

# Draft West Coast Regional Walking and Cycling Strategy 2008



*Photo courtesy of Grey Star*



***More Walking, More Cycling, More Often***

# Foreword

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The economic future of our region relies on strong transport networks, and walking and cycling are being increasingly considered as important choices within this transport mix. With fuel prices continuing to rise, people are more actively seeking more transport choices and alternatives to driving the car for some trips. With the West Coast having a higher than average number of rural residents, there is a greater reliance on private car use as well as a need to travel long distances. But in urban areas where distances to work, school and services are that much shorter, more opportunities exist. With no comprehensive public transport system currently available, walking and cycling provide positive, economic and healthy ways of getting around.

The West Coast is a region that values tourism and economic development and it is not surprising that a significant number of visitors come to enjoy our rich natural environment by foot or by bike. Tourism is important to the local economy and increasing activities such as cycle tourism can help extend visitors times, while promoting events such as the Around Brunner Cycle ride, or easy walks/rides close to town can encourage domestic visitors and residents to improve their own health and well-being while experiencing our unique landscapes. Our present road network can be challenging for walkers, cyclists and drivers to co-exist, but there is also a desire from all road users to encourage a culture of 'sharing the road' for the safety of everyone.

This is the West Coast's first Draft Regional Walking and Cycling Strategy. Its development has been overseen by a steering group (made up of District and Regional councils, the New Zealand Transport Agency, and Community and Public Health) that is guided by the Regional Transport Committee (RTC). This document aims to provide a framework that will guide local action to improve the environment for walking and cycling in the region.

While the Draft Strategy sets the framework for where we want to be and how we can get there, progress towards these aims will come through collaboration and partnerships. Funding is a challenge, which will require innovative measures to implement the actions identified. These actions involve a mix of engineering, education, enforcement and encouragement approaches which can be undertaken together in order to achieve the strategy targets.

I would like to acknowledge all of those that helped develop this Draft Strategy. My thanks go to the steering group, local iwi and rūnanga groups, to stakeholders and community groups who all gave their expertise to the development of this strategy. The excellent response from the public to the initial consultation was heartening as well as instructive in directing this document. We welcome the ongoing involvement of the public in the development of this Strategy and encourage feedback to help with finalising it. The deadline for all submissions and feedback is **19 December 2008**.

The vision of "*more walking, more cycling, more often*" advocates for more transport choice and proposes ways in which our communities, local government, and other organisations can work together to achieve this vision. I encourage you to support this initiative and help make it happen!

Ross Scarlett  
Chair, West Coast Regional Transport Committee



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Date: 12/11/2008

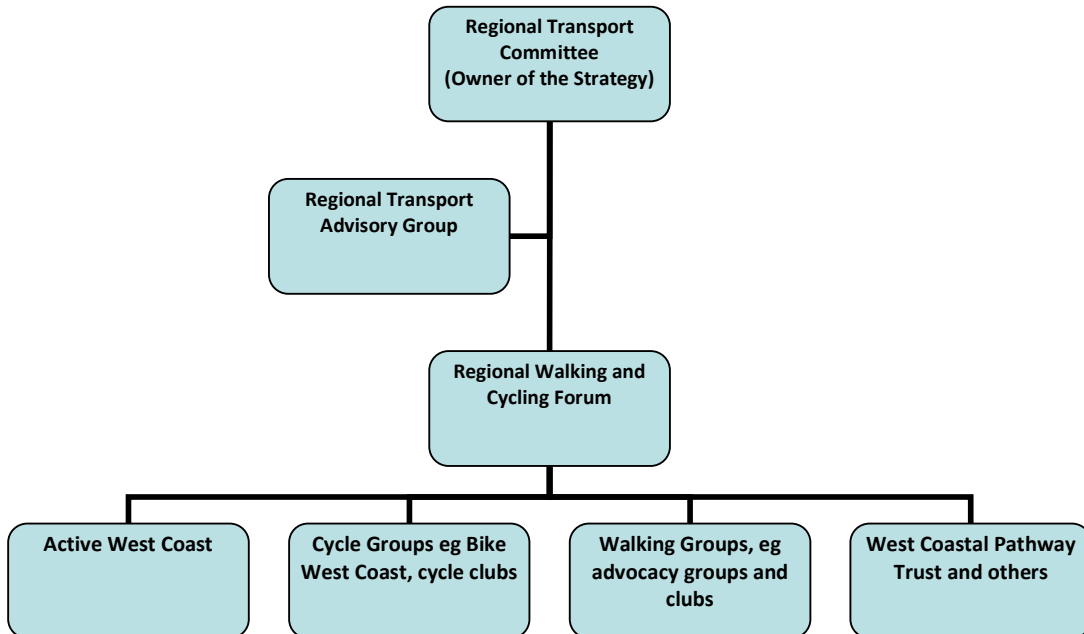
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# 1 Executive Summary

This is the West Coast's first walking and cycling strategy. The vision of "more walking, more cycling, more often" advocates for more transport choice and proposes ways in which our communities, local government, and other organisations can work together to achieve this vision. This strategy outlines a possible future for walking and cycling activities across the region and will guide and coordinate action for a range of agencies and groups responsible for, or involved in, the provision of transport infrastructure, services and promotion for walking and cycling. The implementation of the strategy will be coordinated through the Regional Transport Advisory Group (RTAG) which includes members of the strategy development steering group and the Regional Transport Committee (RTC). The RTAG will facilitate the Regional Walking and Cycling Forum that will help coordinate the activities of various walking and cycling interest groups and stakeholders on an annual basis.



The **vision** for the draft West Coast Regional Walking and Cycling Strategy is:

***“More walking, more cycling, more often”***  
***“Tama tū, tama ora, tama noho, tama mate”***

To realise this vision, it is proposed that we will focus on achieving the following **outcomes**:

1. **Walking and cycling activity is increased;**
2. **An environment that is safe, convenient, attractive and accessible for walking and cycling is developed;**
3. **Relevant strategies, policies, plans and practices include and support walking and cycling; and**
4. **The West Coast is promoted as a walking and cycling destination to support tourism and economic development.**

Some of the key **actions** to meet the above outcomes will be to:

- Establish a Regional Walking and Cycling Forum to coordinate the various groups that can contribute to the enhancement of walking and cycling;
- To identify what facilities already exist for walking and cycling; and
- To identify what demands exist (or could eventuate) for walking and cycling.

Following from these, further actions will evolve, some of which include:

- To identify where improvements are necessary, prioritise this work and establish a funding plan to implement;
- Develop education and enforcement campaigns to improve safety for walkers and cyclists that instil a “share the road” attitude of courtesy; and
- Develop promotional campaigns to encourage more walking and cycling (travel behaviour change, health, events and tourism).

Progress on the strategy will be monitored against the **targets** identified for each of the Outcomes, some of which include:

- To increase the numbers of those walking and cycling to work as recorded in Census;
- To reduce the number of crashes per capita for cyclists and walkers;
- To ensure all new and revised relevant documents within district and Regional Councils, road controlling authorities and related committees, support walking and cycling; and
- To increase the number of people participating in promotions and events on the West Coast that promote walking and cycling.

The RTAG, with input from the Regional Walking and Cycling Forum, will also coordinate and monitor the implementation of the Actions identified in the **Action Plan**. These will be reported to the Regional Transport Committee annually, and identify where changes to the Action Plan are required. The most recent version of the action plan can be publically viewed by visiting the Regional Council website: [www.wcrc.govt.nz](http://www.wcrc.govt.nz).

The West Coast can at times present a challenging environment for those using its networks, but there are also opportunities for improving walking and cycling on our roads. The **Regional Cycling Network** is identified as currently being the state highway network, with some district roads. This strategy’s vision of *more walking, more cycling, more often* reflects the commitment of road controlling authorities and agencies to work together to put this into action. By combining education, encouragement, enforcement and engineering measures, the West Coast can offer more transport choice to its residents and visitors and be a place where walking and cycling are more accessible, safe and enjoyable ways of getting around.

At the heart of this document is the desire to have more people walking and cycling more often. It is our aim to provide an environment that not only supports those who already walk and cycle, but actively encourages others to try walking and cycling where they might not have before.



## 2 Introduction

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### 2.1 Background

This is the West Coast's first walking and cycling strategy. It outlines a possible future for walking and cycling activities across the region and provides a framework to guide actions in the field of walking and cycling for councils, road controlling authorities and other agencies. Having a regional document to coordinate issues, potential solutions and actions for walking and cycling is expected to replace the need for separate district strategies. This strategy encourages agencies, individuals and groups who see walking and cycling as helping to meet their goals, to be involved. These groups will be connected through the formation of a Walking and Cycling Forum that will report to the Regional Transport Advisory Group (RTAG) and the Regional Transport Committee (RTC).

The strategy development has been overseen by a steering group with representation from the three district councils, the West Coast Regional Council, the New Zealand Transport Agency (NZTA) – formerly Transit New Zealand and Land Transport NZ - and Community and Public Health. The steering group reports to the RTC which has overall responsibility for monitoring the implementation of the strategy. District and regional councils will endorse the strategy once finalised, and implement their components of it. Other groups and agencies will also play their part to improve walking and cycling in the region.

### 2.1 Links with Other Strategies and Legislation

This strategy aligns with national documents such as the *New Zealand Transport Strategy*, the *Government Policy Statement on Transport Funding*, the Ministry of Transport's *Getting There – On Foot, by Cycle* National Strategy and the Ministry of Health's *Healthy Eating – Healthy Action (HEHA)* Plan. The Regional Land Transport Strategy (RLTS) supports walking and cycling as integral to a sustainable land transport system and this Regional Walking and Cycling Strategy aims to give greater focus to providing transport choice and coordinating related activities. The strategy's vision of "more walking, more cycling, more often" is closely linked with the region's Physical Activity Plan (2005) and Active Westland's framework of "more people, more active, more often".

