path routes all connect our urban communities though the City Centre, but our City Centre is not pedestrian or cycle friendly.

Bank Street forms a barrier between the City Centre and Forum North, the Library and significant car parking areas. Dent Street is a significant barrier between the City Centre and the Town Basin, with no clear walking or cycling connections.

- Review vehicle speed limits and routing within and around the City Centre.
- Improve pedestrian access from the City Centre to Forum North, including improved crossings on Bank Street.
- Develop pedestrian connections from the City Centre to the Town Basin by using urban design, traffic calming and crossings of Dent Street.

What are the types of cycle pathways?

GREENWAYS

Greenways are walking and cycling friendly 'quiet streets'. They are characterised by low traffic volumes and low speeds. *Greenways* are normally located in residential areas, providing connections from main routes to residential areas, community facilities and schools.

Greenways will be used to provide indirect connections from our backbone routes to schools, recreational areas and other community facilities.

SHARED ZONES

A *Shared Zone* is where there is no segregation of road users. Pedestrians, cars and cyclists share a space where there are no formal footpaths or road markings. The area is characterised by street furniture, cycle parking, landscaping and environmental queues.

Drivers and cyclists are legally required to give way to pedestrians.

Shared Zones will be promoted and used in destination areas like the City Centre, where our core backbone routes connect.

SEALED SHOULDERS

A *Sealed Shoulder* comprises space and an appropriate surface for cycling outside the general traffic lanes along the edge of a generally un-kerbed road.

Sealed Shoulders will be utilised along more rural routes, and along alternative cycle routes that are utilised by more experienced, confident cyclists.

CYCLE LANES

Cycle Lanes are painted lanes within the carriageway that are suitable for more confident cyclists but, apart from encouraging separation from vehicles, do not offer sufficient protection for less experienced or nervous cyclists.

Painted cycle lanes provide faster cycle commuter options along arterial routes for confident cyclists wishing to travel faster than on a shared path and are a viable secondary commuter route, for example, along SH1 and SH14.

SEPARATED CYCLEWAYS

Separated Cycleways are exclusively for cycling, and have a physical barrier from motor traffic.

Separated Cycleways will be utilised where practicable for commuter-based routes on arterial routes.

SHARED PATHS

A *Shared Path* is designed to be utilised by pedestrians, cyclists, riders of mobility devices and riders of wheeled recreational devices at the same time.

Generally, a *Shared Path* is at least 3 metres wide, and is of an easy grade, with a focus on accessibility.

Wherever practicable, our core urban backbone routes will be shared paths, with a focus on accessibility and easy grades. *Shared Paths* will also be utilised for recreational loops, for example, the Hatea Loop.

TRAILS

Trails are generally located in rural areas, and can be sealed or un-sealed. *Trails* cater for a variety of skills and experience, but particularly for the recreational cyclist (or walker) or for touring (for example the New Zealand Cycle Trail).

A *Trail* does not necessarily follow a road and can include technical mountain bike trails through to fully accessible *Great Rides* or *Heartland Rides*. Our rural tourism and recreational routes will generally be a *Trail*.

GREAT RIDES AND HEARTLAND RIDES

A *Heartland Ride* forms part of the *New Zealand Cycle Trail*, and enables the user to experience 'Heartland New Zealand' and may include quiet, scenic back country roads, or off-road sections following paper roads, rail corridors or riparian areas.

A *Great Ride* conforms to a higher standard and is a recognised, nationally significant ride.

Our rural strategic network, connecting regionally to the north, south and west will be designed, wherever practicable, to either a *Great Ride* or a *Heartland Ride* standard.

What are the types of walking pathways?

FOOTPATH

A concrete pathway within the urban or urban rural area, generally located alongside roads. *Footpaths* include shared paths. *Footpaths* provide a walking commuter option within the urban area and are generally well lit, with pedestrian crossings provided at intersections and across main arterial roads.

PATH

Provides an easy walking opportunity, mostly within an urban setting and suitable for all ages, abilities and most fitness levels. A *Path* is well formed on a durable surface such as concrete, chip seal, asphalt or compacted gravel and is well defined so that users can easily find their way in low light and all weather conditions.

SHORT WALK

Provides a well formed, easy walking experience that is up to 1 hour (return) in duration. A *Short Walk* is suitable for most ages and fitness levels, including people with mobility difficulties. The *Short Walk* is well defined so that users can easily find their way in all weather conditions, with all watercourses bridged.

WALKING TRACK

An extended walk that can range from a few minutes' duration to a full day return. A *Walking Track* is a well-defined, clearly marked track that is suitable for relatively inexperienced people with a low level of back country skill. All but the smallest watercourses are bridged.

GREAT WALK / EASY TRAMPING TRACK

Generally, a multi-day tramping track catering for relatively inexperienced backcountry trampers. These tramping tracks are well-constructed with a track surface, and bridges across rivers and major streams. The track is well defined by the track formation or markers (which may be poles or markers).

TRAMPING TRACK

A marked tramping track that generally follows the lie of the land and is commonly not formed. The track is marked using markers, poles or cairns (except where there is a formed track) with bridges across key river crossings only. A *Tramping Track* may be multi-day or backcountry tracks taking less than a day.

ROUTE

Generally, an unformed, lightly cut route, or it is defined by use and not maintained. A *Route* caters for the most experienced of backcountry visitors. *Routes* follow the lie of the land and are not formed. Rivers and streams are not generally bridged.



Hatea River Walkway



Smugglers Cove Track, Whangarei Heads

What are the issues and actions?

Goal 1: A safe connected urban walking and cycling environment

ACTION	IMPLEMENTATION	PRIORITY
1.1 Key walking and cycling routes have not yet been completed		
Kamo Route <ul style="list-style-type: none">Completion June 2019 Raumanga Route <ul style="list-style-type: none">SH1/Tarewa Road Crossing 2018-2019Bernard Street to Maunu Section 2021-2023 Onerahi Route <ul style="list-style-type: none">Complete link sections (3.5km) Riverside Drive - Beach Road and connect to City Centre (1.5km) Tikipunga and Limeburners Route <ul style="list-style-type: none">Route selection and business plans	Construction of the Kamo Shared Path has commenced with LTP funding in place. The SH1/Tarewa Road crossing will be installed as a component of the SH1 upgrade and installation of new bridges at Raumanga Stream. Funding will be secured through the LTP process for Onerahi and Tikipunga route work.	Short – Medium Term
1.2 Pedestrians and Cyclists are at a greater risk of serious or fatal injuries if involved in a vehicle crash.		
Continue an annual programme of traffic calming and speed reduction works, including the development of <i>Greenways</i> and <i>Shared Zones</i> .	Traffic calming and speed reduction works will be undertaken as part of Council's business as usual roading programme. Council will undertake a District-wide speed review. The review will include the City Centre and urban residential areas. Safe crossing points for pedestrians and cyclists will be included as part of ongoing road upgrades, with priority for State Highways and arterial roads.	BAU
Construct footpaths on at least one side of all existing urban roads where appropriate.		
Provide safe crossing points for pedestrians and cyclists on arterial roads, and busy roads, including island refuges.		
Monitor and enforce motor vehicle speed limits.		
Review the levels of service of existing pedestrian network and prepare funding proposals for identified gaps.		
1.3 Urban arterial routes are causing severance issues for communities		
Identify and map locations for key pedestrian and cycle crossings of arterial routes and busy roads, including within the City Centre and State Highways.	Key crossings will be identified during shared path route selection and design. Community severance will form part of the decision-making process when funding new footpaths and crossings using the <i>Footpath Prioritisation Matrix</i> . Urban design, including walkability zones, interconnectivity will be developed as part of the on-going review the <i>District Plan</i> and other planning documents.	Key crossing Identification is a short-term priority. Community severance and urban design is a BAU Priority.
Where practicable, community severance issues will be provided for in urban roading projects.		
Promote urban design and development that creates environments sympathetic to pedestrians and cyclists, supporting community connectivity, particularly in the City Centre.		
1.4 The population of Whangarei District is aging		
Consider walking accessibility for older age groups when reviewing <i>Environmental Engineering Standards</i> , including provision for mobility scooters, path widths and grading on new or upgraded paths.	In addition to <i>Engineering Standards</i> , accessibility for an aging population will be a factor when reviewing bylaws and planning documents (including structure plans).	BAU
1.5 There is a lack of end to end walking and cycling facilities		
Promote facilities such as bike storage and changing facilities with local businesses.	This Action will be implemented through advocacy.	BAU

Goal 2: A destination where walking and cycling is a lifestyle

ACTION	IMPLEMENTATION	PRIORITY
2.1 There is a lack of end to end walking and cycling facilities		
Enable cyclists to also utilise the public bus network by providing bicycle racks on all buses.	To enable cyclists to also utilise the bus network for part of their journey, public bus contracts will incorporate <i>Bike on Bus</i> facilities on all busses. Transport assessments will be promoted through the District planning process and through Council’s transport strategies. Improved business-led cycle facilities will be promoted through advocacy, with Council reporting on options.	<i>Bikes on Bus</i> Short-term Priority. Cycle facilities and transport assessments - BAU
Develop and promote Integrated Transport Assessments for new developments.		
Promote the provision of walking and cycling facilities by businesses for their staff, including safe cycle storage, changing facilities and showers.		
Promote safe and secure cycle storage at retail centres and other places where people frequent.		
2.2 Urban, rural and regional destinations of interest are not connected by well-defined walking and cycling routes		
Prepare detailed route options and business plans to complete key strategic route connections.	Business plans and options will be funded through the LTP and partnerships with other agencies like NZTA, MBIE and community groups. Council’s <i>Walking and Cycling Reference Group</i> will promote a regional branding collaboration.	Short-term priority
Develop and support a regional approach to walking and cycling branding through a single agency; covering promotion, signage and grading.		
Actively seek, and support communities that seek to expand our network.		
2.3 Walkers and cyclists have a wide range of skill, abilities and disabilities		
Support the development of a 'Cycle Hub' as part of the Pohe Island development plan, including: <ul style="list-style-type: none">• A ride track• Pump track• Learn to ride• Mountain Bike Skills Track• Educational facilities and buildings	A <i>Cycle Hub</i> and <i>Safe to Ride</i> areas will be supported through a range of funding and planning documents, including: <ul style="list-style-type: none">• LTP for ongoing funding• Pohe Island Reserve Management Plan• Recreation Strategy• Blue/Green Strategy Delivery of <i>Learn to Ride</i> , <i>Bikes in Schools</i> and other walking and cycling events will be delivered by a range of community organisations, including Bike Northland and Council.	Identification and development - short-term priority Ongoing support and consultation - BAU
Identify <i>Safe to Ride</i> areas throughout the urban area, and promote cycle events and training programmes in those areas.		
Consult and liaise with Council’s Disability Reference Group to identify relevant issues and to involve that group in the identification, prioritisation and design of pedestrian projects.		
2.4 There are a range of local community groups that wish to develop walking and cycling opportunities in their area.		
Identify local community resources and partners to develop key connections within and between rural and urban communities.	Identification of community resources will be undertaken through wider community consultation, and Council’s <i>Walking and Cycling Reference Group</i> .	BAU / grants
Develop and promote partnership projects with local communities.		

