

# Kaipara **Walking and Cycling Strategy**

**2017**





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# 1. Introduction

**T**his Strategy has been prepared to provide a framework to increase walking and cycling participation in the Kaipara district. It includes initiatives to develop and expand walking and cycling networks, for both local journeys as well as long distance touring routes to support economic growth. The Strategy also identifies opportunities for the district to collaborate with key partners to jointly fund and connect key linkages and develop behaviour change initiatives to change attitudes to walking and cycling.

The social, environmental, economic and health benefits of cycling are well understood and there is increasing support and investment in the development of walking and cycling infrastructure. Providing safe and connected walking and cycling networks will take time and money, and this Strategy will provide Kaipara with priorities for investment. Key routes that support local and commuter trips, as well as linkages for recreational and tourism journeys that can provide economic benefits to the region have both been identified. Establishing and prioritising a network of routes will allow Kaipara to take advantage of new and evolving opportunities and pursue partnerships as they arise, maximising the benefits of Council's investment.

## The Strategy

This Strategy considers the national, regional and local frameworks that walking and cycling initiatives in the Kaipara district seek to align with. In particular, contributing to the vision of a regional framework for Northland, desired by NZ Cycle Trails. Additionally, the Strategy aligns with the national direction of the Draft Government Policy Statement (GPS) on Land Transport Funding 2018/19 – 2027/28, regional goals of the Tai Tokerau Northland Economic Action Plan, Twin Coast Discovery Highway Route Development and the Northland Regional Land Transport Plan, and finally, closely reflecting

local plans for walking and cycling already developed in some townships throughout Kaipara.

Note that this Strategy proposes high level projects and initiatives that will enhance and expand walking and cycling networks, as well as improving road user safety, and encouraging and promoting these modes. These projects are listed in the implementation plan section of this Strategy. This is not focused on footpath extensions or small scale projects, except where considered a priority. Further investigation, feasibility and costings of projects is required.

## 2. Vision and Objectives

Image Credit: NZTA

The vision of the Kaipara Walking and Cycling Strategy is:

***‘Working together to enhance walking and cycling in Kaipara’***

Council aims to work towards this vision by focusing its efforts on the following three objectives:

**1.**

Become a walking and cycling destination to support economic growth, and provide transport and lifestyle choices.



**2.**

Partner with key stakeholders and community to deliver walking and cycling projects and behaviour change initiatives.

**3.**

Develop district-wide and township walking and cycling networks that are safe, enduring and connect with nature.



# 3. Regional and Local Strategic Alignment

## 3.1

### **Draft Northland Regional Walking and Cycling Strategy – Northland Regional Council**

A draft Regional Walking and Cycling Strategy is currently being developed by Northland Regional Council, in partnership with the three Northland district authorities; Far North, Whangarei and Kaipara. This is anticipated to show the desired framework for walking and cycling routes and aspirations for the Northland region. Kaipara's Strategy is in alignment with this framework.

## 3.2

### **Ministry of Business, Innovation and Employment - Tai Tokerau Northland Economic Action Plan**

The Ministry of Business, Innovation and Employment (MBIE) has identified Northland as one of six regions to be supported by the Regional Growth Programme. The aim of this programme is to identify potential growth opportunities to increase jobs, income and investment. The Tai Tokerau Northland Economic Action Plan identifies four key workstreams, including the growth of the visitor industry sector. Development of tourism product offerings is specified and the Plan references the development of "Kaipara cycleways and walkways project – linking west coast lakes, coastline and forests". A number of cycling initiatives in this Strategy deliver on this and in doing so will generate tourism and subsequent economic benefits for the region.

## 3.3

### **Twin Coast Discovery Highway Route Programme Business Case**

The Twin Coast Discovery Route is identified within the Northland Economic Action Plan, in both the Transport / Logistics and Visitor Industry work streams, as an important component in growing the Northland economy through increased tourism and better transport connections. To ensure these outcomes were addressed holistically, the NZ Transport Agency (NZTA) and Northland Inc have partnered to develop a Programme Business Case (PBC) to collaboratively address this. The PBC considers the case for investment to address problems on the Twin Coast Discovery Highway (TCDH) to encourage customers to visit new places, try new experiences and stay longer in Northland.

The PBC identifies a number of options/initiatives to achieve these outcomes. Cycling is an emerging visitor activity in Northland and has the potential to generate economic benefits for the region. Accordingly, cycling connections are an important component of the PBC preferred programme with recommended options including extensions to existing cycling paths, linking to other attractions and the creation of new infrastructure.



# 3. Regional and Local Strategic Alignment

Image Credit: NZTA

## 3.4

### **Ancient Kauri Trail Byway**

The Byways concept was also developed as a project within the Northland Economic Action Plan, and aims to help revitalise the Twin Coast Discovery Highway. Themed Byway routes have been designed to create tourist journeys around certain areas of Northland, with visually appealing maps and a smartphone App for tourists to use.

The 'Ancient Kauri Trail' Byway has been developed for the west of the Kaipara district, beginning in Maungaturoto and extending north past the Waipoua Forest, highlighting the towns and significant features of this area, including Matakahe Kauri Museum and Tane Mahuta, encouraging tourists to stop and explore points of interest. Walking and cycling routes identified as part of this Strategy align with this route and are considered to further encourage users to travel through and stop in these areas, therefore contributing towards the economic development of the district.

## 3.5

### **Northland Regional Land Transport Plan (2015 2021)**

The Northland Regional Land Transport Plan (RLTP) sets out the region's land transport priorities and provides a forecast of anticipated transport revenue and expenditure over the period. It also illustrates potential areas where walking and cycling opportunities should be developed, including Dargaville, Maungaturoto, Kaiwaka and Mangawhai in the Kaipara district. This is therefore reflected in the development of 'safe and connected townships'; which emerge from this Strategy.

## 3.6

### **Kaipara District Council Annual Plan 2017/2018 (Year 3 Long Term Plan 2015/2025) and Draft Long Term Plan 2018/2028**

Councils are required to produce a Long Term Plan (LTP) to establish their intentions for the next decade. The Plan provides a 10 year budget, including anticipated revenue and expenditure. Long Term Plans are reviewed every three years to ensure the direction still aligns with community outcomes.

The goal for the provision of roads and footpaths in the Plan is that "People and goods are able to move safely and efficiently around the district by a variety of means". Funding is available for footpaths (new and maintenance), as well as \$60,000 for the development and implementation of this Strategy.

Furthermore, in the draft Long Term Plan 2018/2028, around \$300,000 per annum is being sought from NZTA for the first three years to implement cycling projects (identified in this Strategy). As well as this, there will be \$300,000 in 2018/2019 and then \$150,000 each year after that for Mangawhai walkways.

Council will seek opportunities to use their local share to leverage external funds and subsidies to maximise the available budget.



Image Credit: NZTA

### 3.7

#### **Kai Iwi Lakes (Taharoa Domain) Reserve Management Plan 2016**

The Kai Iwi Lakes (Taharoa Domain) Reserve Management Plan identifies opportunities to enhance walking and cycling experiences and improve connectivity within the Domain as well as around the lakes and adjacent Council owned forestry blocks. Significant funding has been invested in developing walking and cycling tracks in this location and creating wider connections to encourage use of this recreational location is considered key. Therefore, the Plan also identifies broader potential links and circuits that provide connections to and between the Twin Coast cycle trail, and the Kauri Coast cycleway.

### 3.8

#### **Kaiwaka Township Improvement Plan – 2016**

Kaiwaka is a rural township located approximately halfway between Auckland and Whangarei, and provides a convenient rest stop for travellers using State Highway 1. The Plan was a collaborative effort developed to address traffic and pedestrian related concerns in the town, while also improving the overall attractiveness of the township. The vision of the Plan is for Kaiwaka to be a safe, connected, green, vibrant and distinctive place. The Plan has a strong focus on making Kaiwaka more accessible, particularly for pedestrians, and to manage traffic speeds through the township.

### 3.9

#### **Draft Mangawhai Community Plan - 2017**

Mangawhai is the fastest growing settlement in Kaipara as a result of its proximity to Auckland and high recreational and scenic value. Kaipara District Council has identified the Mangawhai Community Plan (MCP) as a priority project to manage and improve design, environmental and infrastructure outcomes. Improving walking and cycling uptake and connectivity is a priority and guiding principle of the Plan, and the projects identified in the draft MCP are reflected in this Strategy.

# 4. Existing Walking and Cycling Infrastructure

Within the Kaipara district there are approximately 90 kilometres (km) of formed footpaths, with more than half of all urban roads providing a footpath on one or both sides of the road.

The majority of the footpath network is concentrated in Dargaville, however all urban centres have some formed footpaths. Across the district there are approximately 70km of urban roads that have no footpath infrastructure. Council is prioritising its footpath expenditure programme on creating new footpaths in areas where there are currently none provided, rather than to achieve footpaths on both sides of the road. Approximately 1.5km of new footpaths are created each year through new subdivision developments.

The Kaipara district is renowned for its numerous walking tracks that showcase stunning natural landscapes. These include tracks in Waipoua Forest, Trounson Park, Kai Iwi Lakes, Mt Tutamoe, Baylys Beach, Tokatoka, Maungaraho Rock, Paparao, and Mangawhai's coastal environment.

Te Araroa, New Zealand's Trail, is a national walking route stretching 3,000km from Cape Reinga in the north of New Zealand to Bluff in the south. This trail runs through the Kaipara district, from Mangawhai Heads Reserve to Pacific Road near Te Arai.

*Two on road cycle trails that form part of the New Zealand Cycle Trail pass through Kaipara, using low volume roads and off road trails. They are:*

## Kauri Coast Cycleway

The 113km Heartland Ride links Rawene on the Hokianga Harbour, though to Dargaville. This route uses low volume roads, and passes through Kauri forest and secluded coastal settlements.

## Missing Link Cycleway

The 118km Heartland Ride joins Dargaville, the end of the Kauri Coast Cycleway with Central Auckland. The Kaipara Missing Link heads southwest from Dargaville to the holiday village of Pouto Point at the mouth of the Kaipara Harbour. The missing link to this cycle tour involves a boat trip across the Kaipara Harbour. The trail then follows a surprisingly gentle route into the very centre of Auckland.

Both of these national cycle trails form part of 'Tour Aotearoa', a 3,000km cycling event being held in February

2018. Participants cycle from Cape Reinga to Bluff, drawing hundreds of riders through the Kaipara district to travel the heartland rides. This is currently being investigated as a year round ride.