The Ngāi Tahu Claims Settlement Act 1998 established Statutory Acknowledgement Areas and Tōpuni (for example Kotuku Whakaoho/Lake Brunner), recognising Ngāi Tahu's mana in relation to a range of sites and areas in Te Wai Pounamu and providing for this through the management of these areas. The exercise of kaitiakitanga (guardianship/stewardship) by Ngāi Tahu over these areas as well as other significant sites will need to be recognised and provided for in the planning and development of walking and cycling pathways.

### 2.2 The Local Picture

#### The Roding Environment

The particular road environment, topography and socio-economic demography of the West Coast all combine to shape the nature and degree of walking and cycling in the region (refer to Appendix 1 for more background information). For instance, the West Coast is a large region with a small population, has a higher than average number of rural residents and no comprehensive public transport network. The state highway network provides essential connections to the three main centres of Westport, Greymouth, Hokitika and adjacent communities. As a result, transport modes and transport routes can be more limited than they are in other areas of New Zealand.



## Walking and Cycling Trends

As is the case in other parts of New Zealand, the numbers of people walking and cycling for transport on the West Coast has been decreasing (refer to Appendix 1 for Census data). The NZTA also reports that more than half of primary school children are driven to and from school and that nearly one third of children get little or no exercise. While commuter cycling and walking may be on the decrease, recreational cycling on a national level has been steadily increasing for the last ten years<sup>1</sup>. Cycle tourism has also been increasing in popularity on the West Coast, with at least 1500 cyclists visiting the region every year with tour companies alone. A greater number of “freedom cyclists” also tour independently on our road networks. Cycle tourists contribute significantly to the local economy, contributing more financially than their non-cycling international counterparts due to their longer stay times<sup>2</sup>.



## Crash Data

Crash statistics show that the number of pedestrian and cycle crashes involving a motor vehicle has been increasing over the last 10 years, even though it is estimated that both pedestrian and cycle crashes may be under-reported by up to 60%<sup>3</sup>. The Ministry of Transport reports that around 60% of crashes are not the cyclist's fault, and children under 14 years are most at risk in terms of hospitalisation. Between 1998 and 2007 for the West Coast region, around 24% of cycle crashes and 30% of pedestrian crashes involved a child under 14 years of age.

## 2.3 Funding

Funding to improve the walking and cycling environment is a challenge and will require innovation and cooperation between community groups and agencies alike. Opportunities for subsidising walking and cycling transport activities exist through national agencies such as the NZTA and are administered via the councils. A further contribution is required to provide a “local share” to fund any projects or facilities. Funding for resources around dedicated mountain biking and tramping tracks are outside the scope of this strategy, but these are recognised as highly valued and important activities for the region. Off-road facilities may attract some funding if they prove to have a transport component or can divert walkers and cyclists away from main roads in order for them to complete a journey.

Other funding opportunities may exist via the Ministry of Health or the Department of Conservation (DOC) and other agencies in the area of economic and tourism development. There is an opportunity to forge funding partnerships with other agencies working towards these common goals to support improved health and activity for the West Coast community.

## 2.4 Consultation

Consultation was actively sought throughout the strategy's development. Two separate consultation processes were implemented, one involving the general public and the second involving feedback from partners, stakeholders, and interest groups. Those who took part in the consultation process were overwhelmingly supportive of the need to improve facilities to support more walking and cycling. A summary of the findings for the public consultations is found in Appendix 8. Preliminary enquiries were also made with schools to gain an idea of current levels of walking and cycling but more investigation will be required before any activities or programmes are implemented.

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<sup>1</sup> Allen & Clarke, *Strategies and Initiatives to Improve Cycle Participation & Safety*, Health Sponsorship Council, 2004

<sup>2</sup> Ritchie & Hall, *Bicycle Tourism and Regional Development*, University of Otago & University Canberra, 1999

<sup>3</sup> West Coast Walking and Cycling Crash Analysis, Land Transport NZ, 2007

A partnering meeting/Waananga was also held with local iwi/rūnanga groups and those working in the area of Māori health and activity. This provided an opportunity to discuss a Māori perspective on walking and cycling and provided further input to the strategy. A statement from local iwi/rūnanga is outlined in Section 3.

Developing partnerships between community groups and agencies responsible for walking and cycling outcomes will be vital to the success of this strategy. The facilitation of a Regional Walking and Cycling Forum will play an important part in coordinating walking and cycling activities across the region. Information from this forum will be reported to the RTC via the Regional Transport Advisory Group (RTAG) to help develop and implement the strategy

## **2.5 What kinds of walking and cycling are included?**

This strategy covers a broad range of walking and cycling activities for purposes such as commuting, shopping, sports training, and recreation. For the purposes of this document, “walking” also includes jogging, walking to school, mobility scooter users, the disabled and sight impaired, or simply people sharing public spaces. It is acknowledged that activities such as skateboarding, rollerblading, scootering and horse-riding are also important. While we may not refer to these other transport modes directly, we believe that the strategy will be relevant to, and benefit these other activities. The strategy focuses on services and facilities including all roading and footpaths as well as off-road paths where walking and cycling meet a transport need. Of primary interest is connecting people to places and to improve their access to and use of, more transport options which ultimately encourage more walking and cycling.



### 3 Tangata Whenua Statement

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***“More walking, more cycling, more often”***  
***“Tama tū, tama ora, tama noho, tama mate”***

This whakataukī (saying) extols the benefits of being active, “the person who is active will live long and live well, but the person who is inactive, will die”.

Tangata whenua have an enduring and long connection with the landscapes of Te Tai o Poutini and all that it offers. For centuries, its coastline has been a significant pathway, providing a natural highway that connects people, places and the abundant resources that can be found here. While walking was not the only mode of transport available to our tīpuna (ancestors), it was a key way to travel from coast to coast through mountainous passes, and up and down Te Tai o Poutini.



Photo courtesy of Grey Star

Today, tangata whenua with their Tiriti o Waitangi partners are looking to re-connect with walking and to increase participation in cycling by engaging with this strategy.

*Encouraging māori to be more physically active is vital to the oranga (well-being) of whānau, hapū, iwi and to improved health outcomes.*

If we are to succeed in this aim, whānau will need to take time to hīkoi (walk) and haere ā paikara (cycle). We believe that this strategy provides an effective framework that will not only encourage Māori to be more physically active, but with joint effort across a number of different stakeholders, create the necessary opportunities to facilitate this.

Success will provide more than just health benefits. Other benefits include the opportunity to participate as whānau, hapū and iwi, reduced dependence on motor vehicle use, lessening impacts to the environment, enjoyment of our surroundings and learning more about the stunning place we live in, while exploring significant wāhi (places) throughout Te Tai o Poutini.

We encourage you to take up the challenge-Karawhiua! (Go for it!)

For Poutini Kāi Tahu  
Te Rūnanga o Makaawhio  
Te Rūnanga o Ngāti Waewae

*Let what we learn from our tīpuna (ancestors) provide insight and inspiration to maintain active lifestyles for a healthier future.*

## 4 Vision, Outcomes and Targets

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### 4.1 Vision

The vision for the draft West Coast Regional Walking and Cycling strategy is:

***“More walking, more cycling, more often”***

***“Tama tū, tama ora, tama noho, tama mate”***

### 4.2 Outcomes

To realise this vision, it is proposed that we will focus on achieving the following outcomes:

1. Walking and cycling activity is increased;
2. An environment that is safe, convenient, attractive and accessible for walking and cycling is developed;
3. Relevant strategies, policies, plans and practices include and support walking and cycling; and
4. The West Coast is promoted as a walking and cycling destination to support tourism and economic development.

### 4.3 Targets for measuring progress

To measure progress, a number of targets have been given as a means to achieve the outcomes identified above and to make the vision a reality. These will be monitored by councils and the NZTA in partnership with other agencies and community groups (for more information refer to Monitoring, Review and Reporting in section 7).

<b>Targets</b>	<b>How Target Measured</b>
<b>Outcome 1: Walking and cycling activity is increased</b>	
1. Increase the numbers of those walking and cycling to work as recorded in Census to the following levels in 2016 in the West Coast Region: <ul style="list-style-type: none"> <li>- Increase cycle mode share from 3.4% (2006) to 7.5% (2016)</li> <li>- Increase walking mode share from 10.9% (2006) to 14% (2016).</li> </ul> <i>Buller District target:</i> <ul style="list-style-type: none"> <li>- Increase cycle mode share from 4.4% (2006) to 10% (2016)</li> <li>- Increase walking mode share from 12.8% (2006) to 15% (2016).</li> </ul> <i>Grey District target:</i> <ul style="list-style-type: none"> <li>- Increase cycle mode share from 2.3% (2006) to 6% (2016)</li> <li>- Increase walking mode share from 6.7% (2006) to 12% (2016).</li> </ul> <i>Westland District target:</i> <ul style="list-style-type: none"> <li>- Increase cycle mode share from 4.4% (2006) to 7% (2016)</li> <li>- Increase walking mode share from 15.9% (2006) to 18% (2016).</li> </ul>	Census data comparisons between 2006, 2011 and 2016.
2. To increase walking and cycling to work in councils and other government agencies by 2016.	Mode share measure in staff travel surveys of at least four agencies participating in travel behaviour change programmes such as workplace travel plans.
3. To increase walking and cycling to schools by 2011 through implementation of active transport programmes.	Mode share measure in school travel surveys for participation levels.
4. To have 6 schools (2 per district) participating in travel behaviour change programmes by 2016.	Number of schools participating in travel behaviour change initiatives such as school travel plans.
<b>Outcome 2: An environment that is safe, convenient, attractive and accessible for walking and cycling is developed</b>	
5. To reduce the number of crashes per capita for cyclists and walkers.	Crash data comparisons (NZTA).
6. New subdivisions and roading projects improve provision for walking and cycling.	Monitor works from 2010 to meet target.
7. To increase the length of on-road cycle lanes, provision of berm or other walking/cycling facilities each year from 2010/11 in each district.	Monitor works from 2010 to meet target.
8. To increase levels of resident satisfaction with footpaths in each of the three districts (baseline to be established).	District councils report from customer feedback.
9. To increase levels of resident satisfaction who feel it is safe or very safe to cycle on the West Coast in each of the three districts (baseline to be established).	District councils report from customer feedback.
10. To increase satisfaction levels of walkers and cyclists for tourists and residents on rural roads via cycle touring companies, I-site centres and council offices (baseline to be established).	NZTA to implement satisfaction surveys (in partnership with Development West Coast, Tourism West Coast and DOC) and report on findings from first survey data collection.

