



Western Bay of Plenty District Council
Walking and Cycling Action Plan
2020-2021

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Document Control

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About this Action Plan

Background

Western Bay of Plenty District Council first developed a Walking and Cycling Strategy in 2009. The strategy informed Council policy and investment decisions and was a requirement to support potential government funding.

An action plan and prioritisation criteria guided what needed to be done to deliver on the strategy objectives. Network Plans were developed with community input and provided a mapped vision of the opportunities for walking and cycling within the District, including connections to adjacent areas.

Ten years on there has been good progress towards achieving the strategy vision of *"...creating an environment which encourages people to walk and cycle for both leisure, health and transport"* including:

- \$8.1m of Government funding towards the Omokoroa to Tauranga Cycleway.
- Additional investment in walking and cycling through the 2018-2028 Long Term Plan to enable faster development of the network.
- Completion of key stages within the Tauranga Moana Coastal Cycle Trail from Omokoroa to Tauranga.
- Completion of the Tauranga Eastern Link section of the Papamoa to Paengaroa Trail, and the extension to Paengaroa.
- Completion of a walkway and cycleway connecting the Haiku Path in Katikati with Henry Road via a 45m suspension bridge across the Uretara Stream.
- Securing NZTA funds to complete the walking and cycling link between Paengaroa and Lake Rotoiti.
- Increase in the number of people that walk and cycle to work based on a comparison of the 2006 and 2013 Census information.
- Completion of 95% of the footpath level of service in urban areas.
- Relationships with Tangata Whenua to progress cultural presence, tourism opportunities, co-construction and access planning.
- Specific MOUs with neighbouring councils and adjacent trail providers to align and compound the array of connecting trails for the WBOPDC/ Tauranga Moana network at agency boundaries.
- Establishment of cycle action groups in Te Puke, Katikati and Waihi Beach.
- Identification of three key cycle routes in the 2015-2025 Long Term Plan.

In recognition of the multiple benefits that walking and cycling provides, Council is committed to continuing to invest in the District's walking and cycling network and to working in partnership with other agencies and the community to achieve this.

Walking and Cycling Action Plan

Council's Communities Strategy, Environment Strategy, Transportation Strategy, and Recreation and Leisure Strategy provide the overarching direction for walking and cycling in the District. The Walking and Cycling Strategy has now evolved to a Walking and Cycling Action Plan as it delivers on a number of outcomes and goals that the overarching strategies provide. These are outlined further in the strategic case and the benefits section of this Action Plan.

The Walking and Cycling Action Plan provides the 'bigger picture' of a connected walking and cycling network across the District and to adjacent regions, right through to the detail of what will be achieved in each community over time.

The Walking and Cycling Action Plan will be used to determine Council's priorities and investment in walking and cycling through the Long-Term Plan, the annual work programme for planning and delivery, and be used as a basis to leverage external funding opportunities.

It will be reviewed on an annual basis to record what has been achieved and recognise any potential change in projects and priorities for consideration in the Annual Plan process. A more comprehensive review (if required) will be undertaken every three years to align with Long Term Plan processes. To this extent, the Action Plan is considered a 'live' document as it will be regularly reviewed.

The success of the Walking and Cycling Action Plan is reliant on the partnerships and relationships Council has that assist with the prioritising, planning, funding and implementation of projects. This includes Tangata Whenua, NZTA, Kiwirail, Bay of Plenty Regional Council, SmartGrowth, Tourism Bay of Plenty, Tauranga City Council, Rotorua Lakes Council, Hauraki District Council and many local community groups.

The Walking and Cycling Action Plan includes information on:

- Why are we doing this?
- What are the key issues we face?
- What are the benefits of walking and cycling?
- What are our opportunities?
- What has the community told us?
- What is our future focus?
- How will we make this happen?
- How do we set our priorities?
- What are our measures of success?

Network plans are included which illustrate the aspirations for a connected walking and cycling network throughout the District, as well as the connections to adjacent areas.

Why are we doing this?