Goal 3: More people walking and cycling, more often

ACTION	IMPLEMENTATION	PRIORITY
3.1 The community perception of cycling is that it is unsafe, unattractive and inconvenient		
Develop and deliver a Lets-go-Community walking and cycling initiative to promote positive behaviour change.	LTP funding will include the delivery of behavioural change programs and education initiatives and events.	BAU and short-term priority
Promote consistent and positive walking and cycling messaging and travel planning through a single branding agency.	Council will identify options for a dedicated resource to deliver these programmes.	
3.2 Many parents are risk averse and are unwilling to allow young people to walk or cycle to school		
Promote and increase cycle and pedestrian awareness through the Share the Road education initiative.	The delivery of educational and promotional activities will be led by different partner agencies: <ul style="list-style-type: none">• Bikes in Schools – Bike Northland• Bike training activities and events – Bike Northland• Share the Road campaign – NZTA• School Travel Planning – Council.	BAU
Support and promote the Bikes in Schools programme.		
Develop and promote School Travel Planning.		
Promote family-based walking and cycling activities and events, including walking busses.		
3.3 Bike parking and a lack of appropriate Infrastructure is a significant barrier to encouraging more people to walk and cycle		
Provide secure bike storage facilities at recreational and community centres.	The identification and prioritisation of bike storage facilities will be undertaken in consultation with the Walking and Cycling Reference Group. The District Plan and consent process will be utilised to develop bike storage facilities. This may require plan changes to achieve.	Short-term priority
Co-ordinate and partner with other agencies, for example DOC, to develop and provide appropriate walking and cycling infrastructure, including bike parking.		
Encourage secure bike storage and travel planning as part of consented developments.		
3.4 Additional infrastructure is required to make routes truly accessible.		
Include the provision of rest stops, seating, shade, water, bike storage, way finding, cultural experiences and accommodation as part of the design and route selection process.	LTP and other funding applications for route development will include funding for additional infrastructure where practicable.	BAU
3.5 Restrictive bylaws can be an impediment to cycle participation, as well as other alternative transport modes such as scooters and skateboards.		
Safe cycle, scooter and skateboard access and use as a mode of transport will be a consideration when reviewing bylaws and other relevant Council policy.	Review of bylaws, planning documents and Council policy will be undertaken within the normal review timeframes and processes.	BAU

Goal 4: A walking and cycling network that connects with a regional network through significant locations in our District

ACTION	IMPLEMENTATION	PRIORITY
4.1 Land ownership varies along the length of rural routes		
Identify and prepare options for detailed strategic rural tourism and recreational routes.	Identification of options and community engagement will be supported by the <i>Walking and Cycling Reference Group</i> .	Short-term priority
Develop an on-going community engagement plan for each route stage, with a focus on engaging with landowners.		
4.2 The development and completion of regionally connected routes will require Council to partner with other funding agencies		
Support and maintain the <i>Walking and Cycling Reference Group</i> as a key stakeholder consultation group.	Funding will initially be provided through the LTP process, along with funding applications to other agencies.	Short-term priority
Develop full business cases and options for each stage of the <i>Strategic Regional Network</i> .	A specific project group, reporting to the <i>Walking and Cycling Reference Group</i> will be required to develop partnerships with stakeholders, community groups and other funding providers.	
Identify potential funding partners for stages of the <i>Strategic Regional Network</i> .		
Identify, develop and support partnerships with community groups and organisations that wish to develop portions of the wider network, particularly the District-wide routes connecting to the north and south.		
4.3 There is an opportunity to leverage rural cycle route development as part of major upgrades to the state highway Network.		
Promote the inclusion of a cycle route connecting the proposed <i>Limeburners Urban Route</i> with Ruakaka and Waipu, south of Whangarei as a component of the Whangarei to Port Marsden four-laning project.	Council will actively advocate for a cycling connection to be included as part of future developments of SH1 between Whangarei and the Brynderwyns.	BAU
4.4 The development and marketing of a regional walking and cycling network requires strategic direction on a region wide basis		
Develop and promote a regionally consistent approach to a regional cycle network, including branding, priorities and co-ordination between districts.	In collaboration with other Northland Council's, including NRC and Northland Inc, identify and assist with the funding of a single organisation to promote and develop branding for cycleways in Northland.	Short-term Priority
Programme business cases for cycling in Northland.		
Support the development of a Northland wide strategy.		

How do we set our priorities?

SETTING PRIORITIES

Our priorities for walking and cycling are set around the 3-year review cycles of the LTP. The LTP sets out the direction of Council and the funding needed over a 10-year period. The LTP is reviewed every three years.

In setting the walking and cycling priorities to the LTP cycle, we ensure that projects and infrastructure requirements coincide with Council's major funding rounds.

PRIORITY	WHAT WE MEAN
Short-term	A priority that we are aiming to implement or complete within the next cycle of the LTP (2018-2021).
Medium-term	We are not expecting to have this action fully implemented until the second cycle of the LTP (2021-2025).
Long-term	Implementation is expected to commence within the 10-year horizon of the LTP (most likely 2025-2028).
BAU	This is an on-going Action that is implemented as part of Council's normal annual work programmes.

PRIORITY WORK-STREAMS

The implementation of the *Walking and Cycling Strategy* can be divided into three work-streams:

- *Urban Shared Pathways*
- *Tourism and Recreational Routes*
- *Safety and Participation Programme*

The *Urban Shared Pathways* work-stream focusses on delivering the infrastructure necessary to develop an accessible walking and cycling network throughout the urban areas. These shared pathways will connect our communities by linking the places that people live, work, play and learn.

The *Tourism and Recreational Route* work-stream focusses on regional connections to Far North District and Kaipara District. The core backbone routes will be constructed to a *Heartland* or *Great Ride* standard. The long-term priority will be to include optional byways that cater for a varied technical or fitness levels.

The District-wide strategic routes will connect our smaller rural communities and coastal areas. They will provide opportunity for smaller rural communities to leverage economic opportunities from the routes.

The *Safety and Participation* work-stream focusses on the delivery of improved cycle and pedestrian safety through *LetsGo*, *Bikes in Schools*, travel planning and promotional activities.

The flagship of the *Safety and Participation* work-stream is the *Pohe Island Bike-Hub*. This facility will provide practical road safety and cycle safety education to all age ranges and abilities.



Kamo Shared Path



Twin Coast Cycleway

How do we implement this Strategy?

COLLABORATIVE APPROACH

The implementation of the *Walking and Cycling Strategy* requires co-ordination and collaboration across Council infrastructure activities (roading and recreation), planning (*District Plan* and other development plans), key funding agencies and the community.

A *Walking and Cycling Reference Group* has been established to guide and promote the coordination and collaboration required. The Reference Group has a diverse membership, representing specific projects, users, advocacy groups and agencies. The Reference Group includes Councillor representation and key Council staff.

The *Walking and Cycling Reference Group* is integral to the successful implementation of this Strategy.

The *Walking and Cycling Reference Group* will:

- be managed in accordance with an agreed *Terms of Reference*
- meet on a regular basis
- review progress on the implementation of the *Walking and Cycling Strategy*
- provide feedback to Council, and other agencies on walking and cycling projects and relevant planning issues
- lobby for improved walking and cycling facilities.

LEVERAGING FUNDING

Council will actively seek additional funding, either as subsidies, financial grants or 'in kind' assistance; to maximise the potential community outcomes for walking and cycling projects that are consistent with the strategic direction provided in this Strategy.

Where an appropriate third party is seeking Council assistance for a walking and cycling project. Council will consider:

- the project in relation to the priorities of the *Walking and Cycling Strategy*
- a range of options for assistance, including both financial and non-financial assistance.

COUNCIL FUNDING

Council's primary funding mechanism is the LTP. The LTP provides long-term direction and priorities for Council funding, and identifies key projects.

Funding from Council is critical in the delivery of walking and cycling infrastructure, as well as in supporting programmes to promote uptake of walking and cycling, particularly to increase the number of school children walking or cycling to school, and the number of walking and cycling commuters.

Council will prioritise its walking and cycling funding where that funding:

- contributes to the completion of the core urban and rural tourism and recreational routes identified in this Strategy
- promotes participation and uptake of walking and cycling
- Council funding can be used to leverage improved walking and cycling outcomes through third parties such as NZTA.

ADVOCACY

Council will advocate for the development of strategic urban and rural routes, utilising existing or planned infrastructure, including the appropriate use of rail corridors and as part of State Highway upgrades. Although there is a focus on shared paths, it is expected that a variety of pathway types will be utilised to suit the route, location and expected use.

Council will also advocate for improved walking and cycling outcomes at the regional and national level by actively contributing to public debate and consultations.

What are the risks?

IMPLEMENTATION RISKS

Insufficient funding including local, regional and national programmes

This risk is addressed by:

- providing long-term funding direction by identifying walking and cycling projects, and funding within Council's LTP
- ensuring that evidence based participation and uptake forecasts are utilised to support funding and policy decisions
- actively participating in the development of walking and cycling policy and strategy at a regional and national level.

Insufficient public support

Public support is critical for on-going funding of walking and cycling infrastructure and networks. Evidence shows that there is significant public uptake once there is a true network of options available. The Hatea Loop is a local example of significant uptake.

This risk is addressed by:

- developing and promoting uptake of walking and cycling options across all levels of ability
- promoting the real benefits of walking and cycling through events
- ensuring that major routes are designed to suit the specific needs of the community it is serving.

Lack of co-ordination

This risk is addressed by:

- supporting and maintaining the *Walking and Cycling Reference Group*
- establishing a regional governance group like the NTA.

Inability to gain access

Gaining access includes negotiating access to rail corridors, road reserves, coastal properties with private riparian rights or purchasing private property for access corridors.

WHAT IF WE DON'T IMPLEMENT THIS STRATEGY?

Council is working toward Whangarei being a vibrant, attractive and thriving District. A key community outcome is 'Proud to be Local'. This Strategy is about creating a District that people want to live in; where there are a range of lifestyle opportunities. If we do not implement this Strategy:

- Council's *Vision* and *Community Outcomes* may not be fully realised
- there will be an inability to fully leverage central government resources and funding to build a better community
- there will be missed opportunity to improve the health and well-being of our people
- there will be missed opportunity to reduce cars on our roads, reduce congestion and reduce pressure on limited carparking resources.
- an opportunity to reduce the environmental and carbon 'footprint' of Whangarei District will be lost.