<b>Outcome 3: Relevant strategies, policies, plans and practices include and support walking and cycling</b>	
11. All new and revised relevant documents within district and regional councils, road controlling authorities and related committees, support walking and cycling.	RTAG to identify relevant documents, monitor revisions and new documents, and report relevance of walking/cycling to RTC.
<b>Outcome 4: The West Coast is promoted as a walking and cycling destination to support tourism and economic development</b>	
12. To increase participation rates at district and regional activity events (eg Spring into Action, Source to Sea) by 10% in 2012 (measured against baseline data collections during 2009/10).	RTAG to establish baseline and report to RTC on progress.
13. To have website and brochure information on walking and cycling available for residents and visitors by 2012/13.	Information present on council and i-site websites and offices.

## 5 Actions to Achieving the Vision and Outcomes

Achieving the vision, outcomes and actions marks the implementation phase of this strategy. Implementing the “four E’s” (combining engineering, education, encouragement and enforcement measures) can help address issues around road safety, make improvements to increase walking and cycling facilities and resources and help generate a more friendly walking and cycling environment. A key requirement for improving the environment is to develop a clear understanding of what already exists, the demands placed upon these facilities and identifying possible areas for improvement. Partnerships between actively involved agencies will help to facilitate this process and implement the strategy.

There are already many groups with an interest and involvement in developing walking and cycling in the region. The establishment of a Regional Walking and Cycling Forum is proposed to help coordinate their activities. The Forum will advise the RTAG that acts as the steering group for the strategy, and ultimately report to the RTC. The key actions to implement the strategy are identified in the table below. Specific actions are further identified in the Action Plan in Appendix 2.

### 5.1 Actions to Achieve the Outcomes

<b>Outcome 1: Walking and cycling activity is increased</b>	
1.1	To promote walking and cycling to support environmental sustainability and public health.
1.2	To coordinate information on current walking and cycling demands and participation rates.
1.3	To encourage, support and promote active modes of transport for commuting and access to work, services and schools, eg implementing travel behaviour change programmes such as travel planning.
1.4	To establish a Walking and Cycling Forum to coordinate the activities of various groups involved in walking and cycling activities.
1.5	To encourage, support and promote clubs, walking/cycling groups and events to increase membership numbers and participation rates.
<b>Outcome 2: An environment that is safe, convenient, attractive and accessible for walking and cycling is developed</b>	
2.1	To establish an inventory of existing walking and cycling facilities.
2.2	To expand and enhance the West Coast’s walking and cycling networks and facilities.
2.3	To develop on and off road facilities and links for walking and cycling that help integrate walking and cycling networks.
2.4	To enhance public spaces and amenity through improved walking and cycling connections.
2.5	To ensure new and existing roads and footpaths are compatible with the needs of walkers and cyclists.
2.6	To ensure that new subdivisions provide convenient and attractive linkages for pedestrians and cyclists through and between subdivisions.
2.7	To adopt best practice guidelines and standards for the design, construction and maintenance of walking and cycling facilities.
2.8	To improve safety for walkers and cyclists on rural road networks.
2.9	To undertake safety education programmes for pedestrians, cyclists and motorists including ‘share the road’ campaigns.
2.10	To undertake enforcement programmes to ensure safety for pedestrians, cyclists and motorists.

<b>Outcome 3: Relevant strategies, policies, plans and practices include and support walking and cycling</b>	
3.1	To identify and review key documents, strategies and policies at district and regional level to ensure they support walking and cycling consistent with this strategy.
3.2	To publish, promote, implement, monitor and maintain this strategy.
<b>Outcome 4: The West Coast is promoted as a walking and cycling destination to support tourism and economic development</b>	
4.1	To promote walking and cycling of the West Coast for residents, and domestic and international visitors.
4.2	To promote tourism and economic opportunities which support walking and cycling in the region.

## 6 Network Planning and Development

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The key to this Regional Walking and Cycling Strategy is to ensure that there is an efficient network that links key destinations and places of interest. To encourage *more walking, more cycling, more often*, these networks must be well connected, comfortable, convenient, convivial and conspicuous. These aspects include the need to ensure that people have high personal security and safety. In many situations on the West Coast the walking and cycling network is one in the same, often using the road network with some pathways developed in the urban context. The concept of connectivity is a cornerstone of good urban design, and all endeavours should be made to ensure that walking and cycling is considered in future developments, be they by private or public entities.

### 6.1 Walking on the West Coast

The focus of this strategy is for the everyday transport needs of the people of the West Coast. On a day to day basis most people walk relatively short distances (around a kilometre) and this is most likely to be within, or near, urban areas. Where people are walking greater distances, this is likely to follow the road network, or the cycling network that is discussed in the next section (see 6.1).

While this strategy focuses on walking as a transport need, it is recognised that the promotion of walking for recreation will help to encourage more walking for all transport needs. Therefore, access to the vast array of tracks that exist throughout the West Coast, and the connectivity between them, should be considered when implementing this strategy.

The key principles to ensure a successful walking environment are:

1. Appropriate land use planning and location of facilities;
2. Prioritised routes, spaces and road crossings;
3. Reduced impact of traffic;
4. Well designed and maintained footpaths, pathways and streets;
5. Attractive and interesting public spaces;
6. Enhanced safety and personal security;
7. Effective information and promotion; and
8. Well coordinated action and evaluation.



For small towns and key tourist destinations it is important to ensure that people are able to walk comfortably and safely, particularly to key locations such as shops, schools, play areas and public facilities. This can be achieved through traffic management measures, enhancing and linking up of existing pathways, building new pathways, installation of new crossings, and by opening up or enhancing new off-road routes.

The walking environment must consider the needs of both abled and less-abled walkers. This includes those with limitations such as sight impairment or those requiring the assistance of mechanical means such as walking frames or mobility scooters. The NZ Standard 4121:2001 offers guidance about design requirements for access and mobility.

### 6.2 West Coast Regional Cycle Network

The ideal cycle network is considered as a pathway separated from motor vehicles that travel at higher speeds and pose potential risks to safety. Currently there are few such pathways on the West Coast, but it is envisaged that over time, these may be developed. The West Coastal Pathway, south of Greymouth is in the early stages of planning and is hoped to provide an attractive alternative transport route to the roading network.

The West Coast regional cycle network is currently identified as the State Highway network, supplemented by some district arterial roads. In many locations these are the only transport connections between communities and are shared by motor vehicles, trucks, buses and camper-vans. The topography of the West Coast also poses issues for cyclists, with spectacular coastlines and mountainous terrain resulting in often narrow and windy sections of highway. Other specific cycle pinch points exist at single lane bridges, especially those that are shared with the rail network.



The Regional Cycling Network Map in Appendix 3 indicates potential cycle pinch points, areas of narrow and windy carriageway for consideration of safety improvements, potential off-road pathways and key activity areas.

In key activity areas (urban areas or key tourist destinations), the road network should provide for safe access and crossing points. This is especially relevant near schools where it is proposed that agencies can work with school communities and the Road Safety Committee to identify safe routes to schools that will improve safety and encourage more children to walk and cycle to school.

### 6.3 Cycle Pinch Points

Cycle pinch points are a key issue for the West Coast road network. A pinch point typically manifests itself where there is insufficient separation for a vehicle to safely pass a cyclist without encroaching into an adjacent or opposing traffic lane and where the cyclist has no means of escape from being squeezed.

The critical areas are those where:

1. Exposure for cyclists is high, eg high traffic volume, or where the pinch point extends over a long length;
2. The cyclist is positioned further into the traffic lane than that anticipated by traffic;
3. The forward visibility is limited;
4. The speed differentials between vehicles and cyclists are high; and
5. Where the road environment changes, eg light to dark shading.

Ideally these areas would be mitigated by the provision of separated pathways (primary treatments) or wide road shoulders (secondary treatment), but this is often cost prohibitive in areas of low traffic and cycle demand. A recent Transit New Zealand research report explored other lower cost alternatives (tertiary treatments) to improve road safety at cycle pinch points by raising motor vehicle driver awareness of the likelihood of cyclists being ahead. This includes the introduction of road safety campaign posters and cyclist activated signage to raise driver awareness.