While there are currently few dedicated cycle facilities in Kaipara, funding for the development of cycle infrastructure will be included in Council's next Long Term Plan (2018/2028). Community groups are also instrumental in the development of walking and cycling facilities, with many local groups actively involved in maintaining and expanding trails across the district. For example, the Mangawhai Tracks Charitable Trust has strong support and funding to develop walking tracks throughout the Mangawhai township, Ruawai Promotions and Development Group is seeking funding to progress a cycleway along stopbanks of the Northern Wairoa River, and the Kauri Coast Promotions Society has applied to external funding sources to develop an historic walking loop within the Dargaville township and riverfront.



# 5. Key Issues

## 5.1 Few Transport Choices

Kaipara is predominantly rural with a number of small towns and coastal settlements dispersed across the district. The population is just under 22,000, of which 4,500 live in Dargaville, the largest town and main service centre in the district. Given the small and dispersed population, public transport services are not viable and walking and cycling journeys between towns are too vast. Older, more established urban areas such as Dargaville generally have well developed footpath networks, however many of the coastal settlements such as Mangawhai have narrow roads and few formed footpaths. Cycle facilities across the district are limited to directional signage, with few dedicated facilities available.

A snapshot of commuter mode share is provided in Figure 1 below and reveals that while few people cycle to work, the proportion of people walking to work is similar to Northland and the New Zealand average. Fewer

people drive to work in Kaipara, however this is offset with substantially more people working from home/did not go to work. This is likely to be due to Kaipara's rural environment, where many people are employed in the farming and agriculture industries and work from home. In addition, Kaipara has a greater proportion of older people (refer to Figure 5), many who may no longer work.

Data on other types of journey mode share, such as recreational and social trips is not available. However, given the compact nature of many townships, it is anticipated that there is significant potential for growth in local walking and cycling journeys.

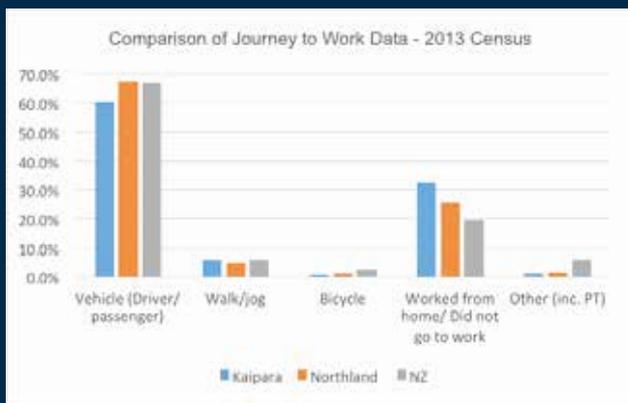


Figure 1: Comparison of journey to work data for Kaipara, Northland and NZ (Source: Statistics NZ<sup>1</sup>)

Most households in Kaipara require access to a vehicle due to the isolation of rural communities, and limited access to goods and services. A comparison of motor vehicle ownership between Kaipara, Northland and New Zealand (refer to Figure 2) reveals that the proportion of two and three car households in Kaipara is similar to the New Zealand average, however multiple car households are more common in Kaipara compared with the Northland average. There are also fewer households in Kaipara with no access to a motor vehicle than the Northland and New Zealand average.

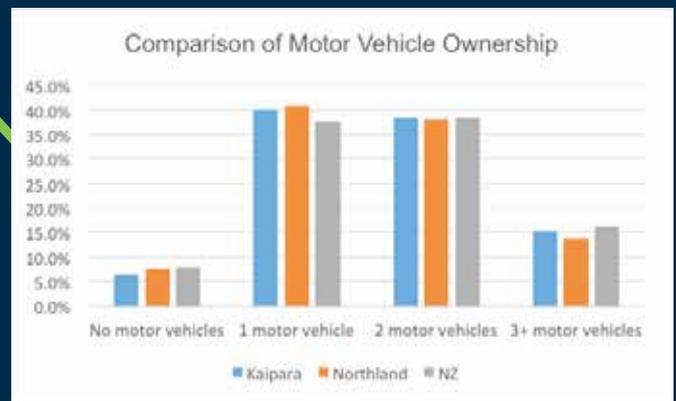


Figure 2: Comparison of motor vehicle ownership data for Kaipara, Northland and NZ (Source: Statistics NZ<sup>2</sup>)

In summary, most households own at least one car as it is challenging to travel beyond key townships without a vehicle.

<sup>1</sup> Statistics NZ website - Census 2013 data. <http://www.stats.govt.nz/Census/2013-census/data-tables/meshblock-dataset.aspx> Accessed 20 January 2017.

<sup>2</sup> Statistics NZ website - Census 2013 data. <http://www.stats.govt.nz/Census/2013-census/data-tables/meshblock-dataset.aspx> Accessed 20 January 2017.



## 5.2 Safety

Over the past five years, there have been 22 reported pedestrian and cyclist casualties in Kaipara. In general, casualties have been declining since 2011 (refer to Figure 3), however there was a cyclist fatality in Maungaturoto in 2016.



**Figure 3: Pedestrian and cyclist casualties in Kaipara between 2011 and 2016**

The largest concentrations of pedestrian and cyclist casualties are in Dargaville, given its higher population (refer to Figure 4). A cluster of crashes is evident at the intersection of Hokianga Road/ State Highway 12 intersection. This four leg intersection has relatively high traffic and pedestrian volumes, and no traffic signals. Both intersecting roads are wide, meaning vulnerable road users have longer crossing times, increasing their risk of exposure to crashes. The promotion and signage and therefore subsequent increase of cyclists travelling the Kauri Coast Heartland Ride may have resulted in this cluster of casualties, as this is where cyclists from the Heartland Ride enter the Dargaville township.



**Figure 4: Pedestrian and cyclist crash locations in Dargaville between 2011 and 2016**

Most commercial areas throughout the district are located on the State Highway network. The shops and services located on these routes provide a sense of place for these communities, however this conflicts with the movement function of these high order roads. The presence of freight (including logging trucks) travelling through these townships contributes to the real and perceived safety risk of these roads, and hinders walking and cycling participation. Without separated facilities, these streets can be difficult for pedestrians and cyclists to safely navigate. Some rural schools are also located on the State Highway network within high speed environments; many of these schools actively discourage cycling to school.

Conversely Mangawhai has narrow streets including many without footpaths. While this encourages lower traffic speeds and volumes, pedestrians must often share the road with vehicles. This may be particularly challenging for more vulnerable road users such as children and the elderly. Actions identified in the Mangawhai and Kaiwaka improvement plans aim to improve accessibility through these townships.

### 5.3 Changing Demographics

Access to reliable and affordable transport enables people to participate within their communities and provides access to social and economic opportunities. However, few transport options are available in Kaipara, and it is difficult to get around without a vehicle. The young, elderly and disabled may be unable or not permitted to drive. Others may be unable to afford a car and some residents may choose not to own one. Kaipara has a greater proportion of residents over 65 years compared to Northland and New Zealand. Furthermore, the median population of the district is 45.3 years, which is substantially higher than the New Zealand median of 38 years.

As the population continues to age, there will be greater need for improved pedestrian facilities and transport options to ensure residents do not become socially excluded. The increased use of mobility scooters on

footpaths could be encouraged, and drop kerbs and sensory aids (both visual and tactile cues) more readily considered.

Additionally, this is also an opportunity to positively influence the transport choices made by youth, as the above observations on population aging are not true of the district's Maori population, which is comparatively youthful. Since 2006 the district's Maori population increased 7.6%. Kaipara's Maori population is increasing both in real terms and in terms of the proportion of the district's population which it comprises (currently 23.1%)<sup>3</sup>. Encouraging Maori youth to take up walking and cycling opportunities is key to developing safe road skills early in life, and allowing youth to be more active and develop healthier lifestyles.

<sup>3</sup> Kaipara District Council Environmental Scan 2016

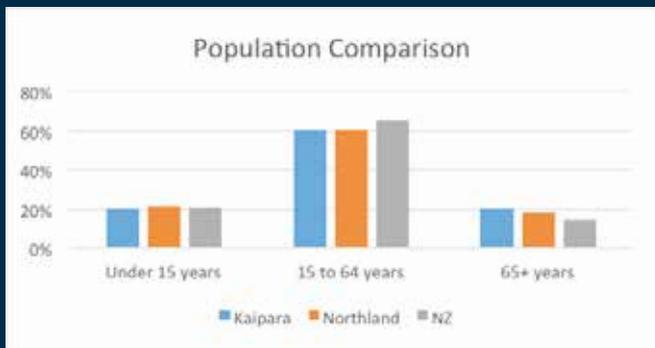


Figure 5: Comparison of population for Kaipara, Northland and NZ (Source: Statistics NZ<sup>4</sup>)

### 5.4 Funding

Interest in developing cycle infrastructure has gained momentum in recent years and funding for walking and cycling projects and initiatives at the national level has increased significantly (refer to Figure 6). However the focus of NZTA's expenditure has been on urban centres. Funding for this activity class is now oversubscribed as the larger cities can provisionally obtain higher rates of investment for walking and cycling projects. For districts such as Kaipara with no urban centres, funding is not currently available from this activity class.

<sup>4</sup> Statistics NZ website - Census 2013 data. <http://www.stats.govt.nz/Census/2013-census/data-tables/meshblock-dataset.aspx> Accessed 20 January 2017.



Figure 6: Walking and cycling funding over the last 10 years (Source: NZTA<sup>5</sup>)

Councils must also compete for NZTA funding for projects. Projects have to demonstrate value for money, where the benefits of the project must generally outweigh the costs. The benefits of walking and cycling projects consider the projected growth in the numbers of users following the implementation of the project. Projects in areas of low population density such as Kaipara are unlikely to be competitive against projects in large urban centres.

In the past, Kaipara district had limited funding to pay for new walking and cycling facilities. However Council is keen to reverse this trend, and there will be an emphasis on these projects in next Long Term Plan (2018/2028), with funding made available. Council will identify opportunities to leverage and maximise its budget and seek additional contributions from external sources including NZTA and MBIE, as well as grants and commercial contributions. Kaipara district will also work with local groups to develop community led walking and cycling facilities in the district.

<sup>5</sup> NZ Transport Agency website - <http://www.nzta.govt.nz/assets/userfiles/transport-data/FundWalkingCycling.html> Accessed 24 January 2017.

# 6. Opportunities

## 6.1. Leveraging off existing routes

There are significant opportunities to add value to Kaipara's two existing national cycle trail heartland rides as part of a Northland network of cycling trails.

Kaipara's existing heartland rides currently appeal to 'strong and fearless' and 'enthused and confident' cyclists who are comfortable travelling longer distances on the State Highway network and/or gravelled roads relatively far from townships. An improved network could therefore provide connections to townships, services and other key attractions, as well as extensions and links to increase the number of visitors, and the length of their stay. It also provides opportunities to work with the private tourism industry to address gaps and services in the market that could be enhanced or developed along routes. It is anticipated that the development of these could bring increased economic growth to the district and region.