Waipu Cycleway

Developing participation

HOLISTIC APPROACH

Achieving a goal of 'more people walking and cycling more often' requires a holistic approach to improving walking and cycling participation.

The key reasons for a lack of participation needs to be addressed through a holistic approach that includes skills development, safety and participation programmes in addition to the provision of physical infrastructure.

There has been a steady decline in active cycle participation by young people, with the average time spent biking by 5-12-year olds each week reducing from 28 minutes to 4 minutes between 1990 and 2014. Only 14% of New Zealanders aged 10-14yrs receive formal safe cycling training in real road situations. Only 2% of kids cycle to school, down from 12% in 1990.

Yet, 97% of New Zealand children want to cycle.

The reasons for the decline in participation by young people are complex, but include:

- a perception that cycling to school on the road is dangerous
- an increase in risk averse parenting (resulting in an inclination to drop school children at the school gate)
- skills and confidence

The provision of skills, confidence and safety training will address some of these barriers to participation, particularly where parents can also be involved.

Within the active adult population, there is a reluctance to choose walking or cycling as an alternative method of transport, particularly when commuting to work. The reasons vary, but include:

- a perception of high personal risk
- a lack of secure bike storage, changing facilities and showers in many businesses
- weather.

Our less active adult population, and the older generation may have physical impediments to participating in cycling. However, other aspects may reduce participation in walking activities, including:

- a lack of infrastructure such as resting areas, shade and other conveniences
- isolation.

Promoting socially active programmes for walking for older age groups will assist in reducing social isolation. Ensuring that bylaws, and the design of infrastructure that enables the use of mobility scooters and other mobility aids will encourage greater participation in the older age groups, and by less active adults.

BIKES IN SCHOOLS

Bikes in Schools is our flagship participation and safety programme, targeting primary and intermediate age school children.

This programme has been delivered to 15 Schools, reaching 3,400 students. *Bike in Schools* includes the installation of a bike track, secure storage, bikes and helmets for all students. Cycle skills and safety training is delivered to a Level 2 standard.

Bike Northland delivers *Bikes in Schools* with funding from Council, NZTA and other partners.

The continuation of this programme is a priority to address skills and confidence in young people, and to increase parents' confidence in their children to be able to cycle to school.

Bikes in Schools is targeted at a long-term increase in participation.

POHE ISLAND BIKE HUB

The development of the *Pohe Island Bike Hub* is the second strand of our participation programme. This facility is expected to be of regional significance in the provision of cycling skills, safety and confidence to all ages.

The Hub will provide a variety of tracks, from which formal training and events can be held. In addition, it will provide a safe environment for young learner cyclists to gain experience, either with their parents, or with loose supervision of their parents.

The *Pohe Island Bike Hub* will provide cycle skills and safety programmes for all ages, increasing the number of adults that receive formal training.

SAFE TO RIDE AREAS

Safe to Ride areas will be identified where smaller community skills-based cycling events can be delivered, encouraging greater participation for those that may have difficulty accessing a central bike hub.

BUSINESS PARTICIPATION

Increasing uptake of walking and cycling as a commuter option will require businesses to provide facilities for their staff to store bikes, change and if necessary, shower. It is recognised that not all businesses are able to provide these facilities. However, Council is committed to working with businesses on options to encourage uptake of walking and cycling.

Our walking network

Whangarei District has a wide range of walking opportunities and infrastructure to cater for all levels of fitness and ability. These opportunities can generally be categorised as:

- Urban footpaths
- Pedestrian friendly zones
- Urban area walking tracks
- Rural walkways

Within these categories, walking infrastructure is developed and maintained to different standards, depending on the location, purpose and target users. Standards range from footpaths and paths in the urban environment through to tramping tracks and routes in the rural backcountry environment.

Urban area walking infrastructure, including footpaths and shared paths are developed and maintained by Council, with a primary purpose of providing for the commuting walker. Recreational walking infrastructure includes 54km of tracks maintained by Council, with significant additional tracks developed and maintained by DOC.

URBAN WALKING PRIORITIES

The completion of the urban backbone shared path routes is the focus of this Strategy. These routes will provide walking opportunities for all ages, abilities and fitness groups, as well as connecting our urban communities. The primary purpose of a shared path route is to provide for urban commuters and connections with places where people frequent, for example, shopping centres and recreational hubs.

Our overall walking priorities include:

- developing and promoting a range of accessible walking opportunities
- constructing a footpath on at least one side of all urban roads in the District
- reducing social severance
- utilising a *Footpath Prioritisation Matrix* that gives an emphasis on people outcomes such as personal safety and access for vulnerable people; as well as site-specific, physical criteria and wider catchment issues such as traffic volumes and activity nodes
- speed limit reviews, that encompass highly pedestrianised areas such as the City Centre
- further develop 'Walkability Zones', where urban design, policy and traffic calming combine to create a walking-friendly environment.

RECREATIONAL AND RURAL WALKING PRIORITIES

Our rural and recreational walking network includes walks and tracks that provide a non-urban experience, including tracks that are easily accessed from the urban area. The primary purpose of these tracks is to provide for a recreational walking experience to both residents and visitors.

Our coastal and eastern walks are under increasing pressure from users. The numbers utilising these tracks have the un-intended impact of reducing the remote, or bush experience that the walk provides. At the same time, many of our inland and western walkways are under-utilised.

Our overall rural and recreational walking priorities include:

- development of inland walking opportunities and related infrastructure, to encourage use of under-utilised walking tracks, including:
 - Pukenui Forest
 - Tangihua Ranges
 - Otaika Valley
 - Western Hills
- investigate options for the control of Kauri Dieback Disease
- co-ordinate the development and upgrade of tracks and related infrastructure such as car-parking, toilet facilities and signage with DOC
- consistent signage and promotional material that provides information on grade, distance or time, destinations, history and experiences on walking routes or tracks
- the collection of data on walkways throughout the District to determine usage and other key parameters.

LEVERAGING WALKING EXPERIENCES

Whangarei District has an extensive network of walking experiences, catering for all levels of fitness, experience and ability. It is this diversity of experience that Council will utilise to leverage economic opportunity as a *destination where walking and cycling is a lifestyle*. Flagship walks will be utilised as a drawcard to promote the wider walking experience in Whangarei District.

TE ARAROA – NEW ZEALAND’S TRAIL

Te Araroa - New Zealand's Trail is a continuous 3,000 km walking track from Cape Reinga to Bluff. The trail passes through the Whangarei District along the east coast. The trail takes in many small coastal communities and provides opportunity for those communities to supply accommodation, supplies and local experiences.

TE WHARA GREAT WALK

The Te Whara track follows an ancient Māori trail from Ocean Beach to Urquharts Bay and is at least 700 years old.

The track passes through some of the best coastal forest in the North Island, and incorporates historic WWII defence station ruins. The track provides panoramic views of the Whangarei coastline, from Cape Brett (Motukokako) in the north to Cape Rodney (Tawharanui) in the south, including views to the offshore islands.

MOUNT MANAIA GREAT SHORT WALK

Mount Manaia is the ancestor and chief of Ngātiwai and the many hapū (sub-tribes) of Whangarei. Mount Manaia is a sacred place for Ngātiwai and hapū of the Whangarei area.

The track leads the walker on a steady climb toward the summit (420m), with breath-taking views of the dramatic entrance to Whangarei Harbour. Nīkau palms, kauri stands, northern rātā and pōhutukawa feature on this walk.

HATEA RIVER FLAGSHIP WALK

The Hatea River Walk connects the Town Basin with Whangarei Falls – Otuihau. The walk is easily accessible from multiple locations within the urban Whangarei area.

There are connections to AH Reed Kauri Park and Canopy Walk, Parihaka lookou and a potential further connection to Abbey Caves.



Canopy Bridge, Hatea Loop



Mount Manaia, Whangarei Heads



Hatea River Walkway

Developing our urban shared path network

Our *Urban Network* is made up of five key shared path routes that form the backbone of the network. The Network also includes a *Bike-Hub* located centrally at Pohe Island. The Bike-hub provides facilities to deliver cycle education to all levels of participants.

The key backbone routes connect our main communities with the City Centre. In developing these routes our priorities are:

ROUTE	PRIORITY
Kamo	Short-term
Onerahi	Short-term
Pohe Island Bike-Hub	Short-term
Raumanga	Medium-term
Tikipunga	Medium-term
City Centre	Medium-term
Blue/Green Strategy	Medium-term
Maunu	Long-term
Limeburners/Port Nikau	Long-term
Hatea Loop	BAU

In addition to the key backbone routes, Council is partnering with the NZTA to provide upgraded walking and cycling pathways as part of current and future upgrades of the urban sections of SH1 from the intersection of SH1 and Kamo Road in the north, to the Bluegoose in the south; and SH14 from the Maunu Lights to Te Hape.

As these routes are developed, further work will be undertaken to develop a network of off-road and on-road connections to schools and education institutions, active playgrounds, important recreational hubs and other key destinations within the urban area.

The priorities for the urban network development are:

1. completion of key off-road backbone routes that enable shared use, and is accessible to all ages and abilities
2. development and promotion of connections from the backbone route to schools and other educational institutions
3. develop connections with recreational hubs, with an initial focus on areas that have a high recreational sporting use
4. identify and develop walking and cycling connections to important destinations where people frequent, including shopping centres, social hubs and local tourist destinations.



Pohe Island, Hatea Loop



Town Basin, Hatea Loop

How will our urban network look?



THE KAMO ROUTE

The 6.5km off-road walking and cycling route connects the Whangarei City Centre with the Auckland University Campus, Kengsington Park through to Kamo and the *Kamo Walkability Environment*. The route provides safe walking and cycling access for over 6,000 students who attend schools within 500m of the route. The route will reduce the number of serious accidents and injuries by separating pedestrians and cyclists from high volume arterial roads where most accidents occur. The route also provides for walking and cycling commuters between Kamo and the City Centre, and will reduce pressure on SH1 and Kamo Road.



RAUMANGA / MAUNU ROUTE

The *Raumanga/Maunu Route* is a shared 5km route designed for pedestrians and cyclists. The cyclway/ walkway is designed to provide a safer route for people travelling between Whangarei's western suburbs and the city. The mainly off-road route which runs through Carruth and Tarewa parks will also provide access to the Whangarei Hospital, NorthTec and recreational areas such as Tarewa Park and Cafler Park in the city.

A pedestrian/cycle underpass under Otaika Road (at the end of Tarewa Park) is planned (2018-19) to enable walkers and cyclists to avoid the risk of crossing State Highway 1 (Otaika Road) and to reduce community severance.