### 6.4 Local Networks

At a local level, there are many more options for walking and cycling routes within urban areas or close to small townships. In such areas every road is potentially a cycle route and it may be desirable to make every road as cycle-friendly as possible and not try to direct cyclists to particular routes. Local walking and cycling networks will be developed further through district implementation plans, but the following could be considered when developing the cycling and walking networks:

1. Sealed shoulders or widening, such as part of edge-break repairs or drainage improvements;
2. Shared paths ;
3. Slow, mixed traffic areas;
4. Reduced speed limits past schools (30 or 40 km/h) and/or in other areas with high numbers of pedestrians and cyclists;
5. Reducing speed limits on hilly or tightly curved rural roads to 80 km/h;
6. Lightly trafficked streets of adequate width;
7. Unsealed roads and paths;
8. Road marking after resealing;
9. Carriageway adjustments with kerb and channel replacement;
10. Using strategic properties that come up for sale for off-road facilities during safety improvement works and intersection changes;
11. Bridge replacement or widening;
12. Urban renewal projects;
13. New subdivisions, including paths and links; and
14. New commercial developments or redevelopments.

## **7 Monitoring, Review and Reporting**

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### **7.1 Monitoring and Review**

The test of any strategy's success is in its application. The monitoring and review of this strategy is essential to determine whether targets and outcomes are being met. Referring to the Action plan is the key tool when carrying out this monitoring and review process. As a result, the Action Plan, while a component of this strategy, is also an independent document that will be reviewed by those with an interest in implementing the strategy.

The tasks outlined in the Action Plan, where relevant, will also be included in draft annual plans and LTCCPs to ensure the strategy is being implemented at a regional and local level. Once the annual plan and LTCCP processes are complete, progress (and any appropriate changes to the plan) will be reported to the RTC.

The strategy's targets are linked to the outcomes and vision and these are noted as a task in the action plan to ensure these are monitored. Some of the tasks identified may have budget implications for NZTA, regional and district councils, and other agencies that need to be considered in future annual planning. The most recent version of the Action Plan can be publically viewed by visiting the West Coast Regional Council website: [www.wcrc.govt.nz](http://www.wcrc.govt.nz).

It is noted that walking and cycling initiatives proposed in draft annual plans and LTCCPs in themselves require stakeholder and community consultation. The consultation assists decision makers to determine overall priorities for allocating funding with respect to land transport and other activity needs.

### **7.2 Reporting**

Progress on the strategy will be identified through the RTAG that acts as the steering group for the strategy. The RTAG will report progress to the RTC and identify where changes to the Action Plan are required.

The strategy itself will be reviewed every 3 years and the RTC will oversee this process.

## 8 Appendices

### Appendix 1: Background Information

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#### The Local Context

People living on the West Coast value its unique natural environment and many have strong connections with their local area or region. Also recognised is the importance of economic development and tourism in bringing people to visit and experience what the region has to offer. Walking and cycling are a part of everyday life for some, whether it is for commuting or recreation. Visitors also find walking and cycling enhances their experiences here, making them more immediate and memorable.

Walking and cycling brings many benefits including increased personal health and well-being, stronger community connections and a healthier environment as a result of reduced fuel emissions. Having more transport choices can ease traffic around high-use areas such as schools and tourist destinations and can have a positive impact on road safety. Encouraging walking and cycling also brings many economic benefits. With 80% of all vehicle trips in New Zealand being less than 10 kms long<sup>4</sup> and petrol prices continuing to rise, walking and cycling are increasingly seen as practical ways to make shorter trips. Tourism is a vital economic resource for the West Coast, and extending visitor times can greatly contribute to this. As cycle tourism typically involves a slower pace and longer stays, it is a significant contributor to the local tourist industry.

The West Coast region stretches over 600 kilometres in length and is similar to the distance between Auckland and Wellington. Although it is the sixth largest region in New Zealand, it is also the least populated with just 31,326 residents. The West Coast's unique topography and rich natural resources attract 1.9 million visitors a year, and it is this environment that results in its relatively narrow windy roads, and in parts, rugged terrain. Most of the sealed roads in the West Coast region are on state highways (around 87%) and half of its local roads are unsealed. Income and qualification levels are lower on the West Coast than they are for the rest of New Zealand, and walking and cycling may be the only modes of transport for some. A smaller population also means a lower rating base for councils to fund transport initiatives. There is a slightly higher than average ageing population placing emphasis on the need for good footpath facilities and access to key services.

With nearly 40% of the region's population living rurally (compared with 15% nationally) and no public transport system, people rely heavily on the car for long distance travel. The lack of connectivity between active and public transport modes (for instance being able to have reliable access to putting your bike on a bus for long distance travel) for locals and visitors alike, has been identified as an issue. The state highway network provides an essential connection to the three main centres of Westport, Greymouth, Hokitika and adjacent communities.

Feedback from those who took part in the public consultation survey indicated the need to provide facilities for walkers and cyclists both on-road (such as urban cycle lanes and wider roads in rural areas) as well as separate pathways away from tourist and heavy traffic. The importance of creating facilities which link people to places of interest and recreation was also emphasised, along with the need for more coordinated and comprehensive information about walking and cycling in the region.

#### Walking and Cycling to School

The number of children walking to school has decreased markedly over the last 20 years to the point where more than half of primary school children in New Zealand are driven to and from school. As well as this, nearly one third of children get little or no exercise<sup>5</sup>. On the West Coast, about a third of schools in the region have relatively small rolls, are situated in rural or semi-rural areas and/or have a high proportion of children commuting via the school bus service. Others may be situated on busy roads or have children who travel long distances to get to school, which prevent them from using active transport. Other schools have regular groups of walkers and cyclists and currently two schools in the region operate walking school buses. There is undoubted potential to further promote walking and



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<sup>4</sup> Allen & Clarke, *Strategies and Initiatives to Improve Cycle Participation & Safety*, HSC, 2004

<sup>5</sup> Land Transport NZ, Feet First Campaign, 2008

cycling via walking school bus programmes as well through national campaigns such as *Walk to School* and *Bike Wise* weeks. In the longer term, the implementation of school travel plans, safe routes to school, walking school bus and cycle train programmes can all help to address the more complex issues facing schools and communities, such as congestion, road safety concerns, physical well-being and health.

### **Off Road and Separate Walking/Cycling Facilities**

Public feedback during the consultation phase showed that many people believed there were some good off-road walking and cycling resources already available, but that these are often not well promoted and little is known about their suitability and access. The need for greater coordination of information across the region was a significant issue for the public as well as those working in the field of health and activity. There is good support for the idea of providing shared path facilities that are well away from busy high speed roads and projects. The proposals for a Coastal pathway near Greymouth and the Fox and Franz Josef Glacier pathways are currently under development.

### **Cycle Touring**

While commuter cycling and walking may be on the decrease (see census figures below), recreational cycling on a national level has been steadily increasing for the last ten years<sup>6</sup>. In addition, cycle tourism has certainly become increasingly popular on the West Coast, with 13 national tour companies and several overseas based operators bringing higher numbers of visitors to the region every year. The West Coast is also a popular destination for 'freedom' cyclists (those travelling independently by bike) who contribute significantly to the local economy. Cyclists on shorter guided tours spend as much as \$400 per day and it is argued that independent cycle tourists contribute more financially than their international (non-cycling) counterparts due to their longer stay times<sup>7</sup>. However, long distance cyclists in the region have limited route options and travel almost exclusively on state highways, some of which are very narrow with limited shoulder. With traffic volumes increasing by nearly 50% on State Highway 6 during peak times, cyclists are often using the same roading network as campervans, heavy trucks, local and tourist traffic. Investing in roading infrastructure, creating new "off the main road" cycling routes, improving signage and awareness campaigns focused on pinch point areas, and encouraging all road users to 'share the road' will help reduce risk and create a safer cycling environment.



### **Other Ways to Encourage Walking and Cycling**

Providing facilities such as cycle parking, seating and suitable lighting can significantly enhance access and enjoyment. Encouraging people of all ages and abilities to walk and cycle may mean improvements to footpaths in some areas, or ensuring they are provided in new areas where there is a need or demand. However infrastructure is not the only way to make improvements. Strengthening and coordinating education, encouragement and enforcement are other ways to promote the walking and cycling resources that are already available to us. For instance, travel behaviour change in workplaces can increase the numbers of people walking and cycling for transport and create healthier and more active work environments. Promoting a 'share the road' culture along rural networks can raise awareness about the vulnerability of walkers and cyclists, while developing walking school bus programmes, safe routes and travel plans for schools can address 'chaos at the school gate' problems and help address health issues such as obesity and diabetes, bringing wider benefits to the general community.