Strategic direction across a range of agendas (transport, recreation, health, sustainability, tourism) highlights the increasing importance of walking and cycling and provides a framework and rationale for investment in this activity. A snapshot of the key strategies that guide the need to invest in walking and cycling in our District are outlined below.

This document and the District Strategies are intended to meet NZTA requirements for development of a strategic case, and activity management plan requirements for walking and cycling investment.

National

The Government Policy Statement on Land Transport (GPS 2018) sets out the government's priorities for expenditure from the National Land Transport Fund over the next 10 years. The strategic priorities for GPS 2018 focus on safety and access (increased access to social and economic opportunities, enable transport choice). Mode neutrality is identified as a key theme to guide investment, with increased funding for public transport, walking and cycling, rapid transit, and provision of funding for footpath maintenance.

During 2018–2021, \$390 million will be invested in walking and cycling initiatives, which will extend networks across the country and improve connections to a range of transport choices. This will improve safety and accessibility and make a significant contribution to the revitalisation of town and city centres. Investment in Great Rides, Heartland Rides and the Urban Cycling Network continues to be a priority. In addition to the public health benefits of increased cycling, these trails drive considerable economic activity (tourism, employment, small businesses) and help regions to thrive.

Government health strategies recognise that as a form of transport, cycling is hard to beat and can often be the quickest form of transport for journeys of less than 5 km. Walking is ideal for people of all ages and fitness levels, even those who have been inactive. It can be as easy or as hard as you want it to be and therefore should be accessible to all.

Regional

The National Land Transport Plan is the New Zealand Transport Agency's (NZTA) response to the GPS 2018. Within the Western Bay of Plenty the focus of walking and cycling investment includes completion of the Omokoroa to Tauranga cycleway as a recreational and commuter link opportunity and the development of new walking and cycling networks that encourage more people to choose to walk or cycle to work, school, the shops, and provide recreation and tourism opportunities.

The Regional Land Transport Plan recognises that recent increases in cycling activity support the case for investment to complete the region's strategic urban cycle networks, including the enhancement of walking and cycling routes to schools. These modes also serve recreational and tourism functions, and can contribute to a healthier workforce, resulting in positive economic and public health outcomes for the Bay of Plenty. There is also increasing recognition of the value of connecting communities through medium to long distance walking and cycling routes for social connectivity, recreation and tourism, and commuting (especially with e-bikes). To this extent, opportunities to develop longer distance routes are being actively pursued throughout the region including inter and intra-regional networks for recreation and tourism purposes that link to the national cycle network.

The Bay of Plenty Spaces and Places Strategy recognises that many Councils are anticipating an increased demand for cycling with the ageing population, encouraging more demand for walking/cycling for transportation purposes and recreation, have plans to improve the current provision and recognise the potential economic benefits of cycle tourism. The Strategy

recognises that the Bay of Plenty Region would benefit from developing a strategic approach to guide investment into cycle trail provision across the region, particularly those with a transport and tourism focus and where opportunities exist for creating links to existing cycle trails across the region. Specific recommendations for the Western Bay of Plenty District include consideration of both recreation and commuter needs in development of the walking and cycling network and investment in new cycle infrastructure which creates connections between existing cycle trails in the wider subregion should be prioritised.

Subregion

The Western Bay of Plenty the Urban Form and Transport Initiative (UFTI) is a collaborative project led by SmartGrowth and Waka Kotahi NZ involving Western Bay of Plenty District Council, Tauranga City Council, the Bay of Plenty Regional Council, iwi, and community leaders. Together, the parties have committed to developing a refreshed, coordinated and aligned approach to key issues across the sub-region such as housing, transport and urban development that is fully aligned with the Government's new transport policy statement and urban growth agenda. These processes focus on supporting liveable community outcomes, ultimately developing a great place to live, learn, work and play.

UFTI sets out an integrated land use and transport programme, and delivery plan for the western Bay of Plenty. It caters for the approximate 200,000 additional people, 95,000 new homes, and two million additional transport movements per day expected within the next 30 to 70 plus years. This programme is called 'Connected Centres'.