TIKIPUNGA ROUTE

The proposed *Tikipunga Route* is a shared off-road route connecting the fast growing northern end of the Tikipunga residential community, Tikipunga High School, shopping centre and Whangarei Falls.

The route is also a key component of the *Tutukaka Coast Tourism and Recreational Route*, catering for the cycle tourist seeking to cycle from Whangarei City Centre through the Tutukaka Coast, Ngunguru, Whananaki and on to the Bay of Islands. This route also connects with a network of shared paths being developed through subdivisions (including Totara Park).



ONERAHI ROUTE

The *Onerahi Route* is a 6km off-road shared path route that connects the Hatea Loop and Whangarei's City Centre to Onerahi. There is a planned future extension of the route to Waikaraka Beach.

The route will provide a natural extension of the Hatea Loop, taking in saltwater wetlands, the historic Waimahunga Wetland and Onerahi Beach Road. The route caters for both commuter and recreational cyclists and walkers.



LIMEBURNERS

The *Limeburners Route* is a future route planned to cater for a planned residential development in the Port Nikau area. The Route connects to the City Centre. In addition, it will connect across to Raumanga, providing an alternative route from the southern Raumanga catchment to the Port Road area and the City Centre.

The route will also provide the primary link south as part of the tourism and recreational route to Waipu, Mangawhai and on to Auckland.



CENTRAL CITY

Central City routes include the existing Hatea Loop. Central City routes are being considered as options that will be developed through the *Central City Development Plan*. Central City routes are focussed on providing safe routes that connect through the City Centre onto other urban routes.

POHE ISLAND BIKE HUB

The Pohe Island Bike Park is a cycle training and education facility that provides a range of tracks and facilities to enable the delivery of cycle education, with a focus on schools. Training will be delivered by Bike Northland as a partner organisation to Whangarei District Council.

Facilities will include a range of *Learn to Ride* and skills tracks with *Junior Learn to Ride*, *Level 2 Learn to Ride* and *Mountain Bike Skills Tracks*.

It is expected that the facility will deliver *Learn to Ride* programmes on a regional basis to primary and intermediate aged children, and skills programmes for an adult market.

Regional connection north to Northern Regional routes

82



LEGEND

Whangarei Urban Network Overall

Regional connection to Ngunguru and BOI

S.H.1 NZTA partnership project

S.H.14 NZTA partnership project

Regional connection south to Mangawhai and Auckland

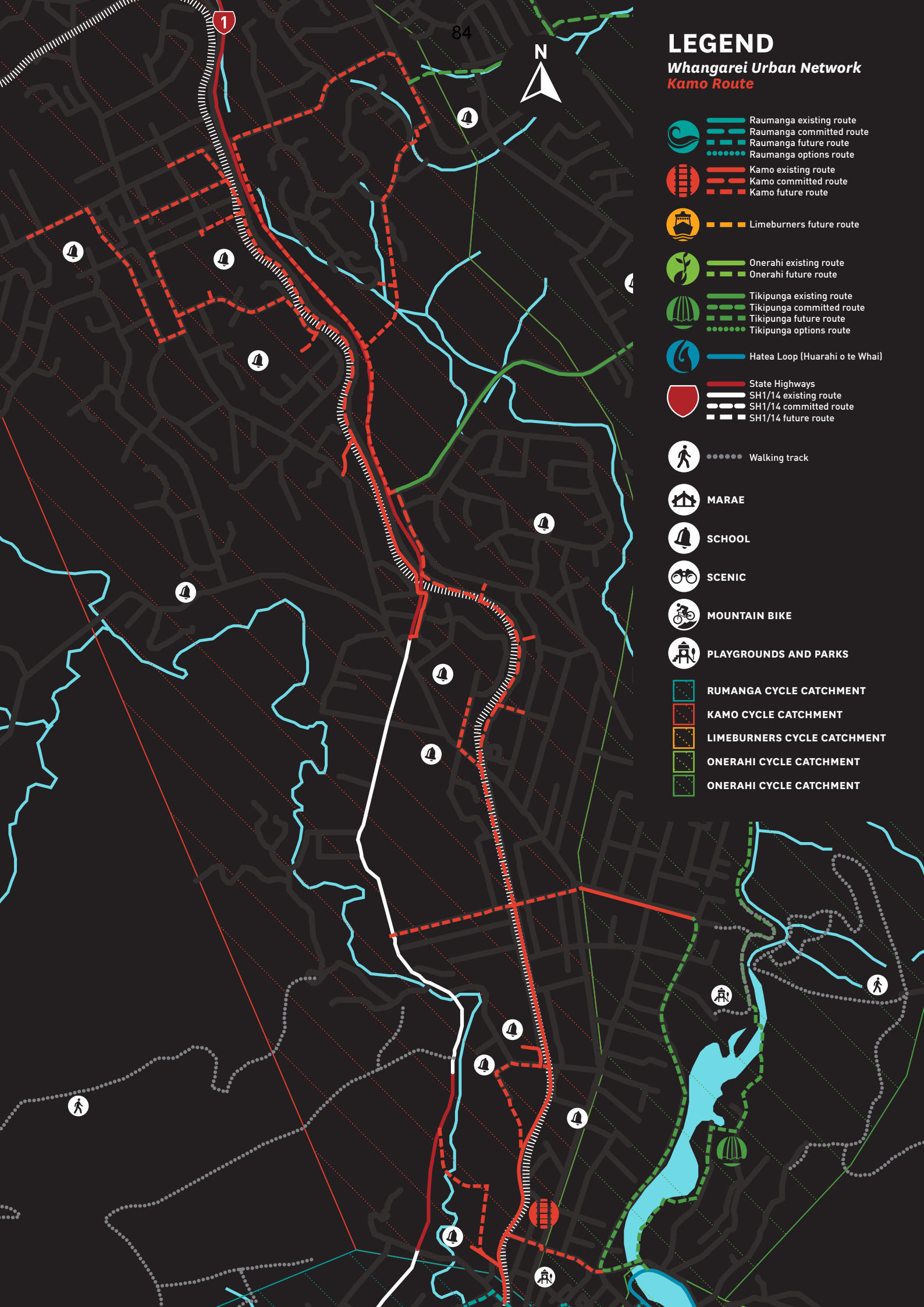
- Raumanga existing route
- Raumanga committed route
- Raumanga future route
- Raumanga options route
- Kamo existing route
- Kamo committed route
- Kamo future route
- Limeburners future route
- Onerahi existing route
- Onerahi future route
- Tikipunga existing route
- Tikipunga committed route
- Tikipunga future route
- Tikipunga options route
- Hatea Loop (Huarahi o te Whai)
- State Highways
- SH1/14 existing route
- SH1/14 committed route
- SH1/14 future route
- Walking track
- MARAE
- SCHOOL
- SCENIC
- MOUNTAIN BIKE
- PLAYGROUNDS AND PARKS



LEGEND

Whangarei Urban Network
CBD to Pohe Island

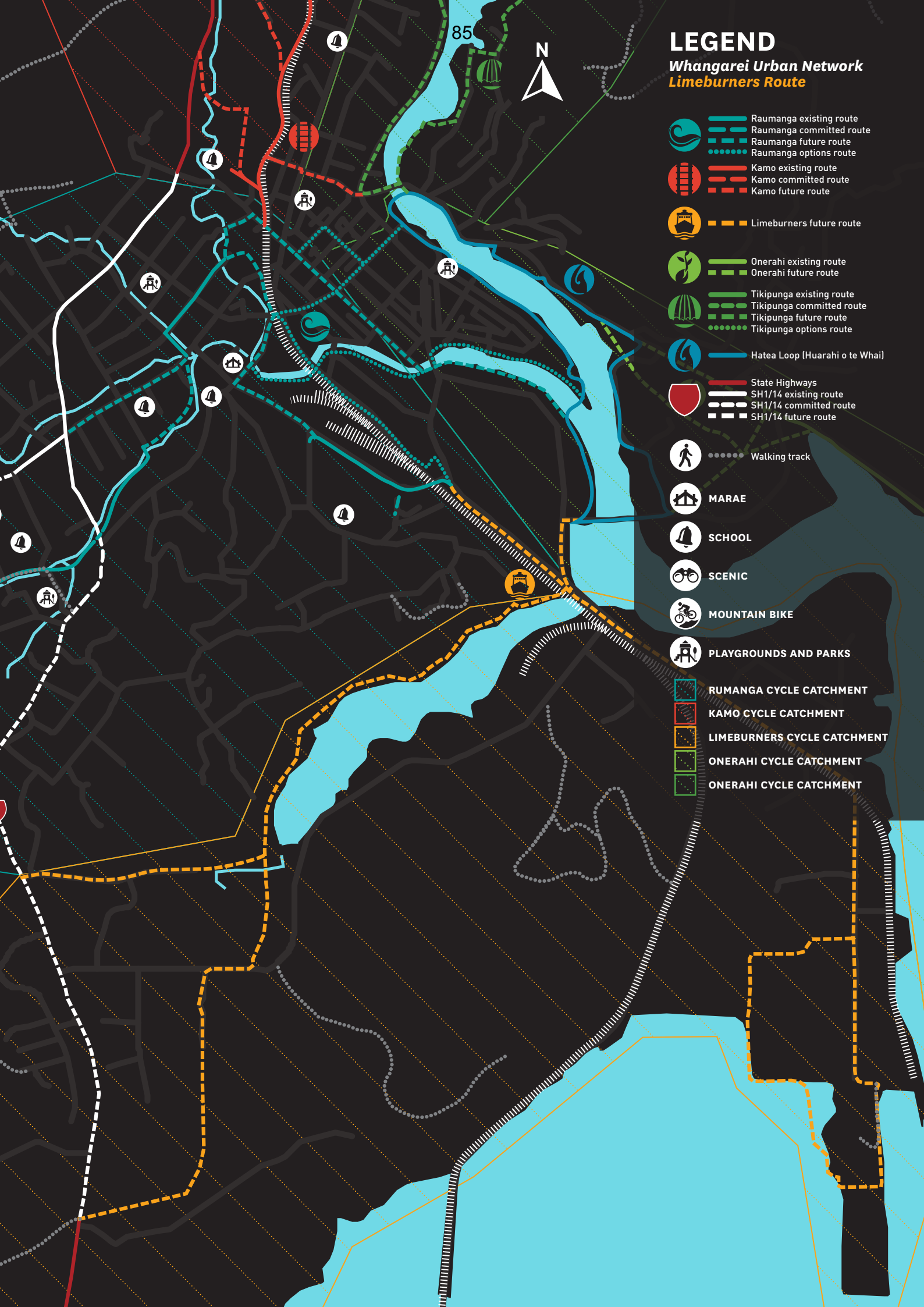
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- Raumanga options route
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- Kamo committed route
- Kamo future route
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- Onerahi existing route
- Onerahi future route
- Tikipunga existing route
- Tikipunga committed route
- Tikipunga future route
- Tikipunga options route
- Hatea Loop (Huarahi o te Whai)
- State Highways
- SH1/14 existing route
- SH1/14 committed route
- SH1/14 future route
- Walking track
- MARAE
- SCHOOL
- SCENIC
- MOUNTAIN BIKE
- PLAYGROUNDS AND PARKS
- RUMANGA CYCLE CATCHMENT
- KAMO CYCLE CATCHMENT
- LIMEBURNERS CYCLE CATCHMENT
- ONERAHI CYCLE CATCHMENT
- ONERAHI CYCLE CATCHMENT