*Kaipara's contribution to the Regional Network include:*

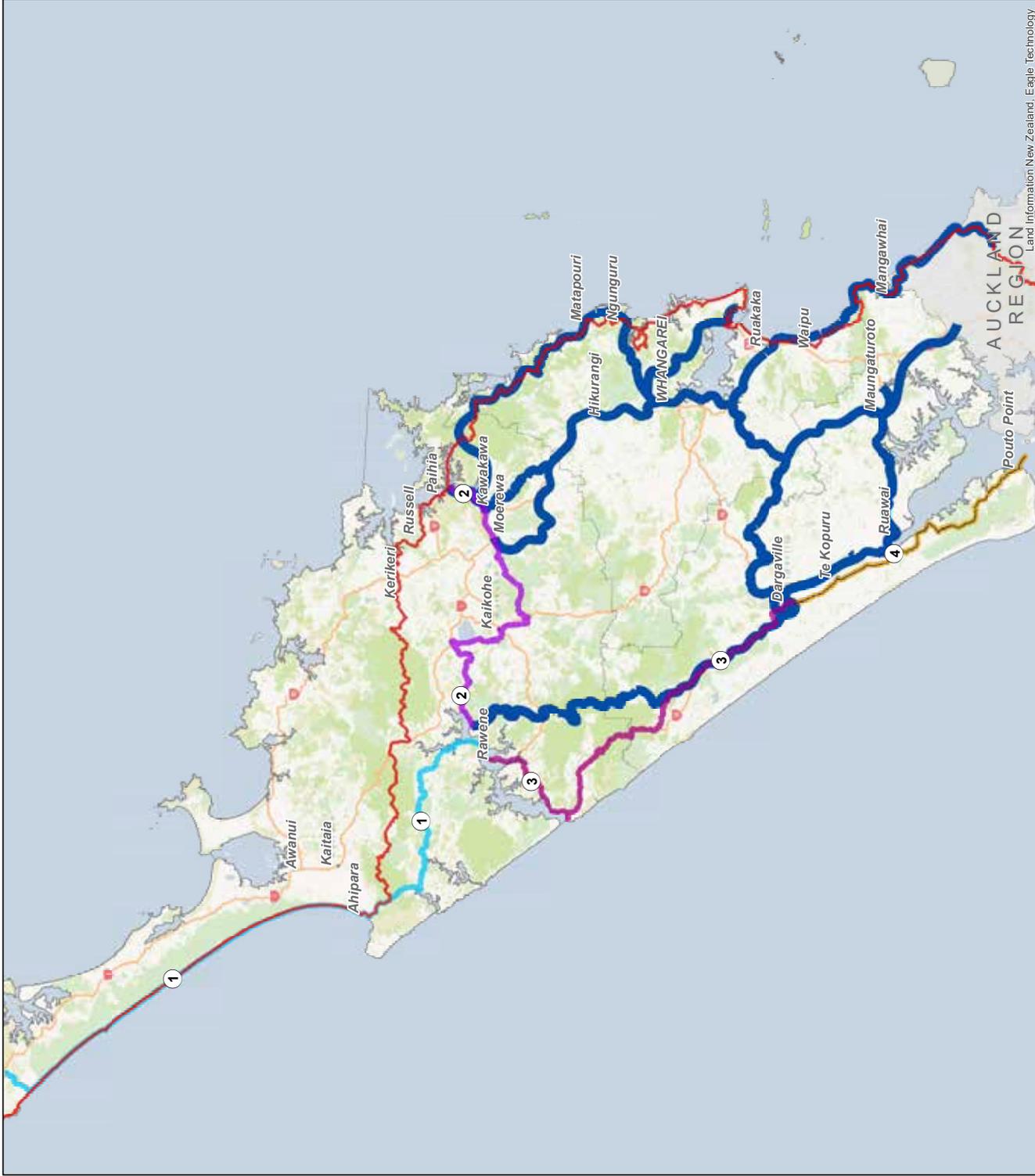
### Short Term:

- Making the Kauri Coast Cycleway off road from Dargaville to Donnelly's Crossing via the redundant rail corridor ensuring this Heartland Ride is more user friendly and could cater to a broader set of visitors and local residents;
- Extending further north from Donnelly's Crossing into the Far North District via the Old Waoku Coach Road;
- Establishing a loop linkage between the Kauri Coast cycleway and Kai Iwi Lakes (Taharoa Domain) (as a recreational reserve with high walking and cycling value and existing walking/cycling tracks); and
- Improving the existing 'Kaipara Missing Link' by increasing signage and promotion, and installing safety measures such as active warning signs along the route. Additionally, Council can work with ferry providers to enhance ferry services across the Kaipara Harbour, and support relevant parties to establish a wharf at Pouto. It is considered that these improvements could increase year round use of this trail, and attract more riders from Auckland.

### Medium to Long Term:

- Trail from Dargaville to Maungaturoto, connecting townships and features via off road routes and low volume roads, in alignment with the 'Ancient Kauri Coast Trail' Byway. This will further contribute towards Dargaville as a central hub for experiencing cycle trails. It is anticipated that this route will be developed as the opportunities arise, capitalising on and connecting existing walking and cycling projects. Existing projects include:
  - Ruawai stopbank cycleway;
  - Matakohe Bridges shared path connection.
- Route linking Mangawhai with the cycling trail from Waipu in the North and Pakiri and Matakana in the south. Support this to become a Heartland Ride. This would also largely align with the Te Araroa Trail running along the eastern coastline.
- Trail between Dargaville and Whangarei and/or trail between Dargaville, Maungaturoto and Kaiwaka via rail corridor, if and when it becomes available. A decision on the decommissioning of the railway lines is still to be decided, therefore this is considered low priority. An on rail cycling experience may also be an option on some sections of the railway track.





**Legend**

Aspirational Regional Cycle Trail Framework

**Existing Trails**

- 1 - Far North Cycleway
- 2 - Twin Coast Cycle Trail
- 3 - Kauri Coast Cycleway
- 4 - Kaipara Harbour Missing Link
- Te Araroa Trail

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 The information in this map was derived from digital databases. Care was taken in the creation of this map, however, Kaipara District Council and its consultants cannot accept any responsibility for errors, omissions or inaccuracies. This map is not to be used for navigation. Statistical information sourced from Land Information New Zealand 5 July 2017.



Image Credit: NZTA

## 6.2 Develop Safe and Connected Townships

While many residents will periodically need to travel to larger towns such as Whangarei and Auckland to access key goods and services and employment, the larger towns in the district provide much of what people require on a day to day basis. Dargaville, Mangawhai, Maungaturoto and Kaiwaka have predominantly urban catchments in the context of Kaipara, and would be ideally placed to promote walking and cycling journeys for school and work travel, following the implementation of supporting infrastructure. As these townships represent some of the larger concentrations of population within the Region; enhancing the local networks for recreation and commuting will offer the greatest benefits and value for money, and given the compact size of many towns, these local trips provide ideal opportunities to encourage residents to walk and cycle.



Image Credit: NZTA

### 6.3 Collaboration and Behaviour Change

The third opportunity recognised for the Kaipara district is collaboration with key partners. This collaboration could be in the form of working together to jointly fund and connect key linkages, or co operating to develop behaviour change initiatives to increase positive attitudes to walking and cycling. It is recognised that in both circumstances, Council working alongside community groups or outside organisations will provide greater benefits than attempting to achieve them on its own.

Working with key partners to connect walking and cycling linkages enables Council to support initiatives that may be led by the community or others. This means longer term strategic connections within the Kaipara district may be progressed with more momentum, and otherwise could take longer and more funding to achieve in isolation.

Additionally, by working with community groups and agencies to develop cycling skills, walking and cycling safety programmes and increased recreational choices, Council has a stronger ability to increase participation rates in walking and cycling. This may then lead to enhancing economic, social and environmental benefits, and connect with those who currently identify with the 'interested but concerned' or 'no way no how' attitude towards cycling.

# 7. Objectives and Actions

Council aims to achieve the vision *'Working together to enhance walking and cycling in Kaipara'* through the implementation of three key objectives. Each objective is supported by a number of actions to support the delivery of walking and cycling infrastructure, and embed the provision for these modes into Council practice, while making the most out of the recognised opportunities.

## OBJECTIVE 1: Become a walking and cycling destination to support economic growth, and provide transport and lifestyle choices

Key issues	Opportunities/ actions to address issues
<p>Tourism is a growing industry in New Zealand, and regional and international visitors are seeking new and alternative travel experiences. The development of New Zealand Cycle Trail routes (Heartland Rides) is facilitating this industry, however there is room for enhanced links within Kaipara. It is anticipated that the development of these would widen the appeal of our portion of the Trail Network to a wider group of cyclists and could bring increased economic growth to the district and region.</p>	<p>Work with key stakeholders to develop new potential cycle trails and links between existing routes and service towns. Potential routes include:</p> <ul style="list-style-type: none"> <li>• Making the Kauri Coast Cycleway off road from Dargaville to Donnelly's Crossing via the redundant rail corridor;</li> <li>• Extending further north from Donnelly's Crossing into the Far North District via the Old Waoku Coach Road;</li> <li>• Establishing a loop linkage between the Kauri Coast cycleway and Kai Iwi Lakes (Taharoa Domain);</li> <li>• Improving the existing 'Kaipara Missing Link' by increasing signage and promotion, and installing safety measures such as active warning signs along the route. Additionally, Council can work with ferry providers to enhance ferry services across the Kaipara Harbour, and support relevant parties to establish a wharf at Pouto;</li> <li>• Trail from Dargaville to Maungaturoto, connecting townships and features via off road routes and low volume roads. It is anticipated that this route will be developed as the opportunities arise, capitalising on and connecting existing walking and cycling projects;</li> <li>• Route linking Mangawhai with the cycling trail from Waipu in the North and Pakiri and Matakana in the south. Support this to become a Heartland Ride;</li> <li>• Trail between Dargaville and Whangarei and/or trail between Dargaville, Maungaturoto and Kaiwaka via rail corridor, if and when it becomes available.</li> </ul> <p>To leverage off the potential economic benefits of cycle trails Council needs to work with private industry service providers to ensure adequate accommodation, rest stops and services are available along cycling routes.</p>
<p>Residents in Kaipara have lower than average incomes, however many have high travel costs as few goods and services are available locally. Providing more affordable local transport options will lead to reduced transport costs, providing residents with increased discretionary income to support local businesses. This in turn allows local businesses to remain viable, improving the variety of goods and services available locally.</p>	<ul style="list-style-type: none"> <li>• Continue to expand and link walking and cycling networks, as part of the safe and connected township opportunity to provide alternative transport choices.</li> <li>• Engage with communities through behaviour change programmes and school and business journey planning to influence positive transport and lifestyle choices.</li> </ul>
<p>Fewer opportunities for active travel in Kaipara can result in poor community health outcomes. Providing active travel choices for local communities can lead to improved fitness and reduced health costs.</p>	<ul style="list-style-type: none"> <li>• Work with community health providers to encourage active modes through journey planning, following the implementation of safe and connected walking and cycling networks in townships.</li> </ul>
<p>Many people do not perceive themselves as someone who walks or rides a bike, or may consider these modes unsafe. Others may perceive that distances are too far to walk or cycle.</p>	<ul style="list-style-type: none"> <li>• Work with community walking and cycling groups to encourage and support new and existing walkers/riders and events. Ideally, this can be aligned to the construction of new routes and facilities.</li> <li>• Journey planning to reduce barriers and enable walking and cycling.</li> </ul>