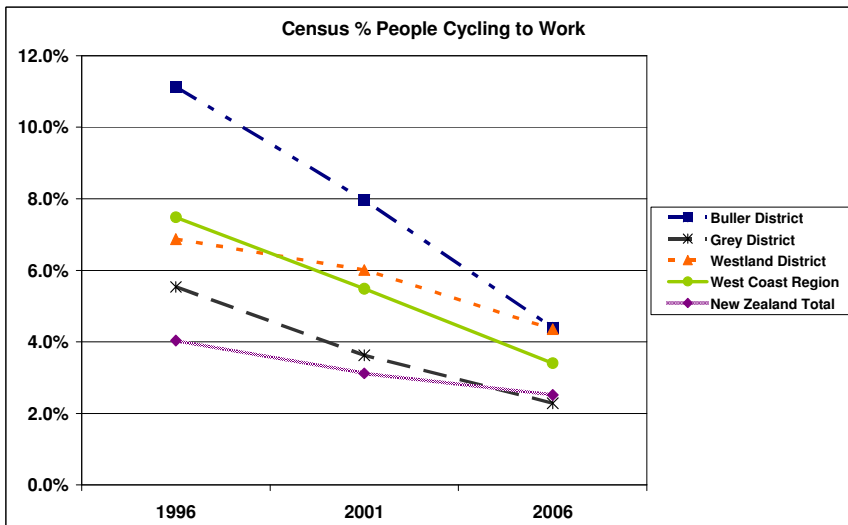
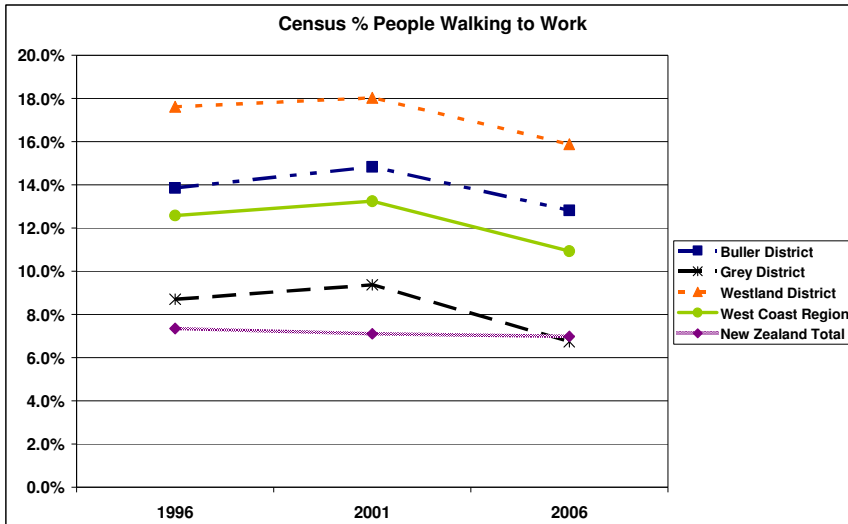


<sup>6</sup> Allen & Clarke, *Strategies and Initiatives to Improve Cycle Participation & Safety*, HSC, 2004

<sup>7</sup> Ritchie & Hall, *Bicycle Tourism and Regional Development*, University of Otago & University Canberra, 1999

## CENSUS DATA

Census data shows that although the numbers of walkers and cyclists is higher than the national average, on the whole fewer people are choosing to walk or cycle than in previous years. On the West Coast, the proportion of those cycling to work dropped from 7.5% in 1996 to 3.4% in 2006. A smaller decrease is found for those that walk to work, with 12.6% walking to work in 1996 down to 10.9% in 2006 (see Fig 1). This is similar to national trends which also show a decline in cycling with 4% biking to work in 1996 compared to 2.5% in 2006. Walkers made up 7.3% of the population who travelled to work in 1996 compared to 7.0% in 2006.



## Crash Data

Land Transport NZ statistics show that the number of pedestrian and cycle crashes involving a motor vehicle has been increasing over the last 10 years (see below for more information). This reflects national hospitalisation data which also shows an increase in cycle crashes. In addition, it is estimated that cycle crashes are significantly under-reported by as much as 60% (LTNZ), and it is thought that a similar situation exists for minor pedestrian injuries (principles of pedestrian network planning). Indications from Nelson/Tasman who have trialled the 0800 Cycle Crash line indicate that under-reporting figures could be even higher than these estimates. Ministry of Transport data found that around 60% of crashes in NZ were not the cyclist's fault and that children under 14 years were the most at risk in terms of hospitalisation. In this region, between 1998 and 2007 around 24% of cycle crashes and 30% of pedestrian crashes involved a child under 14yrs.

Clearly children are our most vulnerable group and a number of measures could help address this. Cycle skills courses for children, as well as adults, can bolster traffic knowledge and give common-sense pointers to children as well as those who supervise them. Land Transport NZ recommends that children under 10 do not cycle without adult supervision. However it is not until they are older that they develop the appropriate judgement and depth perception skills to adequately deal with normal traffic situations. Education campaigns which alert the driver to high risk scenarios or actions which commonly put cyclists in danger (eg opening a car door in the path of a cyclist) may help raise awareness and change behaviour, and improve safety for everyone. Walking school buses alongside police education programmes, can also present an opportunity to re-visit road safety issues for young pedestrians. Children can be encouraged to gain independence and confidence around traffic while being under the watchful eye of parent or teacher volunteers.

## WEST COAST WALKING AND CYCLING CRASH ANALYSIS 1998 - 2007

Report compiled by Wayne Osmer  
Land Transport New Zealand  
May 2008

### OVERALL SUMMARY - PEDESTRIAN AND CYCLE CRASHES

Land Transport NZ provides information on road safety to its stakeholders and the public and holds data in its crash database, CAS. This database includes all the crashes involving injury and non injury for which police reports have been completed and forwarded to Land Transport New Zealand. The database, however, records no cycle-only crashes and few crashes that have been recorded by the Police between cyclists and pedestrians. In addition, it is known that many injury and damage-only crashes involving cycles and motor vehicles are not reported to the Police. This results in the "under-reporting" of crashes, which is particularly the case for cycle crashes.

The following table shows crashes reported by the New Zealand Police in Buller, Grey and Westland districts involving all pedestrian and cyclists in the 10 year period from 1998-2007, most of which occurred in the urban areas.

**Table 1 – All Reported Pedestrian and Cyclist Crashes, West Coast, 1998 - 2007**

Crash Year	Total Crashes	Pedestrian Crashes	Cycle Crashes	Ped/Cyclist Crashes	% Ped and Cycle Crashes
1998	287	14	8	22	7.7%
1999	256	3	3	6	2.3%
2000	298	5	4	9	3.0%
2001	281	7	9	16	5.7%
2002	277	4	4	8	2.9%
2003	276	7	8	15	5.4%
2004	353	6	3	9	2.5%
2005	312	3	4	7	2.2%
2006	322	2	1	3	0.9%
2007	337	2	0	2	0.6%
<b>Total</b>	<b>2999</b>	<b>53</b>	<b>44</b>	<b>97</b>	<b>3.2%</b>

### CRASHES INVOLVING PEDESTRIANS

There were 53 pedestrian crashes reported to the Police on West Coast during the ten year period from 1998 to 2007. Of these crashes, 24 (45 percent) resulted in fatal or serious injuries. Of the 64 pedestrian casualties, nine pedestrians were killed, 17 seriously injured and 38 received minor injuries.

Pedestrian crashes made up 1.8 percent of all crashes on West Coast during the period 1998-2007, but accounted for 5 percent of all fatal crashes and 2.8 percent of all serious crashes indicating the vulnerability of pedestrians in road crashes. Twenty six pedestrian crashes (49 percent) occurred on local roads as opposed to State Highways.

The following table shows pedestrians involved in crashes by the severity of injury to the pedestrian and by year for the 10 year period 1998-2007. The percentage of fatal and serious injuries is a percentage of the pedestrians injured.

**Table 2 – Pedestrian Casualties by year and injury severity 1998 to 2007**

<b>Injury</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>Total</b>
<b>Fatal</b>	1		1	3	2	1	1				9
<b>Serious</b>	2		1	1	4	2	3	3	1		17
<b>Minor</b>	13	3	4	4	2	4	3	2	1	2	38
<b>All Injury</b>	16	3	6	8	8	7	7	5	2	2	64
<b>Not Injured</b>			1				1				2
<b>Total</b>	16	3	7	8	8	7	8	5	2	2	66
<b>% Fatal and Serious</b>	19%	0%	29%	50%	75%	43%	50%	60%	50%	0%	39%

A quarter of pedestrian casualties occurred during the two hour period from 3 pm to 4:59 pm, and 17 percent during the period noon to 1:59 pm.

Of the 64 pedestrian casualties recorded during the ten year period 1998-2007, 19 (or 30 percent) were aged between 0 and 14 years. Six of the pedestrian casualties (or 9 percent) were aged over 65 years.

### **CRASHES INVOLVING CYCLISTS**

There was a total of 44 cycle crashes reported to the Police in the three districts during the ten year period from 1998-2007. Of these, 16 (or 36 percent) resulted in fatal or serious injuries. Cycle crashes made up 1.5 percent of all crashes on the West Coast during this period, but accounted for 2.2 percent of fatal crashes and serious crashes. Forty three percent occurred on local roads.

Of the cycle crashes three cyclists were killed, 13 were seriously injured and 20 received minor injuries.

**Table 3 – Cyclist Casualties by year and injury severity 1998 to 2007**

<b>Injury</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>Total</b>
<b>Fatal</b>				1	1			1			3
<b>Serious</b>	4	1	3	1		3	1				13
<b>Minor</b>	2		1	5	2	2	2	1	1		16
<b>All Injury</b>	6	1	4	7	3	5	3	2	1	0	32
<b>Not Injured</b>	2	2		2	1	3	1	1			12
<b>Total</b>	8	3	4	9	4	8	4	3	1	0	44
<b>% Fatal and Serious</b>	50%	33%	75%	22%	25%	37%	25%	33%	0%		36%

Sixteen crashes (or 36 percent) occurred during the summer months January to March and 57% of crashes occurred between Tuesday and Thursday inclusive. Thirteen (30 percent) occurred between 3pm and 5pm. The most at risk age group for cycle crashes is those aged between 10 and 13 years old.