LEGEND

Whangarei Urban Network Kamo Route

-  Raumanga existing route
-  Raumanga committed route
-  Raumanga future route
-  Raumanga options route
-  Kamo existing route
-  Kamo committed route
-  Kamo future route
-  Limeburners future route
-  Onerahi existing route
-  Onerahi future route
-  Tikipunga existing route
-  Tikipunga committed route
-  Tikipunga future route
-  Tikipunga options route
-  Hatea Loop (Huarahi o te Whai)
-  State Highways
-  SH1/14 existing route
-  SH1/14 committed route
-  SH1/14 future route
-  Walking track
-  MARAE
-  SCHOOL
-  SCENIC
-  MOUNTAIN BIKE
-  PLAYGROUNDS AND PARKS
-  RUMANGA CYCLE CATCHMENT
-  KAMO CYCLE CATCHMENT
-  LIMEBURNERS CYCLE CATCHMENT
-  ONERAHI CYCLE CATCHMENT
-  ONERAHI CYCLE CATCHMENT



LEGEND

Whangarei Urban Network
Limeburners Route

- Raumanga existing route
- Raumanga committed route
- Raumanga future route
- Raumanga options route
- Kamo existing route
- Kamo committed route
- Kamo future route

- Limeburners future route

- Onerahi existing route
- Onerahi future route

- Tikipunga existing route
- Tikipunga committed route
- Tikipunga future route
- Tikipunga options route

- Hatea Loop (Huarahi o te Whai)

- State Highways
- SH1/14 existing route
- SH1/14 committed route
- SH1/14 future route

- Walking track

- MARAE

- SCHOOL

- SCENIC

- MOUNTAIN BIKE

- PLAYGROUNDS AND PARKS

- RUMANGA CYCLE CATCHMENT

- KAMO CYCLE CATCHMENT

- LIMEBURNERS CYCLE CATCHMENT































- ONERAHI CYCLE CATCHMENT

- ONERAHI CYCLE CATCHMENT

































LEGEND

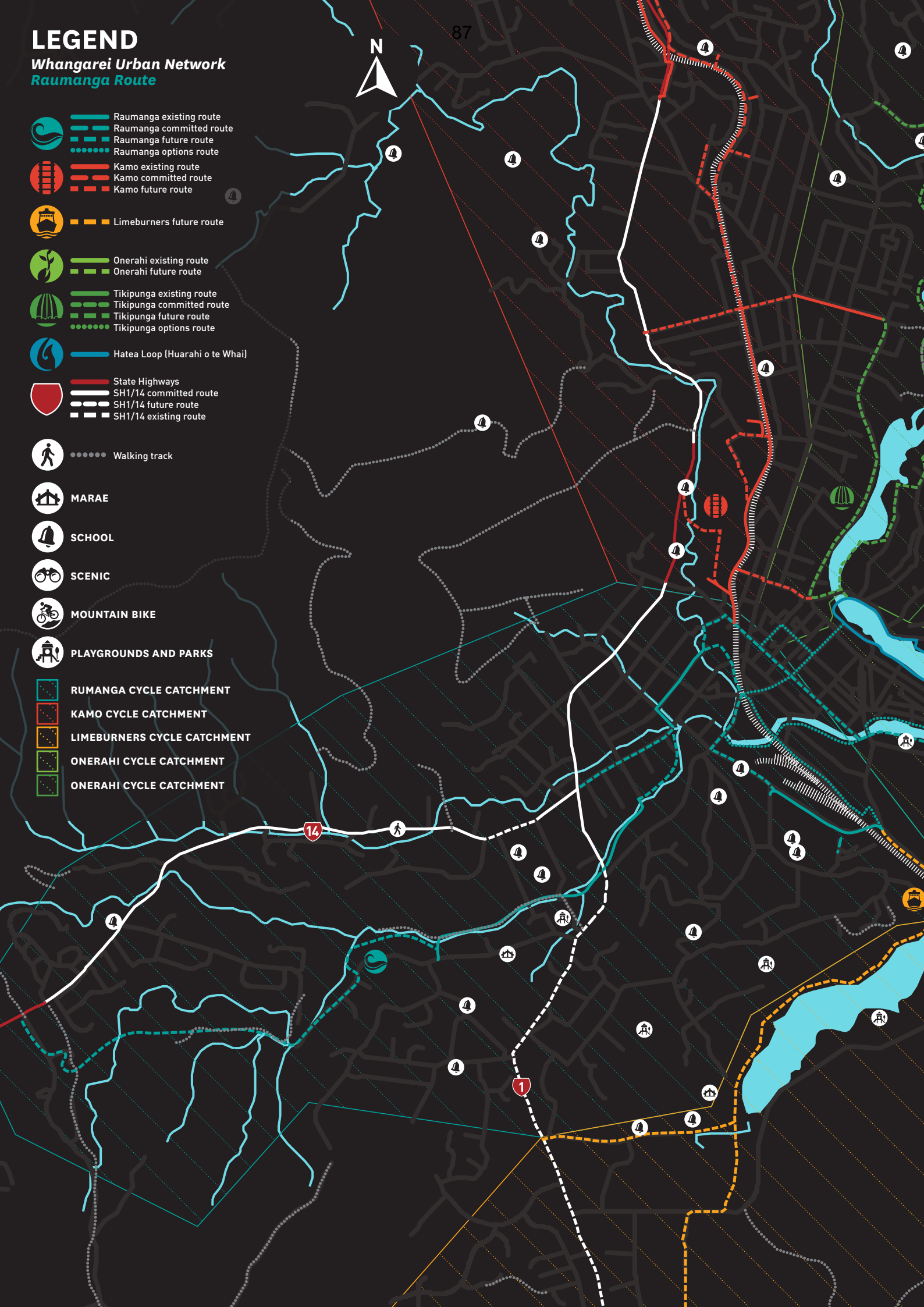
Whangarei Urban Network Onerahi Route

-  Raumanga existing route
-  Raumanga committed route
-  Raumanga future route
-  Raumanga options route
-  Kamo existing route
-  Kamo committed route
-  Kamo future route
-  Limeburners future route
-  Onerahi existing route
-  Onerahi future route
-  Tikipunga existing route
-  Tikipunga committed route
-  Tikipunga future route
-  Tikipunga options route
-  Hatea Loop (Huarahi o te Whai)
-  State Highways
-  SH1/14 committed route
-  SH1/14 future route
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-  KAMO CYCLE CATCHMENT
-  LIMEBURNERS CYCLE CATCHMENT
-  ONERAHI CYCLE CATCHMENT
-  ONERAHI CYCLE CATCHMENT

LEGEND































Whangarei Urban Network
Raumanga Route

-  Raumanga existing route
-  Raumanga committed route
-  Raumanga future route
-  Raumanga options route
-  Kamo existing route
-  Kamo committed route
-  Kamo future route
-  Limeburners future route
-  Onerahi existing route
-  Onerahi future route
-  Tikipunga existing route
-  Tikipunga committed route
-  Tikipunga future route
-  Tikipunga options route
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-  ONERAHI CYCLE CATCHMENT
-  ONERAHI CYCLE CATCHMENT



LEGEND

Whangarei Urban Network Tikipunga Route

-  Raumanga existing route
-  Raumanga committed route
-  Raumanga future route
-  Raumanga options route
-  Kamo existing route
-  Kamo committed route
-  Kamo future route
-  Limeburners future route
-  Onerahi existing route
-  Onerahi future route
-  Tikipunga existing route
-  Tikipunga committed route
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-  ONERAHI CYCLE CATCHMENT
-  ONERAHI CYCLE CATCHMENT

LEGEND

Pohe Island Bike Park Overall concept plan

- 1 Existing rugby field
- 2 Left only exit onto Riverside Drive
- 3 Bus parking area
- 4 One way car parking
- 5 Overflow parking
- 6 Multi-use trail connection to rugby fields and beyond
- 7 Future recreation activity
- 8 Pedestrian crossings over Dave Culham Drive
- 9 Vehicle entrance into Bike Park
- 10 Vehicle parking at Bike Hub
- 11 Bike Hub building based on existing ex Re-Sort facility
- 12 Junior learn to ride track
- 13 Vegetation screening
- 14 Realigned fence around BMX track
- 15 Pump track, single lane
- 16 Level 2 Learn to Ride track
- 17 Existing dog park
- 18 Multi use trail connection to Te Matau a Pohe
- 19 Ride track, connection to Bike Hub activities
- 20 Mountain bike skills track
- 21 Existing toilets



Developing our Tourism and Recreational Routes

Our *Tourism and Recreational Routes* provide a cycling connection from Auckland to the Bay of Islands through Whangarei City. A western connection will also be developed to connect with the Kauri Coast and Missing Link Cycleways that Kaipara District are developing. The completion of these routes will connect our smaller communities with the cycling equivalent of the *Twin Coast Discovery Highway*.

The development of *Tourism and Recreational Routes* in our rural areas will enable our smaller communities to leverage economic benefit from a growing cycle tourism market, through the provision of accommodation, food, tourist opportunities and cycle-related services.

THE NORTHERN CONNECTION

The *Northern Connection* will connect Whangarei with the Bay of Islands and the *Twin Coast Great Ride* from Bay of Islands to the Hokianga Harbour.

The preferred route takes advantage of Whangarei District's stunning coastal areas and small coastal communities. The Route leaves the Whangarei urban area at Tikipunga and takes the cyclist to Ngunguru and along the Tutukaka Coast, north to the Bay of Islands. This preferred route compliments the existing *Te Araroa - New Zealand's Trail*.

An option to provide an additional route north, following the *North Auckland Rail Corridor*, is also being considered. This additional route would provide an easier grade and prove easier to construct, but would not take in Whangarei Districts coastal areas.

THE SOUTHERN CONNECTION

The *Southern Connection* will connect Whangarei with Mangawhai and on to Auckland. The route will enable cycle tourists to cycle from Auckland through to Whangarei. The completion of this route, alongside the *Northern Connection* is expected to encourage cyclists to stay in the Whangarei District for an additional 3-5 days.