## OBJECTIVE 2: Partner with key stakeholders and community to deliver walking and cycling projects and behaviour change initiatives

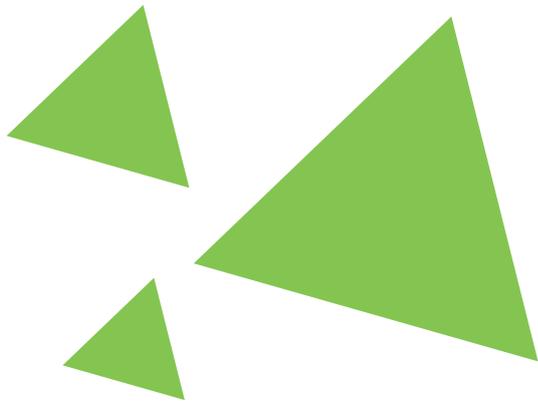
Key issues	Opportunities/ actions to address issues
Kaipara has a low population and rates base, with limited funding available. This makes it difficult to leverage for national funding which requires a local share component.	<ul style="list-style-type: none"> <li>Identify opportunities to integrate walking and cycling initiatives into other district projects. Options may include roading and safety improvements, urban design projects, parks and recreation projects, community-led initiatives and development of routes along stopbanks.</li> <li>Include key projects and local share funding allocations in Council's Annual and Long Term Plans.</li> </ul>
Townships in Kaipara are small and dispersed, meaning the benefits of investment are lower than large urban centres. This makes it difficult to compete for funding at the national level.	<ul style="list-style-type: none"> <li>Seek funding from alternative Government streams and private grants. Potential sources include those that seek health, environmental, social community development, tourism, and economic growth/employment benefits and outcomes (e.g. MBIE, Fonterra, community trusts and Lottery grants).</li> </ul>
Walking and cycling infrastructure is often seen as 'nice to have' and considered discretionary rather than core infrastructure (such as roading).	<ul style="list-style-type: none"> <li>Ensure that walking and cycling infrastructure is provided with a funding allocation in Council's Annual and Long Term Plans.</li> <li>Plans developed in Mangawhai and Kaiwaka which have already or are anticipated to be adopted by Council need to be integrated in Council's Long Term Plan to be funded.</li> </ul>
Walking and cycling infrastructure and maintenance can be delivered in an ad hoc manner, often in reaction to Annual Plan submissions and customer requests.	<ul style="list-style-type: none"> <li>Prioritise walking and cycling expenditure based on demand and connectivity benefits/priority outlined in this Strategy.</li> <li>Work with other councils in the Northland region to develop a regional Walking and Cycling Strategy and identify opportunities to pool funds and work collaboratively.</li> </ul>
The State Highway network forms much of Kaipara's transport network and offers direct links through and between townships. No cycle facilities are provided on the State Highway network.	<ul style="list-style-type: none"> <li>Advocate to the NZTA to provide for cycling on the State Highway network, particularly where these routes pass through towns, and provide key routes between towns. For example, the long term connection between Dargaville and Maungaturoto.</li> </ul>
Developers are required to construct footpaths for new subdivisions, Some newly constructed footpaths are isolated and do not connect with other parts of the pedestrian network.	<ul style="list-style-type: none"> <li>Ensure pedestrian access and links from new subdivisions to the existing network are provided, as is required for vehicle accessibility.</li> </ul>
Some residents find it difficult to include physical activity into their lives, resulting in poor health outcomes. However, the health benefits of walking and cycling are often a significant motivator for people to change behaviour.	<ul style="list-style-type: none"> <li>Work with local health and community groups to develop initiatives that encourage physical and social activity.</li> </ul>
Many school children no longer walk and ride to school, often due to perceived risk (road safety and personal safety risks). Many schools actively discourage cycling due to traffic safety concerns including vehicle speeds and freight. Additional vehicles in the vicinity of the school at peak times exacerbates the risk for vulnerable road users. For some children in rural areas, travel distance can also be a barrier to walking and cycling uptake.	<ul style="list-style-type: none"> <li>Work with families and local schools to support the promotion of walking and cycling to school through journey planning.</li> <li>Collaborate with other organisations to implement cycle skills training and road safety education to provide children with road environment awareness and skills.</li> </ul>
Many residents and visitors may not be aware of walking and cycling opportunities available.	<ul style="list-style-type: none"> <li>Work with tourism bodies to identify and develop walking and cycling routes, supported with wayfinding signage. These can be supported with promotion via brochures and maps containing themed information on routes such as historical and nature based walks, potential side trips from the National Cycle Trail routes and mountainbike trails. Costs for printed materials could be sourced through advertising from local service providers.</li> <li>Promotion of walking and cycling can also be enhanced online and via social media. Opportunities such as 'walk of the week' could be developed.</li> </ul>

**OBJECTIVE 3: Develop district wide and township walking and cycling networks that are safe, enduring and connect with nature.**

<i>Key issues</i>	<i>Opportunities/ actions to address issues</i>
Many townships are located on the State Highway network, which is often wide and offers few safe crossing opportunities.	<ul style="list-style-type: none"> <li>Identify opportunities to repurpose this space to provide separate facilities for pedestrians and/or cyclists, provide crossing points, for landscaping or to create public spaces. Narrowing wide streets has the additional benefits of reducing crossing distance, providing additional parking or dining/retail space, reduced road maintenance costs and reducing vehicle travel speeds.</li> </ul>
Traffic and freight speed and volumes can intimidate vulnerable road users who are likely to perceive these roads as unsafe. Speed limits in the vicinity of some rural schools, commercial centres and on the urban fringe are not compatible with adjacent land use. Some schools discourage walking and cycling due to high traffic speed and presence of freight vehicles.	<ul style="list-style-type: none"> <li>Council to continue to work with NZTA to reduce speed limits around rural schools and commercial areas, supported with traffic calming (such as gateway treatments), enforcement and education.</li> <li>Undertake safe routes to school safety audits to develop work programmes that enable students to travel safely and independently to school, including the provision of additional crossings.</li> <li>Identify opportunities to expand urban speed limit areas, where development is occurring on urban fringes.</li> </ul>
Many towns have streets that lack basic pedestrian facilities, requiring pedestrians to walk on the road. This reduces the appeal and viability of these modes.	<ul style="list-style-type: none"> <li>Continue to prioritise new footpath construction on streets that currently have no pedestrian infrastructure and where there is high demand (i.e. providing links between key destinations such as schools, recreation or retail areas).</li> </ul>
Some towns feature narrow roads and do not have enough width to provide separate facilities for pedestrians and cyclists.	<ul style="list-style-type: none"> <li>Consider the implementation of a lower speed limit or implementation of traffic calming such as threshold treatments, pavement treatments, planting and/or signage to reinforce a shared space environment. Alternatively, Council could investigate the implementation of lower speed limits in urban areas.</li> </ul>
No safe links between towns are available for vulnerable road users. Many local roads and State Highways feature high speeds, narrow shoulders and single lane bridges.	<ul style="list-style-type: none"> <li>Identify suitable routes for long distance cycling. On these roads, Council can seek opportunities to increase width during road rehabilitation/pavement reconstruction and seal shoulders. This offers safety benefits for motorists and cyclists.</li> <li>Consider options to improve cycle and pedestrian safety on narrow and single lane bridges e.g. clip on bridges.</li> <li>Consider new safety measures to warn motorists of cyclists being present on narrow roads and bridges. Electronic signs lighting up with cyclist symbols on a stretch of narrow road or a narrow bridge would improve perceptions of safety and may improve overall road safety by slowing traffic.</li> <li>Off road facilities are investigated where possible, including rail corridors, stopbanks and redundant bridges.</li> <li>Long term connections prioritise projects that could be closely linked, as opposed to supporting projects that do not create a realistic and safe connection between the two. For example, Ruawai stopbanks and Matakahe bridges, as part of the larger Dargaville to Maungaturoto vision.</li> </ul>
Many of our urban centres have ageing populations. Quality walking surfaces and connectivity are important for older people (and those dependent on walking aids such as mobility scooters and wheelchairs) to maintain independent mobility.	<ul style="list-style-type: none"> <li>Continue to implement engineering design guidelines to ensure pedestrian crossing facilities meet disability guidelines.</li> <li>The increased use of mobility scooters on footpaths could be encouraged, and drop kerbs and sensory aids (both visual and tactile cues) more readily considered.</li> <li>Consider further measures to improve footpath quality including ongoing maintenance, surface grade and drainage, lighting, signage and seating.</li> </ul>

**OBJECTIVE 3: Develop district wide and township walking and cycling networks that are safe, enduring and connect with nature.**

<i>Key issues</i>	<i>Opportunities/ actions to address issues</i>
Average incomes in Kaipara are lower than the national average, however many services are inaccessible without access to a private vehicle.	<ul style="list-style-type: none"> <li>• Provide and promote safe and connected walking and cycling networks in Dargaville, Mangawhai, Kaiwaka and Maungaturoto. This, paired with behaviour change initiatives, will provide residents with viable and affordable transport choices that will enable residents to reduce their transport costs.</li> </ul>
Lack of adequate end of trip facilities (e.g. showers, bicycle parking) for people who walk and cycle may be a barrier for some people to walk or ride to their destination.	<ul style="list-style-type: none"> <li>• Require large commercial and industrial developments in urban centres to provide suitable end of trip facilities for their staff.</li> <li>• Provide public bicycle parking facilities in key urban centres.</li> <li>• Investigate where public facilities may be needed along the Te Araroa Trail and Heartland cycling routes, and support private industry to establish services e.g. shuttles.</li> </ul>
Kaipara has many areas of natural beauty and interest, however these are often unrecognised, unconnected or neglected.	<ul style="list-style-type: none"> <li>• Investigate opportunities to connect people with nature by using the coast, streams and creeks as routes for tracks, integrated with protecting bush, coastal and riparian landscaping and revegetation to sustain high water quality, eco-corridors and biodiversity.</li> <li>• Improve signage and promotion of current walking tracks at natural features e.g. Tokatoka. Potential for Council to work with Department of Conservation and community groups.</li> </ul>