## Appendix 2: Action Plan

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### Background and Purpose

This Action Plan coordinates all the tasks and actions relating to walking and cycling over the next 10 years for the West Coast region. The plan identifies a range of activities (including engineering, education, enforcement and promotion programmes) that will deliver these actions. The Action Plan is central to the monitoring, review and reporting process (see section 7 of draft strategy) and will align to councils' Annual Plan and LTCCP processes. The plan will be reviewed yearly and this will be overseen by the RTC. The most recent version of the action plan can be publically viewed by visiting the Regional Council website: [www.wcrc.govt.nz](http://www.wcrc.govt.nz)

### Priorities

The key actions for this first Regional Walking and Cycling Strategy will be to:

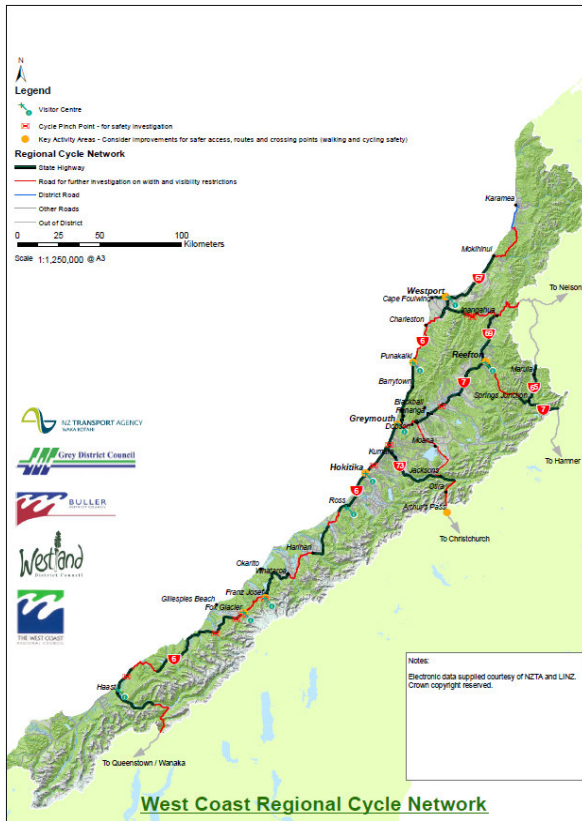
- Establish a Walking and Cycling Forum to coordinate the various groups that have helped develop the strategy;
- To identify what facilities and resources already exist for walking and cycling; and
- To identify what demands exist (or could eventuate) for walking and cycling.

Following from the key actions, further action will evolve that includes:

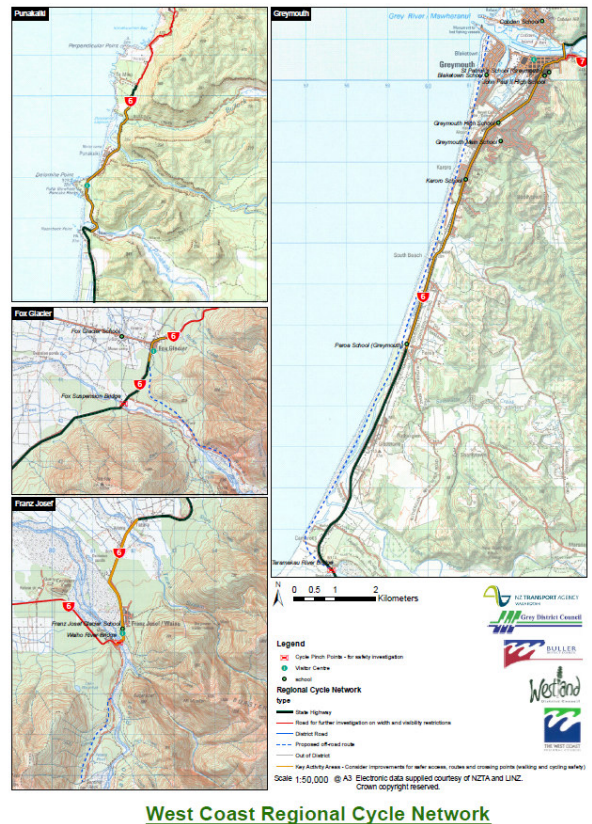
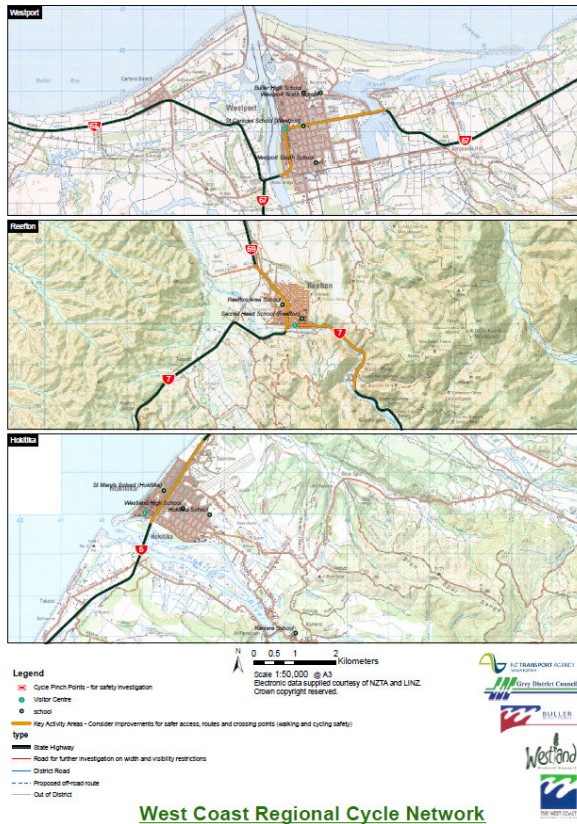
- To identify where improvements are necessary, prioritise this work and establish a funding plan to implement;
- Develop education campaigns to improve safety for walkers and cyclists; and
- Develop promotional campaigns to encourage more walking and cycling (travel behaviour change, events and tourism)

**Refer to the separate “Action Plan” PDF file.**

# Appendix 3: Network Maps



For full A3 Maps, see the separate PDF files.



## Appendix 4: Glossary of Terms

<b>Active Transport</b>	Use of non-motorised form of transport that requires activity to propel it, eg walking, cycling, scootering, roller blading, skateboarding.
<b>Action Plan</b>	Programme of proposed walking and cycling projects and activities.
<b>AMP</b>	Asset Management Plans
<b>BDC</b>	Buller District Council.
<b>Bicycle</b>	A cycle with two wheels (see cycle).
<b>CPH</b>	Community and Public Health.
<b>Cycle</b>	A vehicle designed to be propelled solely by the muscular energy of its rider(s) through pedalling.
<b>Cycle lane</b>	Part of a roadway allocated specifically for cycle use but which may only be used by motor vehicles for turning at intersections or driveways or manoeuvring into parking spaces.
<b>Cycle network</b>	A network of cycle routes represented on a publicly available plan.
<b>Cycle path</b>	A physically separated, off-road path for cycles to which motor vehicles do not have access.
<b>Cycle route</b>	A recommended route for cyclists comprising cycle lanes, cycle paths, signposting, pavement markings or other cycling facilities.
<b>DHB</b>	District Health Board.
<b>DOC</b>	Department of Conservation.
<b>DWC</b>	Development West Coast
<b>Footpath</b>	A path for use by pedestrians (see “pedestrian”).
<b>GDC</b>	Grey District Council.
<b>HEHA</b>	Ministry of Health’s Healthy Eating – Healthy Action Plan
<b>NZTA</b>	New Zealand Transport Agency (formerly Land Transport NZ/Land Transport Safety Authority, and Transit NZ), agency with prime responsibility for road safety, maintenance of state highway network and funding in New Zealand.
<b>LTCCP</b>	Long Term Council Community Plan – a ten year planning document required for each local authority under the Local Government Act (2002).
<b>Network plan</b>	Plan of existing and proposed walking and cycling facilities.
<b>Pedestrian</b>	Any person on foot or who is using a powered wheelchair or scooter or a wheeled means of conveyance propelled by human power, other than a cycle. (As defined in the Pedestrian Planning and Design Guide, Land Transport NZ 2008).
<b>Public health</b>	The physical wellbeing of individuals, especially in this context concerned with the effects of the transport system on noise, air pollution, vibrations and personal fitness and the prevention of non-communicable diseases (or lifestyle diseases such as obesity and diabetes).
<b>RCA</b>	Road Controlling Authority – includes all Territorial Authorities and Department of Conservation (responsible for local roads) and NZTA (responsible for state highways).
<b>RLTP</b>	3 year regional land transport funding programme.
<b>RLTS</b>	Regional Land Transport Strategy (2006).
<b>RSC</b>	Road Safety Coordinator.
<b>Road Safety Committee</b>	West Coast Road Safety Coordinating Committee – Committee with representation from district and regional councils, road safety coordinator, NZTA, Community & Public Health, Police, ACC, WCDHB.
<b>RTAG</b>	Regional Transport Advisory Group: Comprises members from regional and district councils, Development West Coast, representatives from Ports, On Track and NZTA.
<b>RTC</b>	Regional Transport Committee
<b>TWC</b>	Tourism West Coast
<b>Urban</b>	Concerning towns and cities (not rural); includes “suburban”. Urban roads have speed limits of 70 km/h or less; rural roads have speed limits greater than 70 km/h.
<b>Walking</b>	The act of self-propelling along a route, whether on foot or on small wheels, or assisted by additional aids.
<b>WDC</b>	Westland District Council.
<b>WCRC</b>	West Coast Regional Council.