The preferred route is expected to include a byway to One Tree Point / Marsden Cove / Ruakaka area. A potential ferry crossing from Marsden Cove to the northern side of the Harbour will enable cyclist to take in the Whangarei Heads / Ocean Beach area.

THE WESTERN CONNECTION

The *Western Connection* will connect Whangarei with Kaipara District toward Dargaville. Some potential routes have been identified and will be further investigated; these include

- the *North Auckland Rail Corridor*
- a route via SH1, connecting Waipu to Maungaturoto via the proposed new SH1 realignment.

The western route will connect with Kaipara District's Kauri Coast and Missing Link routes.

CONNECTING OUTSTANDING LANDSCAPES

The *Whangarei District Plan* identifies *Notable and Outstanding Landscapes*. As a long-term priority, Council will seek to develop either on-road or off-road cycle routes that enable cyclists to experience our outstanding landscapes and other notable features in the District.

ZONED DEVELOPMENT

The rural tourism and recreational network will utilise a combination of quiet back-roads, riparian areas, paper roads and upgraded walkways.

The preferred network has been divided into zone 1-4. Each zone provides a significant connection from one destination to another. Council will seek to develop projects and connections within all zones as the opportunity arises and where there is community support. However, Council will actively seek external funding to complete major connections with Zone 1 areas being prioritised over Zone 4.

In addition to the preferred network, Council has identified some byway connections. These byways seek to provide additional connections from the main route, to significant locations and destinations.

NORTHERN CONNECTION ZONES

There are four zones and a byway as part of the *Northern Connection*.

Zone 1 connects the *Whangarei Urban Network* with Ngunguru. This provides a cycling connection to Ngunguru and the start of the Tutukaka Coast, as a significant destination for activities such as diving and other coastal based activities.

Zone 2 continues the Ngunguru connection through to Whananaki. The combined Zone 1 and 2 will form a ride that will conform to a *Heartland Ride* standard, and can be marketed as such.

Zone 3 connects Whananaki with Oakura and takes the cyclist to the edge of the Russell Forest. There are existing roads that connect this zone with the Bay of Islands.

Zone 4 is the final connection from Oakura through to the Bay of Islands and the *Twin Coast Cycle Trail*. This zone has only a short distance within the Whangarei District, and will require co-ordination and timing with a corresponding development within the Far North District.

A **byway** is proposed to link the Zone 1 Whangarei to Ngunguru route with the Whangarei Heads. There are several options being considered for this byway, including via Pataua.

SOUTHERN CONNECTION ZONES

There are two zones and a byway as part of the *Southern Connection*.

Zone 1 links Ruakaka south through Waipu, Waipu Cove and Langs Beach. There is an existing shared path cycleway partially connecting Waipu and Waipu Cove, with significant community support and resources for continuing the development of this route section.

Zone 2 links Whangarei from the proposed *Limeburners Urban Route* through to Ruakaka. The development of this Zone 2 link is expected to be developed in conjunction with the upgrade of State Highway 1. When Zone 1 nears completion, it is expected that the need for a connection with Whangarei will be a high priority.

A **byway** is proposed to link the main southern connection with One Tree Point. This is expected to provide a connection between the fast growing One Tree Point community and Ruakaka. If a future ferry service were to be developed between Marsden Point and McCleods Bay, then an alternative route to Whangarei would be possible.

OTHER PRIORITIES

The completion of the rural tourism and recreational network is a long-term project, with both the *Northern and Southern Connections* being the highest priority.

The following short-term priorities will ensure consistent progress toward realizing this network:

- support the completion of the Waipoki Coastal Trail (Ngunguru to Scows Landing)
- prepare business case for a connection to the *Twin Coast Trail*, including route options for a coastal route and an inland route following the rail corridor
- Complete Waipu to Langs Beach
- prepare funding applications for Zone 1 (*Southern Connection*) from Ruakaka to Waipu Cove
- co-ordinate with Kaipara District Council to identify route options from Langs Beach to Mangawhai
- investigate a partnership agreement with NZTA for the inclusion of a rural cycle route connecting Ruakaka with Whangarei as part of SH1 upgrades.



Waipu Cycleway



Wild Kiwi multi-sport event, Whangarei Heads

TOURISM AND RECREATIONAL ROUTE MAPS

Our *Tourism and Recreational Route Maps* identify preferred routes and options for the development of rural cycle routes. The routes provide opportunity for our smaller rural communities to leverage economic benefit from the routes.

There is a wide range of experiences on offer along our *Tourism and Recreational Routes*, making each route more attractive as a multi-day journey.

Facilities

The maps identify areas where there are existing facilities for the cyclist utilising the route. Facilities may include:

- a variety of accommodation options, including camping
- toilet facilities
- retail, including general supplies
- information.

Marae

Northland, and the Whangarei District have a rich cultural heritage. There are a number of Marae in our coastal communities, providing a focal point for local Hapū. Marae located in proximity to the route are identified.

There may be opportunity for Marae to provide cultural experiences or other services for cyclists utilising the route.

Marine

Whangarei has a spectacular and diverse coastal environment, with experiences including diving at the world famous Poor Knights Islands. All of our coastline provides opportunities for fishing and swimming, and there are a number of surf beaches.

Areas identified as having a marine experience may include experiences such as:

- scuba diving or snorkelling through an established commercial operator
- game fishing, or small boat fishing charters
- kayaking
- high profile beaches.

Mountain Biking

Whangarei District has well established mountain bike parks and existing mountain bike trails. The most well-known area is the Glenburnie Forest Park. Our recreational routes offer the opportunity for mountain bikers to incorporate a variety of tracks into their journey along a main *Tourism and Recreational Route*.

Scenic

Whangarei has some outstanding scenery and landscapes, including the Whangarei Heads, coastal vistas and our secluded sandy beaches. Scenic experiences include areas where there are special views, or you experience being within the landscape.

Walking

Te Araroa - New Zealand's Trail takes in our coastal areas. There are places where our *Tourism and Recreational Routes* coincide with the *Te Araroa Trail*. There are also other numerous opportunities to include a walking experience as part of the route.