# 8. Implementation Plan

## WALKING AND CYCLING PROJECTS: Key District Projects

Timeframe	Project	Type	Approx. Distance	Comments	Estimated cost (if known)
Commission feasibility study and develop business case in 2017/2018  Begin implementation in year 2 of Long Term Plan (2019/2020)	Trail from Dargaville to Donnelly's Crossing, off road via the old railway line	Walking and Cycling	40km	Potential to work in partnership with Te Roroa. Strong community support could then be channelled into establishing trust to maintain and manage after established.	Feasibility still required
Begin scoping 2017/2018	Mangawhai 'Slow Street' from School to Beach	Walking and Cycling (Shared Path)	9km	Provides walking and cycling connection from Mangawhai Village and Heads, and key residential, commercial and recreational locations in between. This will also include significant landscaping to enhance the street scape and reduce speeds on this route.	\$2,053,600  (total value of whole path).
Begin scoping 2017/2018	Improvements to existing 'Kaipara Missing Link' Heartland Ride	Cycling	59km	Improving the existing 'Kaipara Missing Link' between Dargaville and Pouto by increasing signage and promotion, and installing safety measures such as active warning signs along the route.	Feasibility required but low cost initiatives only.
Begin scoping 2017/2018	Mangawhai to cycle trails in north and south, along the eastern coast. Support to become a Heartland Ride.	Cycling		Establish Kaipara portion of route linking Mangawhai with the cycling trail from Waipu in the North and Pakiri and Matakana in the south. Support this to become a Heartland Ride. This would also largely align with the Te Araroa Trail running along the coastline.	Feasibility still required, but estimated to be relatively low cost.
Begin scoping 2018/2019	Loop linkage from Taharoa Domain to Kauri Coast Heartland Ride	Cycling	11km	Would potentially be an on road route, following Airstrip and Omamari Roads.	Feasibility still required.
Begin scoping 2021/2022	Donnelly's Crossing North via the Waoku Coach Road, to Waima	Walking and Cycling	43km	The Coach Road is legally an unformed road, however a formed track exists. Potential to work in partnership with Far North District Council as it passes into their district. Strong community interest also.	\$1,500,000
Supporting projects as arise	Dargaville to Maungaturoto Trail connecting townships and features	Cycling	90km	Trail from Dargaville to Maungaturoto, connecting townships and features via off road routes and low volume roads, in alignment with the 'Ancient Kauri Coast Trail' Byway. This will further contribute towards Dargaville as a central hub for experiencing cycle trails. It is anticipated that this route will be developed as the opportunities arise, capitalising on and connecting existing walking and cycling projects. Existing projects include: <ul style="list-style-type: none"> <li>• Ruawai stopbank cycleway</li> <li>• Matakohe Bridges shared path connection.</li> </ul>	Feasibility still required
Awaiting decision on railway line	Dargaville to Whangarei and/or Dargaville to Maungaturoto and Kaiwaka via railway line	Cycling	-	A decision on decommissioning the railway lines still to be decided, therefore this is considered low priority. An on rail cycling experience may also be an option on some sections of the railway track.	Feasibility still required



## SAFE AND CONNECTED TOWNSHIPS: Mangawhai

Timeframe	Project	Type	Approx. Distance	Comments	Estimated cost (if known)
Long Term Plan 2018/2028	<p>Mangawhai 'Slow Street' from School to Beach (as above)</p> <p>Stages to be implemented in the following priority:</p> <ol style="list-style-type: none"> <li>1. Mangawhai Village: <ul style="list-style-type: none"> <li>- Mangawhai School to Insley/Moir Intersection</li> <li>- Tara Bridge to Pearson Street (including Mangawhai Domain)</li> </ul> </li> <li>2. Mangawhai Community Park: <ul style="list-style-type: none"> <li>- Moir Point Road to southern end of the Causeway Bridge</li> </ul> </li> <li>3. Mangawhai Central: <ul style="list-style-type: none"> <li>- Causeway Bridge to Pearson Street</li> </ul> </li> <li>4. Molesworth Drive roundabout to Surf Club: <ul style="list-style-type: none"> <li>- Mangawhai Heads Road</li> <li>- Wintle Street from the Pearl Street corner to Surf Club</li> </ul> </li> <li>5. Mangawhai Heads: <ul style="list-style-type: none"> <li>- Moir Point Road to Molesworth Drive roundabout.</li> </ul> </li> </ol>	Walking and Cycling (Shared Path)	9 km	Provides walking and cycling connection from Mangawhai Village and Heads, and key residential, commercial and recreational locations in between. This will also include significant landscaping to enhance the street scape and reduce speeds on this route.	\$2,053,600 (total value of whole path).
Design 2017/2018 Construction 2018/2019	<p>Mangawhai Heads Loop</p> <ul style="list-style-type: none"> <li>- Pearl Street corner to Sellars Carpark (boardwalk)</li> <li>- Wood Street, Robert Street and North Avenue to Sellars Carpark.</li> </ul>	Walking and Cycling		Boardwalk along coast to connect to shared path up North Avenue and looping to Robert and Wood Streets.	\$775,000
Heads to Pearl Street 2017/2018 Other projects Long Term Plan 2018/2028	<p>Mangawhai Heads to Mangawhai Village via an all tide coastal walkway</p> <p>All tide access needed:</p> <ul style="list-style-type: none"> <li>• Mangawhai Heads Beach Carpark to Pearl Street corner</li> <li>• Findlay Street Steps to Evelyn Street Walkway</li> <li>• Evelyn Street to Heather Street</li> <li>• Heather Street to Breve Street</li> <li>• Breve Street to Cheviot Street Walkway</li> <li>• Cheviot Street Walkway to Lincoln Reserve</li> <li>• Lincoln Reserve to Jordan Street</li> <li>• Causeway Bridge to Legal Road (off Estuary Drive)</li> <li>• Legal Road to Moir Point Road</li> <li>• Moir Street to Insley Street</li> <li>• Insley Street to Spinnaker Lane</li> </ul>	Walking	6km	Allows for Te Araroa Trail to be continued around the coast.	\$1,742,966

## SAFE AND CONNECTED TOWNSHIPS: Mangawhai cont.

Timeframe	Project	Type	Approx. Distance	Comments	Estimated cost (if known)
Long Term Plan 2018/2028	Shared path to Mangawhai Central via Old Waipu Road	Walking and Cycling	1km	Upgrade Old Waipu Road to the entranceway of Estuary Estates, with a separated shared cycling/walking path. Potential to be completed as part of road upgrades.	\$250,000
2018/28 Long Term Plan	Links through and around Mangawhai Central	Walking and Cycling	3.2km	Links through the proposed Mangawhai Central Subdivision, connecting to and along Esplanade Reserve. A shared Cycleway/Walkway link through the subdivision would be preferable and make use of any proposed parks, playground, shopping centres, and housing. Could be funded through developers' contribution.	\$64,000
Long Term Plan 2018/2028	Thelma Road link	Walking and Cycling	3.2km	Thelma Road link from unformed road alignment through to existing sections of Thelma Road, 2.8m wide gravel track or better.	\$95,500
Long Term Plan 2018/2028	Esplanade to Jack Boyd Drive link	Walking and Cycling	1.8km	An esplanade link through to Jack Boyd Drive is at this point unavailable, and would need to link through to Thelma Road and along proposed future subdivision, then through to Jack Boyd Drive.	\$36,000
Long Term Plan 2018/2028	Jack Boyd Drive to Thelma Road link	Walking and Cycling	1.3km	Link from Jack Boyd Drive to Thelma Road and up through Northcoast Subdivision.	\$26,000
Long Term Plan 2018/2028	Across estuary (Tara Creek)	Walking and Cycling	390m	Link (bridge) across Mangawhai Estuary from Mangawhai Central to Esplanade area near Jack Boyd Drive.  Incorporate community led project currently being developed along esplanade.	\$1,000,000
Long Term Plan 2018/2028	Insley Street Causeway Bridge	Walking	51m	Attach a footbridge to the existing Tomarata Road Bridge to allow for pedestrian connection along this bridge for those walking/cycling from Village to Black Swamp Road.	\$573,750
Long Term Plan 2018/2028	Improved linkages between Fagan Place and Wood Street with Robert Street Reserve	Walking	600m	Achieved by signage and wayfinding maps.	\$10,000
Long Term Plan 2018/2028	Mangawhai Village loop, from Pearson to Moir Streets along esplanade reserve.	Walking	1.7km	Achieved by signage and wayfinding maps.	\$10,000





## SAFE AND CONNECTED TOWNSHIPS: Dargaville Township

<i>Timeframe</i>	<i>Project</i>	<i>Type</i>	<i>Approx. Distance</i>	<i>Comments</i>	<i>Estimated cost (if known)</i>
Begin scoping 2017/2018	Walkway from Northern Wairoa Bridge to Dargaville Museum	Walking	4km	Establish a path along the riverfront. A footbridge would be required over the Kaihu River. Align with historic walkway project initiated by community.	Feasibility still required.
Long Term Plan 2018/2028	Hokianga Road to Tuna Street (Silver Fern Farms) along State Highway 12 (SH12)	Cycleway	1.6km	Connection for commuters to Silver Fern Farms.	Feasibility still required.
Long Term Plan 2018/2028	Gordon Street from Hokianga Road to Onslow Street (Selwyn Park Primary School)	Cycleway	1.2km	There is ample clear road reserve where a cycle lane could be constructed.	\$10,000
Long Term Plan 2018/2028	Tirarau Street from Portland Street to Awakino Road	Cycleway	750m		Feasibility still required
Long Term Plan 2018/2028	Ranfurlly Street from Hokianga Road to Awakino Road.	Cycleway	900m	Ranfurlly Street has kerb and channel making widening of the road pavement more costly. (approximately 950m).	\$7,500
Long Term Plan 2018/2028	Hokianga Road from SH12 to the town limit.	Cycleway	2km	The existing width of this road provides space for a cycleway. This would connect to the existing Kauri Coast Heartland Ride.	\$10,000
Long Term Plan 2018/2028	Portland Street from SH12 to Dargaville Primary	Cycleway	350m		Feasibility still required
Long Term Plan 2018/2028	Parore Street from SH12 to Charlotte Street (St Joseph's Primary and Dargaville Intermediate)	Cycleway	930m		Feasibility still required
Long Term Plan 2018/2028	Plunket Street from Gordon Street to Dargaville High School	Cycleway	300m	The existing footpath could easily be widened to accommodate cyclists.	\$1,500
Long Term Plan 2018/2028	Awakino Road from SH12 to the hospital entrance.	Cycleway	700m	The existing width of this road provides space for a cycleway. (approximately 1.1km)	\$7,500
Long Term Plan 2018/2028	Onslow Street from SH12 to Selwyn Park Primary School	Cycleway	350m		Feasibility still required
Long Term Plan 2018/2028	Footpath on Tuna Street (to Silver Fern Farms)	Walking	150m	Connection for commuters to Silver Fern Farms	Feasibility still required