## Appendix 5: Relevant Strategies Policies and Plans

Document	Web Address (if available)
<b>National</b>	
Conservation Management Strategy (2001)	<a href="http://www.eeca.govt.nz/eeca-library/eeca-reports/neecs/report/national-energy-efficiency-and-conservation-strategy-01.pdf">www.eeca.govt.nz/eeca-library/eeca-reports/neecs/report/national-energy-efficiency-and-conservation-strategy-01.pdf</a>
Getting There – On Foot, By Cycle (2005)	<a href="http://www.transport.govt.nz/getting-there-index/">http://www.transport.govt.nz/getting-there-index/</a>
Getting There Strategic Implementation Plan 2006-09 (2006)	<a href="http://www.transport.govt.nz/getting-there-index/">http://www.transport.govt.nz/getting-there-index/</a>
Healthy Eating – Healthy Action (2004)	<a href="http://www.moh.govt.nz/healthyeatinghealthyaction">www.moh.govt.nz/healthyeatinghealthyaction</a>
MOH Health Strategy (2000)	<a href="http://www.moh.govt.nz/publications/nzhs">http://www.moh.govt.nz/publications/nzhs</a>
He Korowai Oranga: Maori Health Strategy 2002	<a href="http://www.moh.govt.nz/mhs.html">http://www.moh.govt.nz/mhs.html</a>
DHB Physical Activity Toolkit 2003 - Ministry of Health	<a href="http://www.newhealth.govt.nz/toolkits/">http://www.newhealth.govt.nz/toolkits/</a>
National Energy Efficiency and Conservation Strategy (2007)	<a href="http://www.eeca.govt.nz/about/national-strategy/index.html">http://www.eeca.govt.nz/about/national-strategy/index.html</a>
National State Highway Strategy (2007)	<a href="http://www.transit.govt.nz/content_files/news/NSHS-2007.pdf">http://www.transit.govt.nz/content_files/news/NSHS-2007.pdf</a>
No Exceptions – SPARC (2005)	<a href="http://www.sparc.org.nz/partners-and-programmes/no-exceptions">http://www.sparc.org.nz/partners-and-programmes/no-exceptions</a>
NZ Disability Strategy (2001)	<a href="http://www.odi.govt.nz/documents/publications/nz-disability-strategy.pdf">www.odi.govt.nz/documents/publications/nz-disability-strategy.pdf</a>
Positive Ageing Strategy - 2003 Ministry of Social Development	<a href="http://www.msd.govt.nz/publications/older-people.html">http://www.msd.govt.nz/publications/older-people.html</a>
NZ Transport Strategy (2002)	<a href="http://www.transport.govt.nz/new-zealand-transport-strategy-2/">http://www.transport.govt.nz/new-zealand-transport-strategy-2/</a>
Road Safety to 2010 (2003)	<a href="http://www.ltsa.govt.nz/strategy-2010/docs/2010-strategy.pdf">www.ltsa.govt.nz/strategy-2010/docs/2010-strategy.pdf</a>
New Zealand Injury Prevention Strategy 2003 ACC	<a href="http://www.nzips.govt.nz/implementation/">http://www.nzips.govt.nz/implementation/</a>
Transit State Highway 10 Year Plan (2007)	<a href="http://www.transit.govt.nz/planning/forecast/forecast-07-08.jsp">http://www.transit.govt.nz/planning/forecast/forecast-07-08.jsp</a>
Update to NZ Transport Strategy 2008	<a href="http://www.transport.govt.nz/update-of-the-new-zealand-transport-strategy-2/">http://www.transport.govt.nz/update-of-the-new-zealand-transport-strategy-2/</a>
Urban Design Protocol (2005)	<a href="http://www.mfe.govt.nz/issues/urban/design-protocol/index.html">http://www.mfe.govt.nz/issues/urban/design-protocol/index.html</a>
<b>Regional</b>	
Canterbury West Coast Regional Physical Activity Plan 2005	<a href="http://www.sparc.org.nz/partners-and-programmes/active-communities/strategic-planning/regional-physical-activity-strategies">http://www.sparc.org.nz/partners-and-programmes/active-communities/strategic-planning/regional-physical-activity-strategies</a>
DHB Healthy Eating Healthy Action Strategies (2007)	<a href="http://www.moh.govt.nz/moh.nsf/0/cd182e2c03925c09cc256ebd0016cf4b?OpenDocument">http://www.moh.govt.nz/moh.nsf/0/cd182e2c03925c09cc256ebd0016cf4b?OpenDocument</a>
West Coast Regional Land Transport Strategy (2006)	<a href="http://www.wcrc.govt.nz/plans/land_transport/strategy.htm">http://www.wcrc.govt.nz/plans/land_transport/strategy.htm</a>
<b>Local</b>	
Active Westland – Westland’s plan for increasing physical activity	<a href="http://www.sparc.org.nz/partners-and-programmes/active-communities/strategic-planning/regional-physical-activity-strategies">http://www.sparc.org.nz/partners-and-programmes/active-communities/strategic-planning/regional-physical-activity-strategies</a>
Long Term Council Community Plans (each council)	<a href="http://www.bullerdc.govt.nz">www.bullerdc.govt.nz;</a> <a href="http://www.greydc.govt.nz">www.greydc.govt.nz;</a> <a href="http://www.westlanddc.govt.nz">www.westlanddc.govt.nz;</a> <a href="http://www.wcrc.govt.nz">www.wcrc.govt.nz</a>

## Appendix 6: Steering Group for Strategy Development

Steering Group members	
Michael Blyleven	Project Manager New Zealand Transport Agency <a href="http://www.nzta.govt.nz">www.nzta.govt.nz</a>
Mark Pinner	Area Manager New Zealand Transport Agency <a href="http://www.nzta.govt.nz">www.nzta.govt.nz</a>
Nichola Costley	Regional Planner West Coast Regional Council <a href="http://www.wcrc.govt.nz">www.wcrc.govt.nz</a>
Mel Sutherland	Manager of Assets and Engineering Grey District Council <a href="http://www.grey.govt.nz">www.grey.govt.nz</a>
Rob Daniel	Manager Operations Westland District Council <a href="http://www.westland.govt.nz">www.westland.govt.nz</a>
Stephen Griffin	Manager of Operations Buller District Council <a href="http://www.bullerdc.govt.nz">www.bullerdc.govt.nz</a>
Rosie McGrath	Health Promoter Community & Public Health <a href="mailto:rosie.mcgrath@cdhb.govt.nz">rosie.mcgrath@cdhb.govt.nz</a>
Wayne Osmers	Manager Programmes, Southern Region New Zealand Transport Agency <a href="http://www.nzta.govt.nz">www.nzta.govt.nz</a>
Natalie Hazelwood	Education Advisor New Zealand Transport Agency <a href="http://www.nzta.govt.nz">www.nzta.govt.nz</a>
Assisted by:	
Kirsty Barr, Strategy development and consultation	Consultant
Andrew MacBeth, Peer reviewer	Viastrada

## Appendix 7: Key Stakeholders and Activities

<b>List of Key Stakeholders Consulted during Strategy Development</b>
Iwi and rūnanga groups as partners with the crown; Te Rūnanga o Ngati Waewae, Te Rūnanga o Makaawhio, Mata Waka
Regional Transport Committee (RTC) – Formerly Regional Land Transport Committee - RLTC
Land Transport New Zealand (now New Zealand Transport Agency – NZTA)
Ministry of Transport
Transit New Zealand (now NZTA)
West Coast Regional Council
Buller District Council
Grey District Council
Westland District Council
Mayors and Councillors from all Councils
West Coast District Health Board
Community and Public Health
Road Safety Committee
West Coast Road Safety Coordinator
New Zealand Police
Opus International Consultants
MWH Consultants
Department of Conservation
Development West Coast
Tourism West Coast
Sport Canterbury West Coast
Sport Buller West Coast
Visitor centres/I-site offices across region
Schools across region (primary and secondary)
Cycling Advocates' Network (CAN)
Living Streets Aotearoa (LSA)
Bike West Coast
Coastal Pathway Inc
Cycling clubs and groups
<b>Key Stakeholders (cont'd)</b>

Walking clubs and groups
Automobile Association
Road Transport Authority (RTA)
CoDa (Combined Drivers' Association – South Island)
Community/Residential groups eg Guardians of Paroa, Blue Penguin Trust
Grey Power
Disability Information Service West Coast
Cycle Tour Operators New Zealand (CTONZ)
Cycle retailers
Event organisers
Karamea Estuary Enhancement Project (KEEP)

**National Organisations**  
Ministry of Transport  
NZ Transport Agency  
NZ Police  
Department of Conservation  
ACC

**Possible Future Initiatives**  
*For Example:*  
West Coastal Pathway  
Glacier Pathways  
Mokihinui-Lyell track  
Heaphy mountain bike project

**Business Groups**  
Development West Coast  
Tourism West Coast  
Cycle Tour Operators NZ  
Engineering Consultants  
Cycle Retailers  
Local I-site offices

**Local Government and Regional Committees**  
West Coast Regional Council  
District Councils  
West Coast Regional Transport Committee  
Regional Transport Advisory Group  
Road Safety Committee  
Active West Coast

**Local Recreation & Sports Groups**  
Local Sports Trusts  
Walking Groups  
Cycling Clubs  
Sports Clubs

**West Coast Walking and Cycling Stakeholders, Initiatives and Events**

**Other Road User Groups**  
Walkers and Cyclists  
Automobile Association (AA)  
Road Transport Association (RTA)  
Combined Owner Driver Association (CoDa)

**Iwi/Runanga Groups**  
Te Rūnanga o Ngati Waewae  
Te Rūnanga o Makaawhio  
Mata Waka

**Health & Education**  
West Coast Road Safety Coordinator  
West Coast District Health Board  
Community and Public Health  
Healthy Eating Healthy Action  
Schools and other educational institutions  
Education Advisor for NZ Transport Agency

**Events**  
*For example:*  
Source to Sea  
Coast to Coast  
Buller Marathon  
Whitebait & Wheels  
Local Duathlons & Marathons  
Around Lake Brunner Cycle Race

**Advocacy Groups**  
Cycling Advocates' Network  
Living Streets Aotearoa  
Bike West Coast  
Residents & Community Groups  
Older Persons groups, eg Grey Power,  
Positive Ageing  
Disability Information Service West Coast

## Appendix 8: Public Consultation and Survey Findings

### Background to Consultation Process

Two consultation processes were implemented between April and June 2008 to help guide the development of the strategy. Firstly, a public feedback form was distributed to stakeholders and interest groups, agencies, councils, health, sports and activity organisations. In this consultation phase, we sought more information about current levels of walking and cycling. We also invited the public to give us their feedback on what they thought the obstacles and opportunities were for walking and cycling in the region. The second phase of consultation involved face to face meetings with iwi groups, stakeholders and other partners at the three main centres of Westport, Greymouth and Hokitika. We gathered information about current activities and issues as well as generating discussion on our proposed vision and outcomes. The results of the public consultation phase is given below.