Rikoriko Cave, Poor Knights, Tutukaka Coast



Matapouri, photo by David van der Haas

LEGEND

Northern connection
Rail Corridor Option

ZONE 1

ZONE 2

ZONE 3

ZONE 4

BYWAY

BYWAY OPTION

ALTERNATIVE OPTION NORTH

VIA RAILWAY

STATE HIGHWAYS



MARAE



MARINE



SCENIC



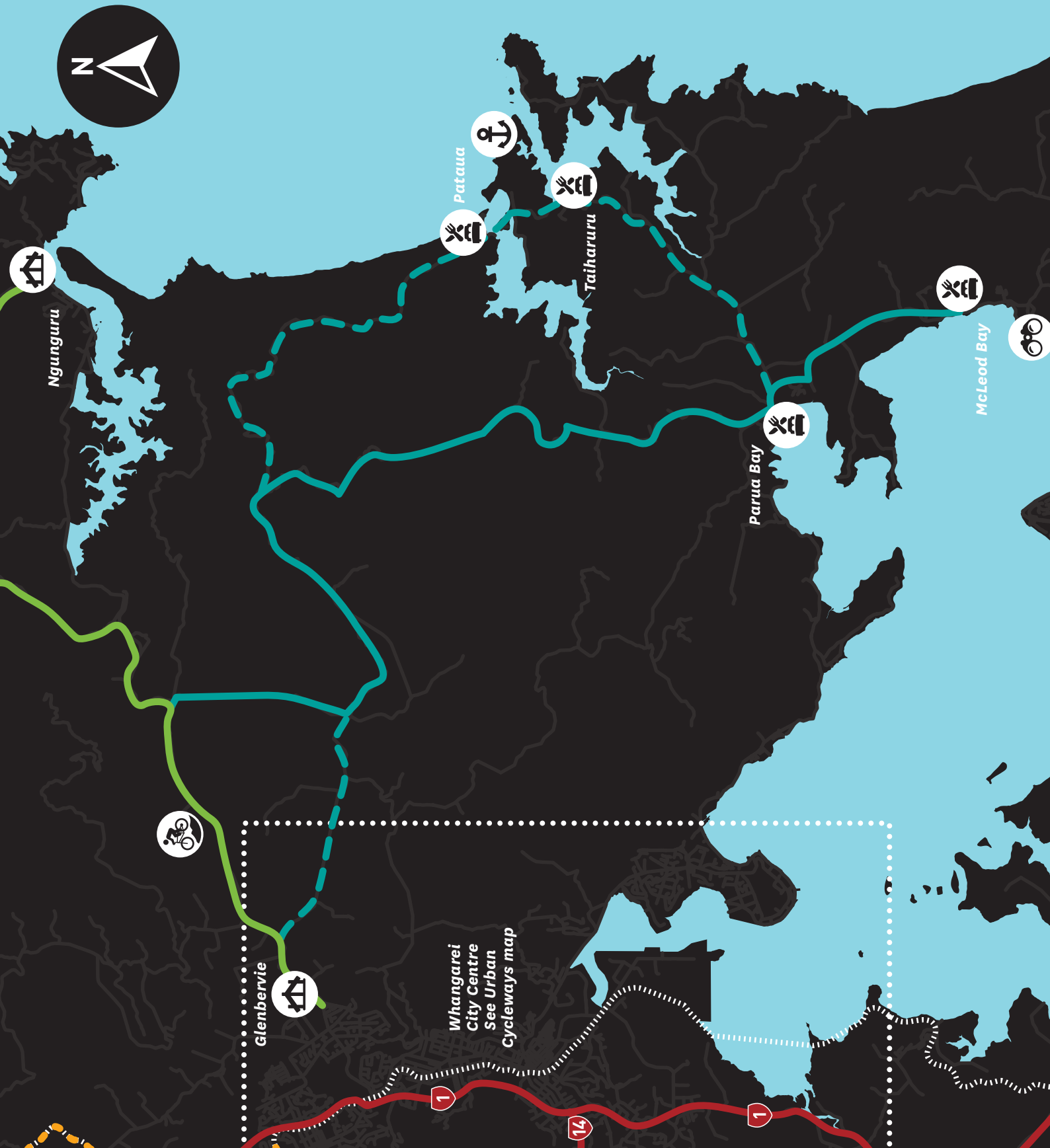
WALKING



MOUNTAIN BIKE



FACILITIES



LEGEND

Northern connection
Rail Corridor Option

ZONE 1

ZONE 2

ZONE 3

ZONE 4

BYWAY

BYWAY OPTION

ALTERNATIVE OPTION NORTH

VIA RAILWAY

STATE HIGHWAYS



LEGEND

Northern connection
Rail Corridor Option

ZONE 1

ZONE 2

ZONE 3

ZONE 4

BYWAY

BYWAY OPTION

ALTERNATIVE OPTION NORTH

VIA RAILWAY

STATE HIGHWAYS



MARAE



MARINE



SCENIC



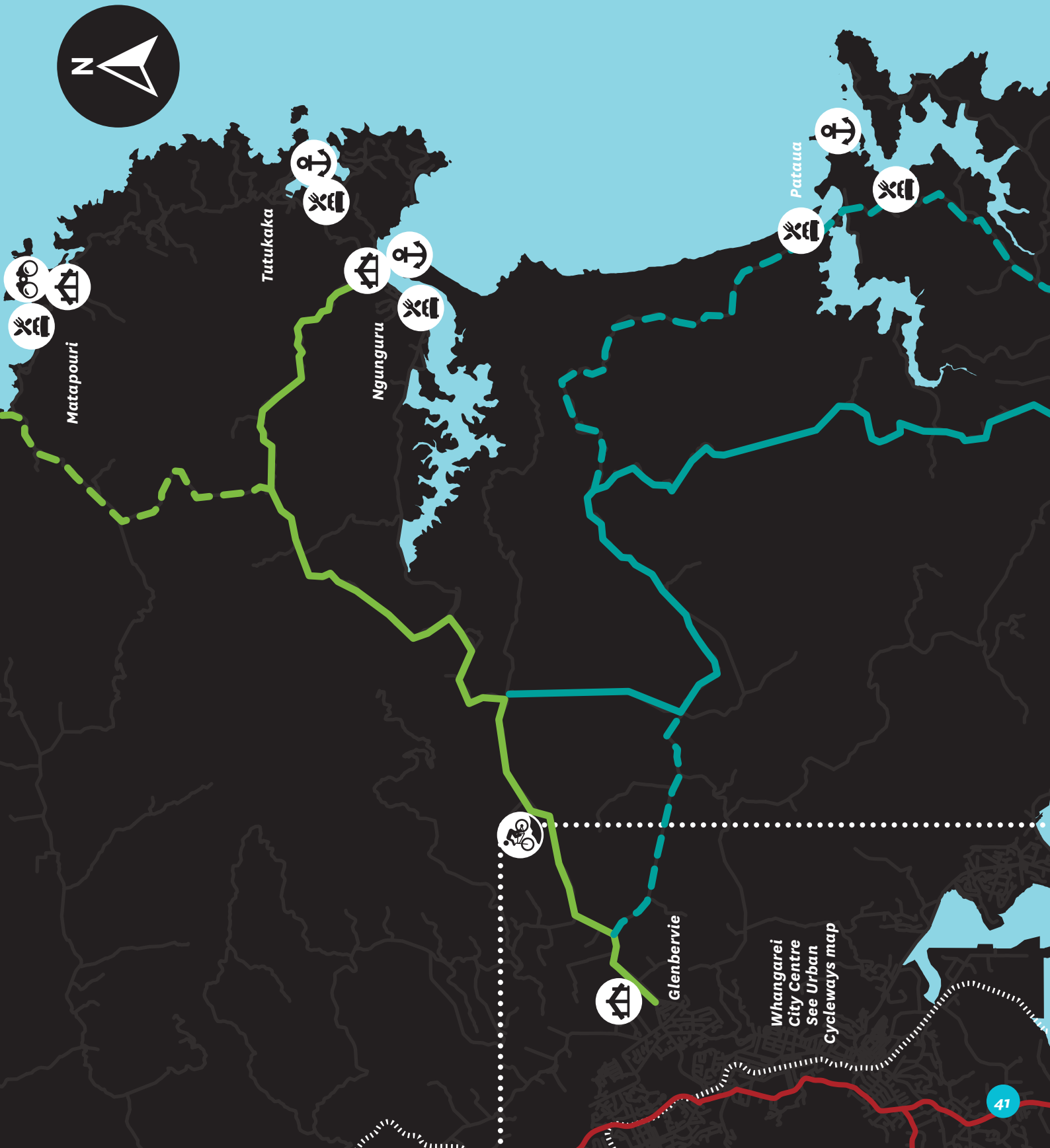
WALKING



MOUNTAIN BIKE



FACILITIES





LEGEND

Northern Connection Ngunguru to Whananaki

ZONE 1

ZONE 2

ZONE 3

ZONE 4

BYWAY

BYWAY OPTION

ALTERNATIVE OPTION NORTH VIA RAILWAY

STATE HIGHWAYS



MARAE



MARINE



SCENIC



WALKING



MOUNTAIN BIKE



FACILITIES

Whangaruru

Oakura

Helena Bay

Whananaki

Whananaki
South

Matapouri



LEGEND

Northern Connection Ngunguru to Whananaki

ZONE 1



ZONE 2



ZONE 3



ZONE 4



BYWAY



BYWAY OPTION



ALTERNATIVE OPTION NORTH VIA RAILWAY



STATE HIGHWAYS



MARAE



MARINE



SCENIC



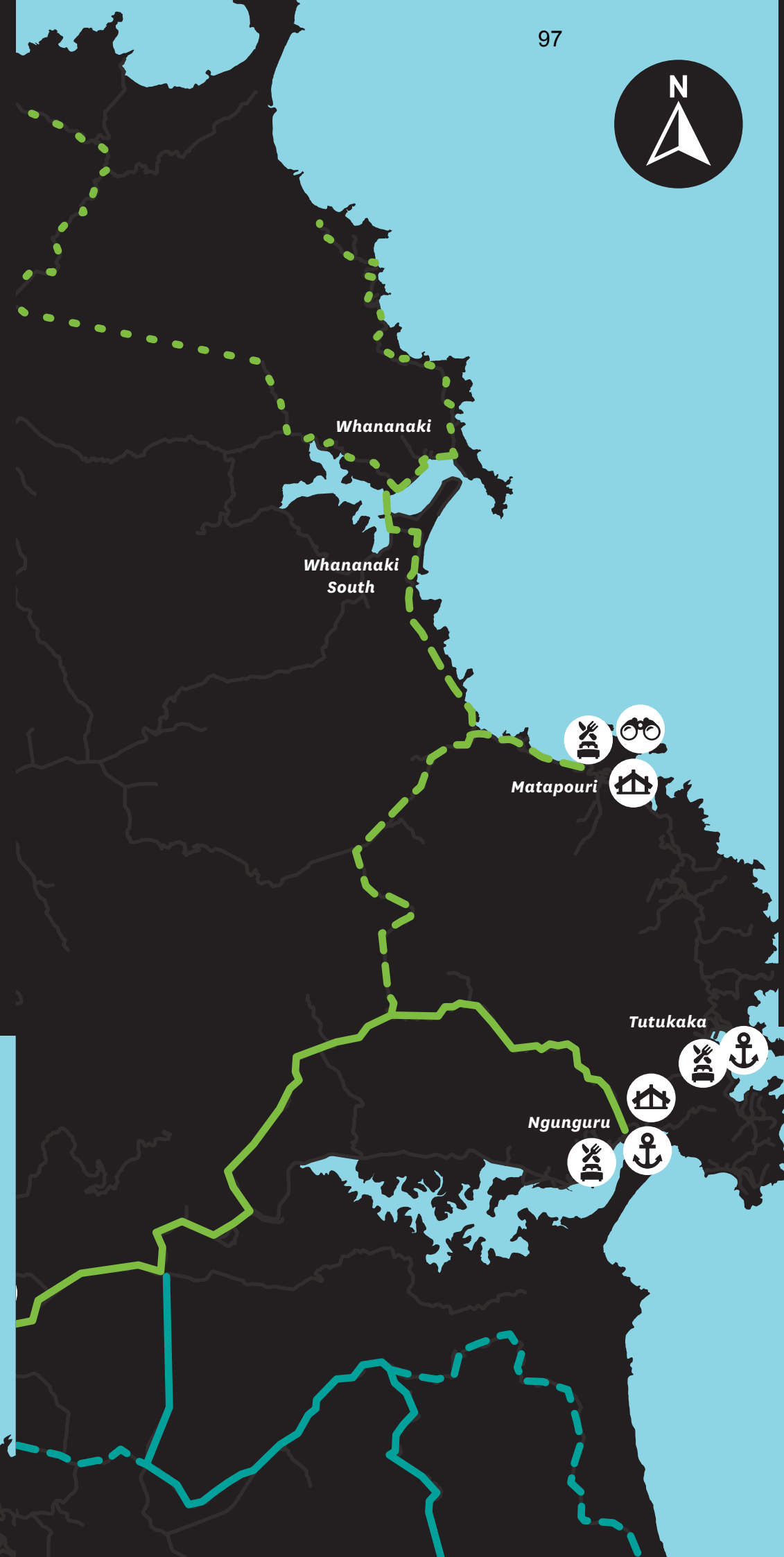
WALKING



MOUNTAIN BIKE



FACILITIES



LEGEND

Western Connection
Option (follows rail)