Image Credit: NZTA

## SAFE AND CONNECTED TOWNSHIPS: Kaiwaka Township

Timeframe	Project	Type	Approx. Distance	Comments	Estimated cost (if known)
Long Term Plan 2018/2028	Pedestrian access on both Mountain Creek and Kaiwaka River bridges.	Walking	40m	Investigate bridge clip-on or alternative pedestrian bridges.	Feasibility still required
2017/2018	Riverside walkway loop	Walking	2km	Establish a riverside walkway loop for visitors and locals to enjoy.	Feasibility still required
Dependent on future subdivision	Future link between Marshall Road and Kaiwaka-Mangawhai Road.	Walking and Cycling	500m	Allow for connection through township away from SH1. Dependent on future subdivision.	Feasibility still required
Long Term Plan 2018/2028	New footpath with planted verge outside the Kaiwaka Cheese Shop north (to link with Riverside Walkway along Mountain Creek)	Walking	100m		Feasibility still required
Long Term Plan 2018/2028	New footpath along western side of Gibbons Road (from opposite the fire station around to SH1 and Kaiwaka/Mangawhai intersection)	Walking	110m		Feasibility still required
Long Term Plan 2018/2028	Widening of existing footpath on eastern side of SH1 between the shops and residential area	Walking	300m		Feasibility still required
Long Term Plan 2018/2028	Widening/realignment of footpath with planted verge along SH1 from Kaiwaka-Mangawhai Road to Mountain Creek Bridge	Walking	100m		Feasibility still required
Long Term Plan 2018/2028	New footpath along the corner of Gibbons Road and Kaiwaka-Mangawhai Road outside the Four Square	Walking	80m		Feasibility still required

## SAFE AND CONNECTED TOWNSHIPS: Maungaturoto Township

Timeframe	Project	Type	Approx. Distance	Comments	Estimated cost (if known)
Long Term Plan 2018/2028	Footpath extension on Gorge Road through cemetery to residential area	Walking	500m	Upgrade gravel track already in place.	Feasibility still required.
Long Term Plan 2018/2028	Footpath extension from Doctors Hill Road to Fonterra.	Walking	400m	Already pedestrian access available on bridge.	Feasibility still required.

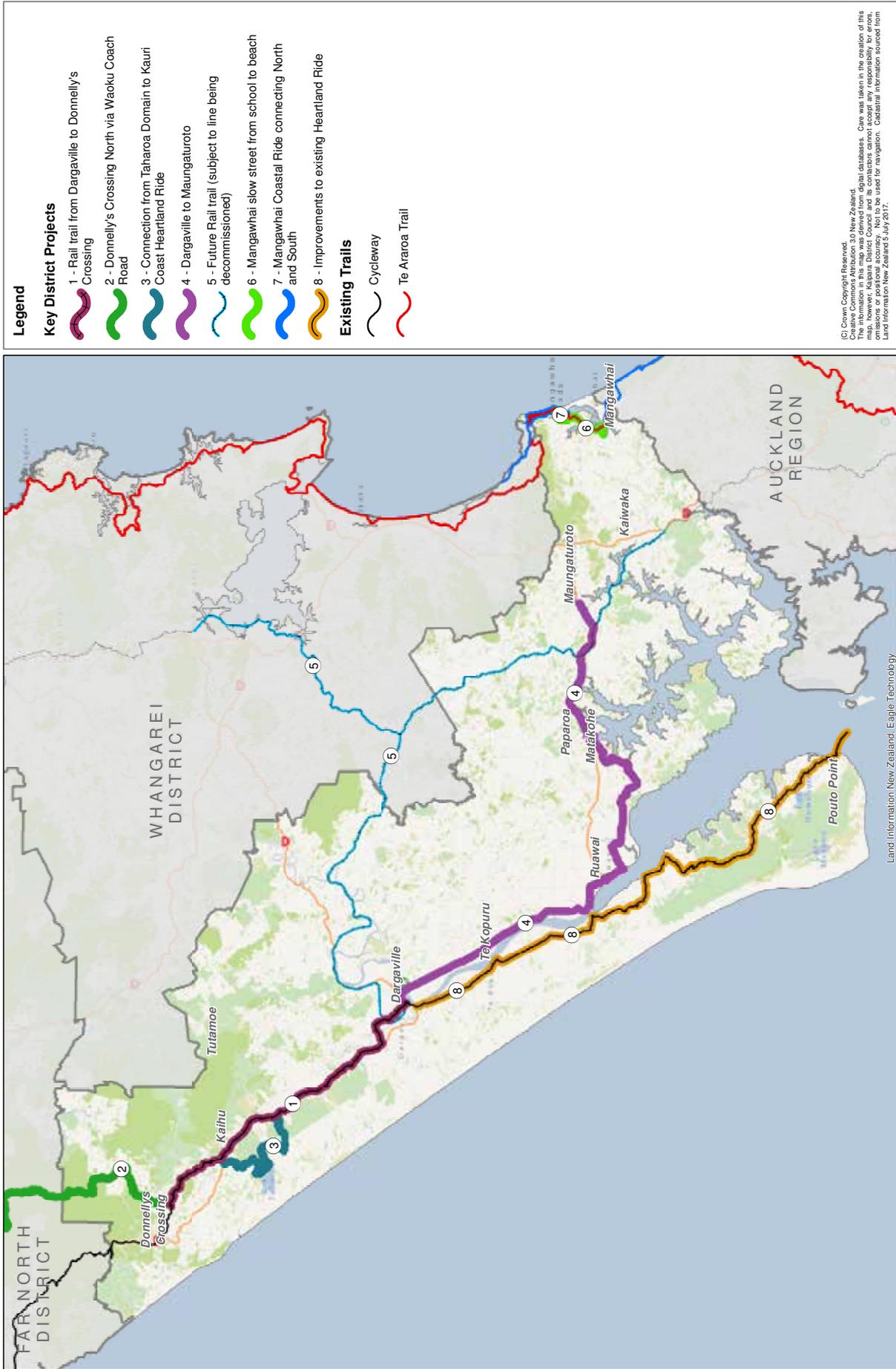
## SAFE AND CONNECTED TOWNSHIPS: Missing Connections

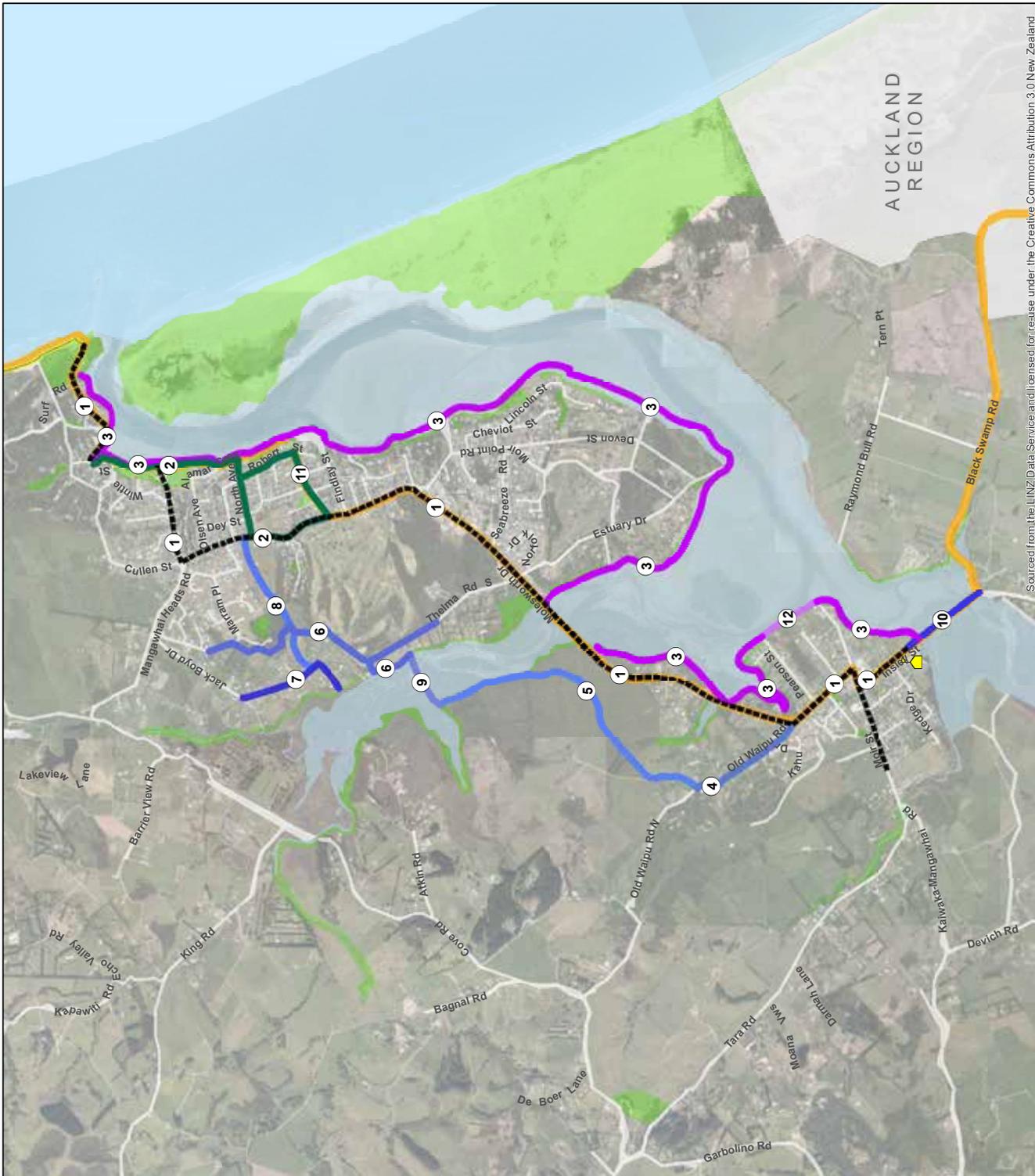
Timeframe	Project	Type	Approx. Distance	Comments	Estimated cost (if known)
Long Term Plan 2018/2028	Connecting Kaihu settlement with the shop	Walking and Cycling	1.5km	Connecting the residential settlement with the only shop (gas station). Potential to take this along Kaihu Wood Road (running parallel to SH12) as an alternative to SH12.	Feasibility still required.
Long Term Plan 2018/2028	Connecting the Landing with the Village Green (Paparoa).	Walking	260m	Connection between the two green spaces within this settlement.	Feasibility still required.