There are two core concepts critical to the Connected Centres programme. The first is increasing the number of houses in existing urban and new growth areas, to maximise available land and support a well-functioning transport system. The second is the idea that we should all be able to access local social and economic opportunities within a 15-minute journey time, and sub-regional social and economic opportunities within 30-45 minutes. These concepts encourage strong local centres and connected neighbourhoods and will require a transformational change in the way we live, work, learn, play and move in the future.

The Connected Centres programme would see more homes built in existing and new growth areas, improved road networks, increased bus services, and improved walking and cycling connections developed over the next 30-70 years.

The Final UFTI report refers to this Walking and Cycling Action Plan in the implementation action tables Sub-regional Public Transport, mode shift and emission reduction initiatives package page 104:

Implement Western Bay of Plenty Strategic Walking and Cycling Network (first 60% delivered within 10 years)

District

Communities Strategy

Walking and cycling contributes to the outcomes of *People are connected and feel they belong, and People can be active and healthy, and enjoy the outdoors* through providing places for people to undertake these activities. Providing a range of accessible options for people to be outside and active is an action that will contribute to these goals and Council's investment in walking and cycling is a key way that this action can be achieved.

Environment Strategy

Walking and cycling contributes to the outcome of *Sustainable Living*. Key goals relevant to walking and cycling are to *Have a lighter footprint* and *Using resources wisely*. Providing options for alternative modes of transport is an action that will contribute to these goals and Council's investment in walking and cycling is a key way that this action can be achieved.

Recreation and Open Space Activity Plan

The Walking and Cycling network contributes to all of the goals in the Recreation and Open Space Activity Plan, including:

- Connect our spaces and places to each other and to destinations such as schools and community gathering spaces
- Provide spaces and places that our community are proud of, that are safe and that encourage participation.
- Proactively plan for future recreation and open space needs taking into consideration the range of factors that influence this including growth, current provision, changing trends, access and environmental factors.

Transportation Activity Plan

The outcome is that transportation networks are safe, affordable, sustainable and planned to meet our communities needs and support economic development.

Key goals relevant to walking and cycling are that transport systems improve access and mobility and enable healthy activity and reduce transport related public health risks.

Other planning information

Council's Town Centre Plans, Community Plans and Reserve Management Plans all support continued investment in walking and cycling within the District. Built Environment Strategies and Community Plans in particular place high value on the importance of walking and cycling to connect communities, help people keep active and healthy and provide an alternative way of getting around from the private vehicle.

What are the key issues we face?

The overarching issues that support the need for walking and cycling investment nationally are to decrease the reliance on private vehicles and to contribute to a decrease in health-related issues in our community.

Issues specific to our District are outlined below.

Issue 1: Vehicle preferences

Nationwide, the dominance of the car and the prominence of low-density urban developments with a lack of alternative multi-modal options has meant that fewer people now choose to walk or cycle. Traffic volumes have therefore continued to increase which has further affected the perceived safety and desirability of walking and cycling on roads. Increasing traffic volumes are creating major problems for our roading network that requires major investment to resolve. Alternative options for getting around are needed.

The proportion of people within the District that walk or cycle has experienced an increase over the past 10-12 years however there is significant scope for this to be increased further through provision of sustainable transportation options such as commuter cycle routes that provide an alternative option to the current reliance on private vehicles.

Issue 2: Geographic context

Western Bay of Plenty District is predominately rural and has a wide spread of relatively small urban settlements. This means that the amount of cycling between urban centres is constrained, mainly due to concerns of the distance and safety of cycling between towns.

Within the towns there is much more scope for increased walking and cycling through provision of a connected urban/town network. Outside of the towns the District wide connections that will be achieved through the Tauranga Moana Coastal Cycle Trail and cycleway connections to the east, will assist in connecting smaller rural communities across the District.