### Survey Findings for Public Consultation

A total of **250** surveys were received from respondents.

#### GENDER:

Male = 51%

Female = 49%

#### AREA RESPONDENTS LIVE IN:

37% - Greymouth

32% - Buller

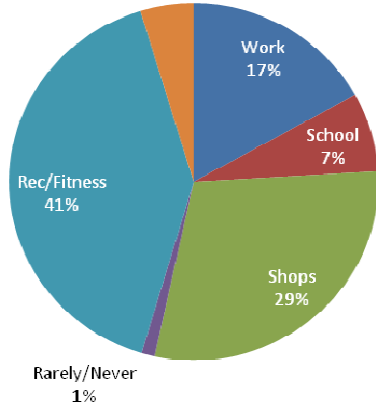
26% - Westland

5% - Other

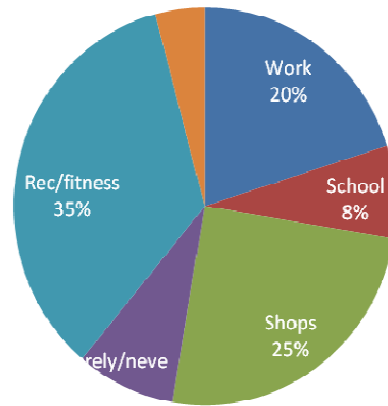
#### Main Issues identified:

DESCRIPTION	FREQUENCY
Need more walking and cycling facilities off/separate from road	124
Rural roads or state highways too narrow/not suitable	106
Need more on road cycle facilities eg cycle lanes	84
Need more promotion of lifestyle benefits (social, economic, personal health)	68
Needs to be better maintenance/more walking facilities off/separate from road	56
Better/more/maintained footpaths and on road walking facilities	51
Better maintenance/more cycling facilities off road	50
More promotion of walking/cycling resources / better information	48
Weather	45
More walking and cycling facilities on or off road	45
More bike parks needed	43
Educate drivers about cyclists, eg "share the road"	42
Increased cost petrol encourages more walking/cycling	37
Lack motivation/laziness is an obstacle	35
Lack time/perceived lack time/Lack of prioritisation for activity	33
Need more events and club activities eg Bike Wise and Push Play campaigns	32
Support proposed coastal pathway (Greymouth to Paroa)	23
Develop old railway areas (eg between Hokitika & Ross/Ross to Ruatapu, Rewanui, Ngakawau-Seddonville). Note a further 11 respondents said they wanted a West Coast version of the 'Otago Rail Trail' for locals & tourism	15
Need better linked facilities to services (school, work, town), places of interest (history, tourism, etc)	15
Need to develop facilities close to towns - will be used more	14

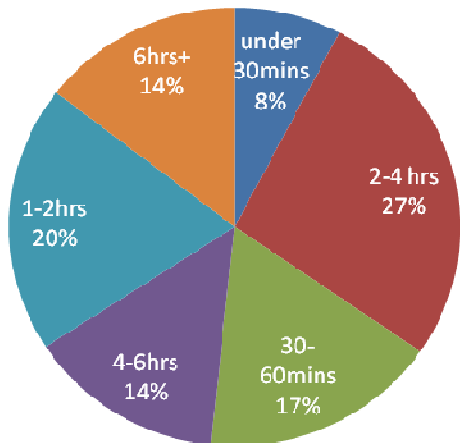
Do you ever walk to these places or for these purposes?



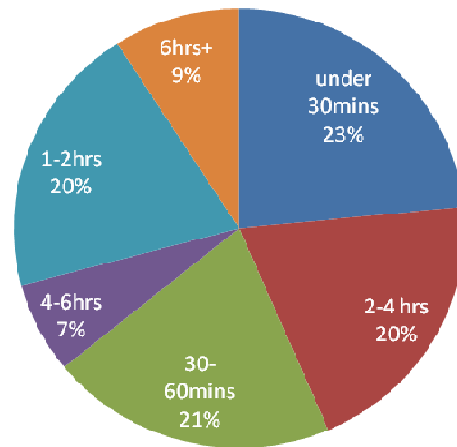
Do you ever cycle to these places or for these purposes?



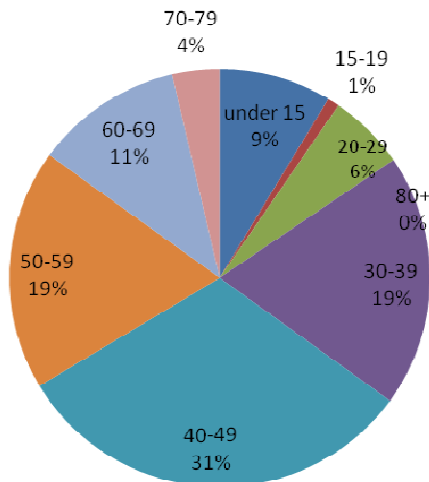
On average how long would you spend *each week* walking?



How long would you spend *each week* cycling?



What is your age?



## Appendix 9: Relevant Engineering and Planning Standards and Guidelines

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Document	Web Address (if available)
Austroads Guide to Traffic Engineering Practice Part 13: Pedestrians (1995)	
Austroads Guide to Traffic Engineering Practice Part 14: Bicycles (1999)	
Cycle Network and Route Planning Guide, LTSA (2004)	<a href="http://www.landtransport.govt.nz/road-user-safety/walking-and-cycling/cycle-network/">http://www.landtransport.govt.nz/road-user-safety/walking-and-cycling/cycle-network/</a>
Fundamentals of Planning & Design for Cycling, Training Course Notes, Transfund NZ 2004	<a href="http://viastrada.co.nz/pub/fundamentals_course_notes">http://viastrada.co.nz/pub/fundamentals_course_notes</a>
LTNZ Research Report No. 274: New Zealand walking and cycling strategies - best practice	<a href="http://www.landtransport.govt.nz/research/reports/274.pdf">http://www.landtransport.govt.nz/research/reports/274.pdf</a>
NZ Standard 4121(2001): Design for Access and Mobility: Buildings and Associated Facilities, Standards NZ 2001.	<a href="http://www.standards.co.nz/web-shop/?action=viewSearchProduct&amp;mod=catalog&amp;pid=4121:2001(NZS)">http://www.standards.co.nz/web-shop/?action=viewSearchProduct&amp;mod=catalog&amp;pid=4121:2001(NZS)</a>
NZ Supplement to Austroads Part 14: Bicycles (2005)	<a href="http://www.transit.govt.nz/technical/view_manual.jsp?content_type=manual&amp;=edit&amp;primary_key=43&amp;action=edit">www.transit.govt.nz/technical/view_manual.jsp?content_type=manual&amp;=edit&amp;primary_key=43&amp;action=edit</a>
Pedestrian Planning and Design Guide (2008)	<a href="http://www.ltsa.govt.nz/consultation/ped-network-plan/index.html">www.ltsa.govt.nz/consultation/ped-network-plan/index.html</a>
RTS 14 Guidelines for Blind and Vision Impaired, LTSA 2004	<a href="http://www.ltsa.govt.nz/roads/rts/rts-14-2003.pdf">http://www.ltsa.govt.nz/roads/rts/rts-14-2003.pdf</a>
NZ Standard 4404 (2004): Land development and subdivision engineering, Standard NZ 2004.	<a href="http://www.standards.co.nz/web-shop/?action=viewSearchProduct&amp;mod=catalog&amp;pid=4404:2004(NZS)">http://www.standards.co.nz/web-shop/?action=viewSearchProduct&amp;mod=catalog&amp;pid=4404:2004(NZS)</a>

## Appendix 10: Acknowledgement of Photo Contributions

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- Adventure South ([www.advsouth.co.nz](http://www.advsouth.co.nz))
- Bike Tours NZ ([www.nzbicycletours.com](http://www.nzbicycletours.com))
- Grey Star ([www.greystar.co.nz](http://www.greystar.co.nz))
- Pavel Bares
- Kirsty Barr

## Appendix 11: References

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- Allen & Clarke (for Health Sponsorship Council), *Strategies and Initiatives to Improve Cycle Participation & Safety*, 2004
- Bay of Plenty Regional Walking and Cycling Strategy, 2008
- Development West Coast, *Tourist Development and Enterprise Opportunities on the West Coast*, 2007
- Environment Southland, *Draft Southland Active Transport Strategy*, 2008
- Government Policy Statement on Land Transport Funding, 2008,
- Land Transport NZ, *Pedestrian Planning and Design Guide*, 2007
- Land Transport Safety Authority, *Cycle Network and Route Planning Guide*, 2004
- Macbeth et al, *NZ Walking and Cycling Strategies – Best Practice*, Land Transport NZ Research Report 274, 2005
- Marlborough Walking and Cycling Strategy, 2006
- Ministry of Transport, *Getting there – on foot, by cycle – Strategic Implementation Plan*, 2006
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- New Zealand Transport Strategy, 2008
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- Transit NZ, *National State Highway Strategy*, June 2007
- Waitaki Walking Cycling Strategy, 2007
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