## Other Identified Projects

Timeframe	Project	Type	Approx. Distance	Comments	Estimated cost (if known)
Begin 2017/2018	Dargaville Historic Riverside Walk	Walking	4km	Dargaville Community Development Board establishing an historic walking loop through the Dargaville township showcasing historical features and river.	-
Begin 2017/2018	Ruawai Stopbank Walkway Cycleway	Walking and Cycling	4km (Initial stage)	Ruawai Promotions and Development Group is progressing a walking and cycling trail along the stopbanks of the Northern Wairoa River from the Ruawai Wharf, with the long term goal of connecting with the Matakohe township.	-
Begin 2017/2018	Matakohe Bridges Walkway Cycleway	Walking and Cycling	1km	As part of the NZTA's new bridges and road realignment project in Matakohe is a project to develop a walking and cycling path, utilising old bridges and following the harbours edge. Potential to develop into historical trail connecting with Matakohe township.	-
In progress	Mangawhai Harbour Walkway Cycleway connection	Walking and Cycling	1.2km	Community led project (Mangawhai Recreational Charitable Trust) along public esplanade reserve. Aligns with walking and cycling connection (across estuary - Tara Creek) stated above in Mangawhai projects.	-
	Brown Road Mountainbike Park	Mountain biking		Mangawhai Tracks Charitable Trust plans to establish a mountainbike park near the base of the Brynderwyns. Also with potential to connect to existing tracks through bush on the Brynderwyns. Council to support where possible.	-
Begin 2017/2018	Enhance promotion of walkways around key natural features: -Tokatoka -Maungaraho -Tutumoe -Trounson Kauri Park	Walking		Improve signage and promotion of current walking tracks. Investigate areas where a cluster of walks can be packaged together. Also carry out track improvements where required. Potential for Council to work with Department of Conservation and community groups. Support Trounson Kauri Park becoming a Great Short Walk.	Feasibility still required.
Begin 2017/2018	Sea links across the Kaipara Harbour	Ferry		Enhance the existing 'Kaipara Missing Link' Heartland Ride by supporting more regular ferry services across the Kaipara Harbour to Pouto, so more visitors can ride this route year round, including attracting more riders from Auckland.  Support the development of a wharf at Pouto Peninsula.  Explore alternative ferry entrance into Kaipara district via Tinopai, with potential to connect to Matakohe. This is an opportunity for a private business interest.	-

# 9. Maps





**Legend**



School

**Safe and Connected Townships Projects**

- 1 - Mangawhai Slow Street from School to Beach
- 2 - Mangawhai Heads Loop
- 3 - Mangawhai Heads to Mangawhai Village via all tide coastal walkway
- 4 - Shared path to Mangawhai Central via Old Waipou Road
- 5 - Links through and around Mangawhai Central
- 6 - Thelma Road link
- 7 - Esplanade to Jack Boyd Drive link
- 8 - Jack Boyd Drive to Thelma Road link
- 9 - Across estuary (Tara Creek)
- 10 - Insley Street Causeway Bridge
- 11 - Improved linkages between Fagan Place and Wood Street with Robert Street Reserve
- 12 - Mangawhai Village loop, from Pearson to Moir Streets along esplanade reserve

**Other Walkways**

- Department of Conservation Cliff Top Walk
- Te Araroa Trail
- Reserves

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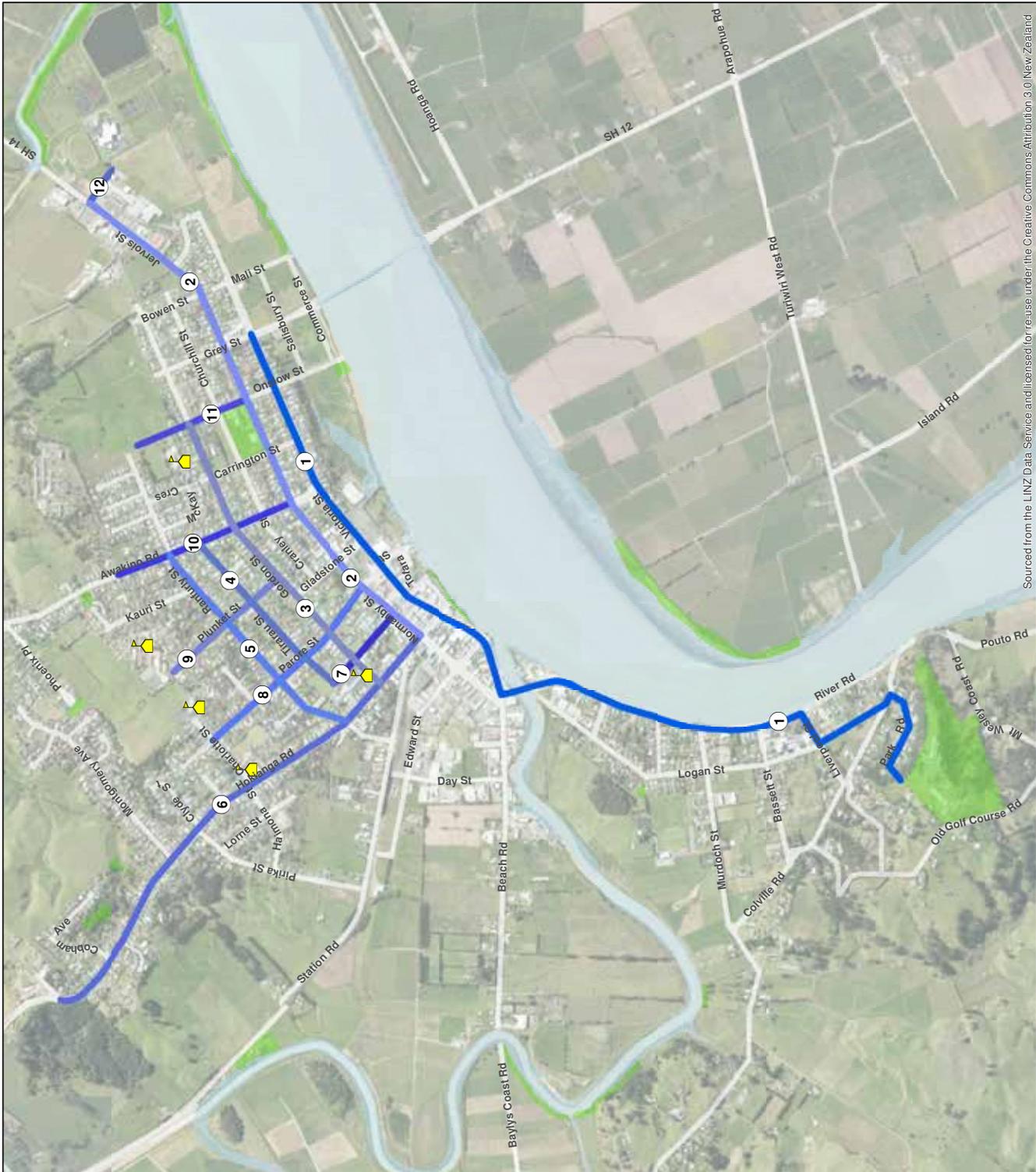
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**WALKING AND CYCLING STRATEGY  
SAFE AND CONNECTED TOWNSHIPS - MANGAWHAI**

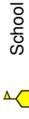


A3 Scale: 1:25,000





**Legend**



School

**Safe and Connected Townships Projects**

- 1 - Walkway from Northern Waioa Bridge to Dargaville Museum
- 2 - Hokianga Road to Tuna Street (Silver Fern Farms) along SH12
- 3 - Gordon Street from Hokianga Road to Onslow Street (Selwyn Park Primary School)
- 4 - Tiraau Street from Portland Street to Awakino Road
- 5 - Ranturly Street from Hokianga Road to Awakino Road
- 6 - Hokianga Road from SH12 to town limit
- 7 - Portland Street from SH12 to Dargaville Primary
- 8 - Parore Street from SH12 to Charlotte Street (St Joseph's Primary and Dargaville Intermediate)
- 9 - Plunket Street from Gordon Street to Dargaville High School
- 10 - Awakino Road from SH12 to hospital entrance
- 11 - Onslow Street from SH12 to Selwyn Park Primary School
- 12 - Footpath on Tuna Street (to Silver Fern Farms)
- Reserves

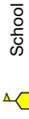
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**Legend**



School

**Safe and Connected Townships Projects**

- 1 - Pedestrian access on Mountain Creek and Kaiwaka River bridges
- 2 - Riverside walkway loop
- 3 - Future link between Marshall Road and Kaiwaka-Mangawhai Road
- 4 - New footpath with planted verge outside Kaiwaka Cheese Shop
- 5 - New footpath along western side of Gibbons Road
- 6 - Widening of existing footpath on eastern side of SH1 between shops and residential area
- 7 - Widening/realignment of footpath with planted verge along SH1 from Kaiwaka-Mangawhai Road to Mountain Creek Bridge
- 8 - New footpath along corner of Gibbons Road and Kaiwaka-Mangawhai Road outside Four Square
- Reserves





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**Legend**

-  School
- Safe and Connected Townships Projects**
-  1 - Footpath extension on Gorge Road through cemetery to residential area
-  2 - Footpath extension from Doctors Hill Road to Fontterra
-  Reserves