WESTERN CONNECTION

STATE HIGHWAYS



MARAE



MARINE



SCENIC



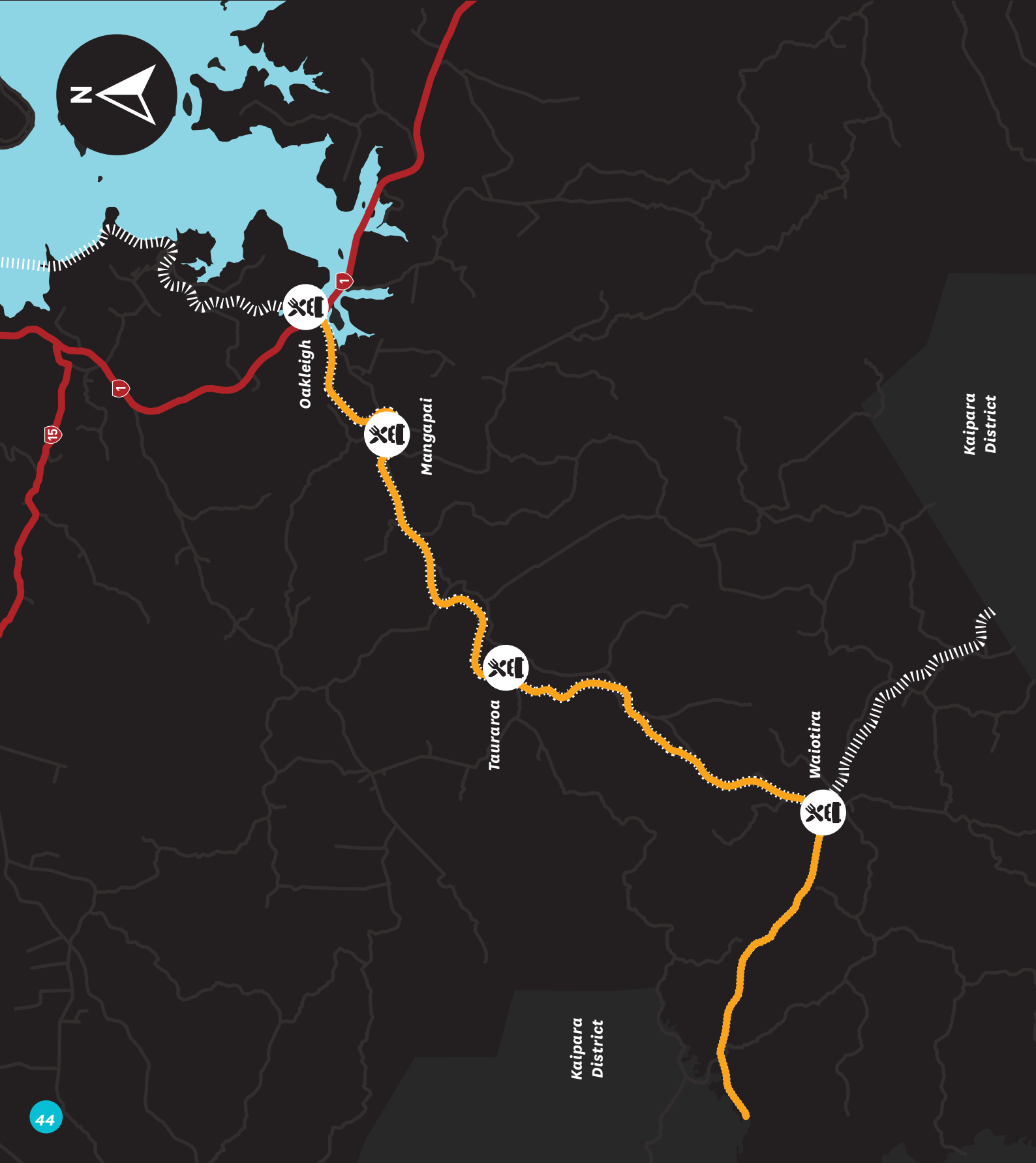
WALKING



MOUNTAIN BIKE



FACILITIES



LEGEND

Western Connection
SH1 Realignment

WESTERN CONNECTION

STATE HIGHWAYS



MARAE



MARINE



SCENIC



WALKING



MOUNTAIN BIKE



FACILITIES



Kaipara
District

LEGEND

Southern Connection
Ruakaka to Waipou

ZONE 1



ZONE 2



MARSDEN BYWAY



STATE HIGHWAYS



MARAE



MARINE



SCENIC



WALKING



MOUNTAIN BIKE



FACILITIES



LEGEND

Southern Connection
Waipu to Mangawhai

ZONE 1



ZONE 2



MARSDEN BYWAY



STATE HIGHWAYS



MARAE



MARINE



SCENIC



WALKING



MOUNTAIN BIKE



FACILITIES



Kaipara
District

LEGEND

Southern Connection
Waipu to Mangawhai

ZONE 1



ZONE 2



MARSDEN BYWAY



ZONE 2 OPTION



WESTERN OPTION



STATE HIGHWAYS



MARAE



MARINE



SCENIC



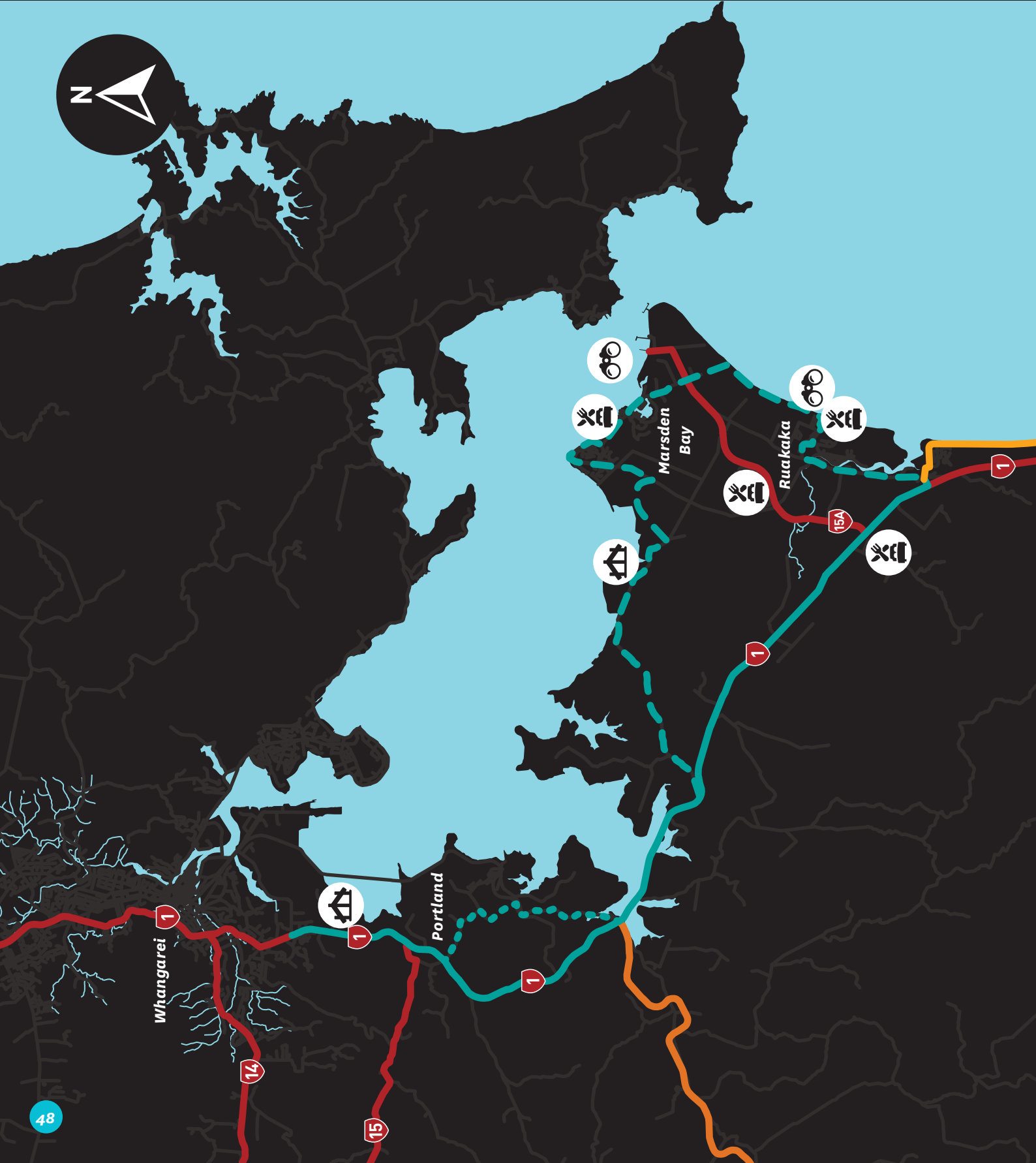
WALKING



MOUNTAIN BIKE



FACILITIES



How will we monitor and review this Strategy?

Enabling us to see how we are progressing and what need to change.

MONITORING AND REVIEW

Monitoring and review forms an important part of this Strategy.

Monitoring uptake and participation will enable Council to identify overall walking and cycling trends, predict future trends and provide evidence based funding applications. We will do this by:

- undertaking bi-annual surveys of cyclist and pedestrians utilising new and/or existing routes, including the number of users, routes being taken and demographic information
- bi-annual reviews of *Bikes in Schools* and education activities at the *Pohe Island Bike-hub*, including the number of programmes delivered and the number of participants.

Monitoring cycle and pedestrian safety as part of providing a safe and connected network will be undertaken by:

- reviewing cycle and pedestrian crash rates in conjunction with Council's crash reduction studies
- reviewing the number of hospital discharges due to pedestrian and cyclist injuries.

Implementation of identified actions will be monitored. With progress regularly reported through to the *Walking and Cycling Reference Group*.

REPORTING

Progress, and major monitoring information will be reported through the *Walking and Cycling Reference Group*, as and when that information is available.

A brief overall Annual Report on progress in the implementation of the Strategy will be prepared as part of Council's overall annual reporting.

REVIEW AND UPDATING THIS STRATEGY

The *Walking and Cycling Strategy* will be reviewed every 5 years.

Action and Implementation Plans will be reviewed on a three-year cycle coinciding with Council's LTP. This review cycle will reflect the need to maintain alignment with the national funding programmes and related regional and local projects.



HWM Sheryl Mai attends the opening of Kotuitui Whitinga bridge, Hatea Loop



Mair Park, Hatea River Walkway

Glossary of terms

GLOSSARY

Byway

A secondary rural cycle route, on sign posted quiet rural roads, or off-road, connecting the main strategic route with other destinations of interest.

Community severance

Community severance occurs when transport infrastructure or motorised traffic divides space and people, causing greater isolation of communities and individuals.

Community Outcomes

The outcomes that a local authority aims to achieve in meeting the current and future needs of communities for good-quality local infrastructure, local public services, and performance of regulatory functions.

CPTED

Crime Prevention Through Environmental Design. Ensuring that the built environment reduces the risk of crime by considering aspects such as lighting, sight distances and isolation.

DOC

Department of Conservation

End to End Planning

Ensuring that all aspects of a journey are considered, including the journey itself, cycle storage facilities, changing and showering facilities at the end of the journey, and alternative transport to return if required (eg: buses with cycle carrying facilities).

Great Ride

A *Great Ride* is the core component of *Nga Haerenga, The New Zealand Cycle Trail*.

Heartland Ride

Heartland Rides aim to encourage cyclists away from busy state highways and onto scenic, quiet, back-country roads where they will experience heartland New Zealand. Sections of a *Heartland Ride* may be either on-road, or off-road. *Heartland Rides* are also used to connect with *Great Rides*.

Long-Term Plan (LTP)

The LTP outlines the activities and priorities for Council over the next ten years, providing a long-term focus for decision-making. It also explains how Council's work will be scheduled and funded. The LTP is Council's primary funding document.

New Zealand Transport Agency (NZTA)

A government department that is responsible for all aspects of transport, including safety, research and funding.

Tourism and Recreational Route

A cycling route that may include off-road or on-road sections, targeted at the cycle tourist and the more experienced, confident local cyclist.

Urban Route

A walking and cycling route through the Whangarei urban area. Generally, these routes connect one community with another via a shared path, that is off-road wherever practicable.

Walking and Cycling Reference Group

A consultative group of key walking and cycling stakeholders, and Councillors, that provide direction to Council on walking and cycling issues.



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