**Legend**

- Missing Connections
- Reserves

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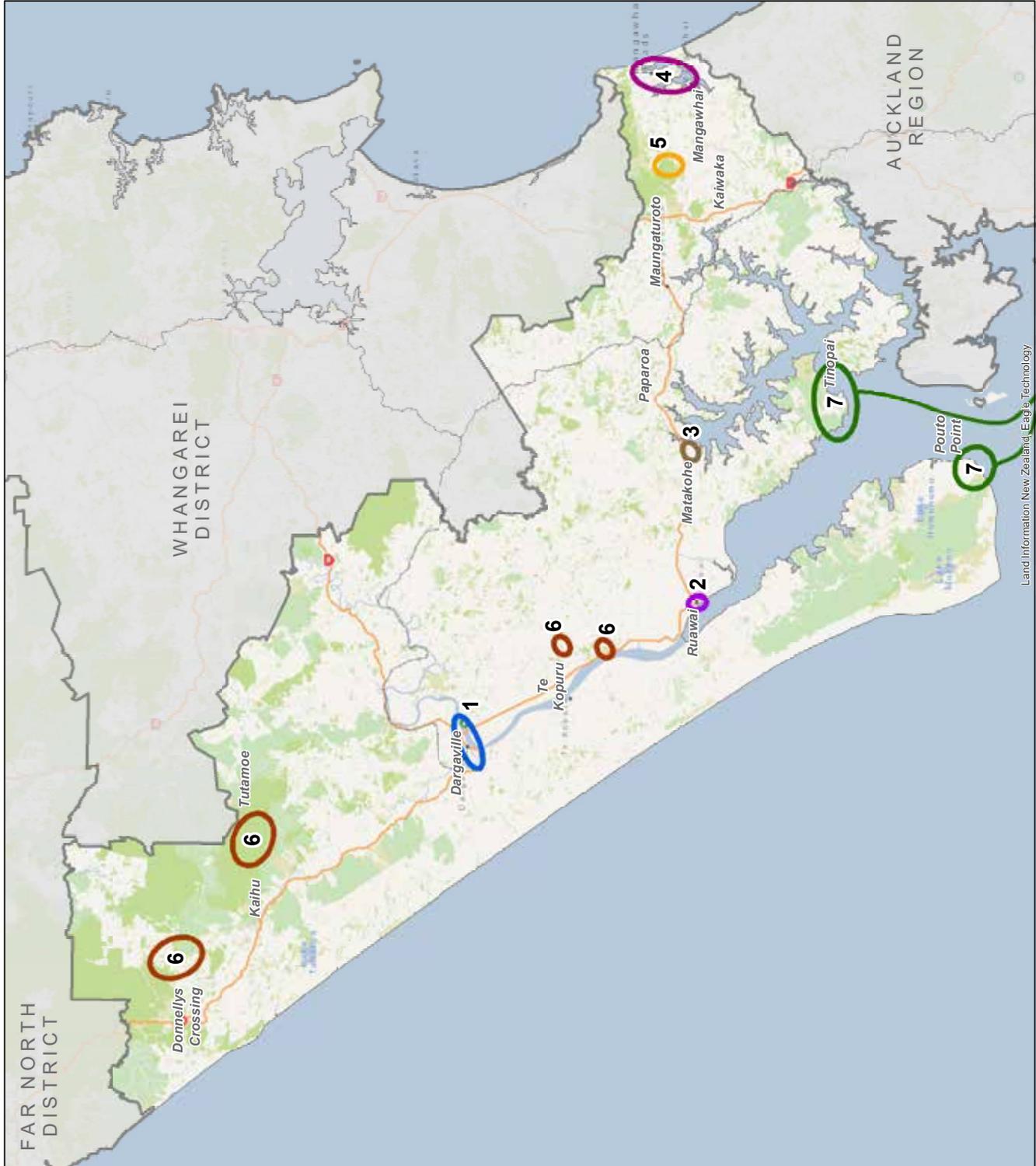
**Legend**

- Missing Connections
- Reserves

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**Legend**

**Other Projects**

- 1 - Dargaville Historic Riverside Walk
- 2 - Ruawai Stopbank Walkway/Cycleway
- 3 - Matakoho Bridges Walkway/Cycleway
- 4 - Mangawhai Harbour Walkway/Cycleway connection
- 5 - Brown Road Mountain Bike Park
- 6 - Enhance walkways around natural features
- 7 - Sea links across Kaipara Harbour

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# 10. Monitoring and Reporting

**M**onitoring is an important activity to evaluate the success of pedestrian and cycle infrastructure. The implementation of actions and projects in this Strategy will be monitored through a combination of the following actions:

- Survey existing Heartland Ride users to determine suitability of facilities along the route;
- Review visitor night data or additional information from local visitor centres and tour operators to identify numbers partaking in walking and cycling tourism;
- Track any trail usage and economic impact data from future evaluations of the New Zealand Cycle Trail and, if possible, Tour Aotearoa;
- Carry out township surveys to establish baseline data and determine needs analysis;
- Undertake manual counts of key walking and cycling routes to determine use and trends (this may also extend to reviewing cyclists using ferries to cross the Kaipara Harbour);
- Complete an annual school survey to understand travel behaviour and walking and cycling uptake;
- Review journey to work data (Statistics NZ) and crash statistics (NZTA) to determine trends.

It is anticipated that this Walking and Cycling Strategy for Kaipara be reviewed every five years taking into account monitoring data to ensure it remains relevant for both Council and communities throughout the Kaipara district.



# Appendix 1: Additional Strategic Alignment

## 11.1

### Ministry of Transport – Draft Government Policy Statement on Land Transport Funding (2018/19 – 2027/28)

The Draft Government Policy Statement (GPS) on Land Transport Funding 2018/19 – 2027/28 outlines the Government’s priorities for the National Land Transport Fund and prioritises investment accordingly. The Statement provides funding allocations to various transport activity classes such as local road maintenance, road policing, public transport and transport planning. Funding is managed and administered through the NZ Transport Agency (NZTA) and it is important that Kaipara’s transport priorities align with the key priorities of the GPS. The key priorities of the current GPS are:

- Economic growth and productivity
- Road Safety
- Value for money.

The draft GPS has a renewed focus on supporting the regions, with a particular emphasis on supporting regional freight and catering for increasing numbers of tourists on the network. Expanding the pedestrian and cycle network in Kaipara will contribute to the three key priorities of the GPS, and align with the updated focus on tourism.

## 11.2

### NZ Transport Agency - Safer Journeys Road Safety Strategy (2010 - 2020)

Safer Journeys is the Government’s strategy to guide improvements in road safety over the period 2010 to 2020. The Strategy’s vision is for ‘a safe road system increasingly free of death and serious injury’. The Strategy introduces the Safe System approach to New Zealand and consists of four key elements as shown in Figure 7. The Safe System approach recognises that people make mistakes and are vulnerable in a crash.



Figure 7: The Safe System approach (Source: NZTA<sup>6</sup>)

Improved pedestrian access and provision of safe and connected cycle facilities in Kaipara will contribute to reductions in deaths and serious injuries of vulnerable road users, contributing to the overall vision of the Safer Journeys Strategy.

## 11.3

### Northland Regional Land Transport Plan (2015 – 2021)

The Northland Regional Land Transport Plan (RLTP) sets out the region’s land transport priorities and provides a forecast of anticipated transport revenue and expenditure over the period. Proposed activities should be aligned and give effect to the objectives and priorities of the Government Policy Statement on Land Transport (GPS).

The RLTP addresses the physical and social challenges and constraints faced in the region and identifies the main transport priorities for Northland. The Plan lists seven key outcomes, four of which are relevant for walking and cycling:

- A sustainable transport system that enhances the growth and existing economic development of Northland and New Zealand.
- All road users are safe on Northland’s roads.
- Our people have transport choices to access jobs, recreation and community facilities.
- The transport system enhances the environmental and cultural values of Northland.

The RLTP also illustrates potential areas where walking and cycling opportunities should be developed, including Dargaville, Maungaturoto, Kaiwaka and Mangawhai in the Kaipara district. This is therefore reflected in the development of ‘safe and connected urban networks’ which emerge from this Strategy.

<sup>6</sup> NZ Transport Agency website - <http://www.saferjourneys.govt.nz/> Accessed 19 January 2017

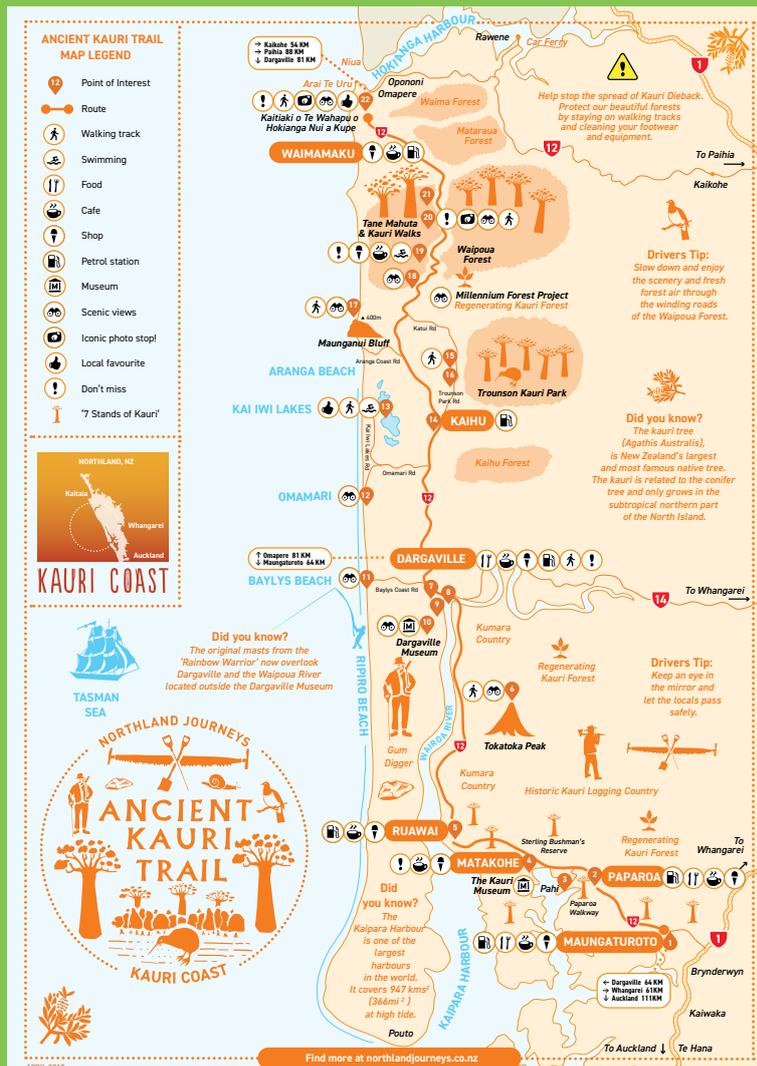
11.4

11.5

### Northland Regional Road Safety Action Plan (2012)

The vision for Northland's Road Safety Action Plan is that "All road users are safe on Northland's roads". The Plan provides background data and emerging trends to identify the key road safety issues faced in the region, however it provides few actions to support safe walking and cycling in the region. Kaipara district can use the vision and goals of this Strategy to leverage and influence the next Road Safety Action Plan.

### Ancient Kauri Trail Byway Map





Kaipara te Ora ngāwhai • The Ocean • The Harbour

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