Agriculture and horticulture are the main economic drivers in the District and with this comes a large and diverse labour force, often travelling to or located within the rural areas where they work. A high proportion of seasonal workers are from overseas and have limited means of getting around – either to work or to access community, commercial and recreational opportunities. The provision of safe walking and cycling networks that connect rural areas to these services is of increasing importance in our District particularly with the rate of growth that this industry is experiencing and the lack of accommodation options in well serviced locations.

Issue 3: Community safety

Resident perceptions of walking and cycling provision within the District indicate that investment and promotion is required. Over a third of respondents (39%)¹ stated that they are dissatisfied with their roading network. This group's most requested improvements are the formation of cycle lanes and formed footpaths. Traffic safety and road width were also significant concerns.

In addition to concerns relating to safety (vehicle speeds, traffic volumes, driver behaviour towards cyclists), opportunities for walking and cycling are limited by crime (both perceived and real). Footpaths are less utilised where they are poorly designed, lit and maintained and

¹ Annual Residents Survey 2018

where natural surveillance from surrounding properties is low. There is a need to ensure that the use of existing footpaths is maximised through adequate design and maintenance and that new walkways and cycleways are integrated into communities through good design.

Issue 4: Different user needs

Consideration of the needs of different users is an important part of planning the walking and cycling network in the District.

Walkers and cyclists fall into two groups – recreational and commuters, and each have varying requirements. Commuters (both cyclists and pedestrians) seek to use the fastest route (namely that with the shortest distance) whereas leisure users are more likely to prioritise the attractiveness and safety of routes (natural environment, views and peace and quiet) over the length of the route. Research has however indicated that when people are introduced to cycling through use of recreational routes, they are more inclined to become commuter users in the longer term. This is an important point and one which emphasises the need to provide opportunities for leisure users across the District.

There are also an increasing number of mode alternatives including scooters, e-bikes and e-scooters, mobility scooters, and skateboards. The type of walking or cycling surface provided can influence the extent to which this activity can occur alongside traditional forms of walking and cycling. Horse riding is a popular recreational activity in the District and there are few public places where this is permitted. The horse-riding community are keen to look at other opportunities for bridle trails to be developed with a similar focus given to that of Council's investment in the walking and cycling network.

There can sometimes be conflict between the different types of users that can generally only be managed by education, information and design of pathways.

Issue 5: Development of the walking and cycling network

While the ultimate objective is to increase the number of people that walk and cycle in our community, increased use often can require a change to the type of experience that is provided (for example, converting a grass walkway to a concrete walkway) or create pressure on achieving connections in places that are not currently utilised for this purpose.

These changes can be difficult to implement where adjacent landowners consider that this compromises their amenity, access or security, and can influence Council's ability to achieve wider objectives for the community. When developing the network, it is important that Council works closely with adjacent landowners to mitigate their concerns and educate on the importance of providing a connected walking and cycling network to the community.

Issue 5: Funding

Council has recognised the importance of investment in the walking and cycling network and increased Council's funding contribution to this over the last two Long Term Plans. However, in order to achieve a wide range of outcomes for our community, access to external funding from central government agencies such as NZTA, community funders and community groups is essential.

What are the benefits of walking and cycling?

There are multiple benefits of increasing levels of walking and cycling to individuals, communities and the environment.

Our role in this activity is to provide walking and cycling infrastructure that supports our communities to be healthy, active and connected, and to work with others to help achieve this. Council also ensures that land use planning and resource consent processes require consideration of walking and cycling opportunities in all new structure planning activities.

Benefit 1: Sustainable Transport and Environment

Increasing the number of trips which are made by foot or bike will decrease the amount of local traffic on the roads, benefiting the local environment in a variety of ways (noise, carbon emissions, pollution levels, and attractiveness of community centres). This is a particular consideration given the increasing levels of traffic and congestion in the subregion and the impact this has on the local road and state highway network.

Benefit 2: Improved Safety

Increasing the ability of people to access local shops, facilities and services creates a more visibly active, safer and independent community. Ensuring that children can walk and cycle to schools and parks is particularly important, benefiting their safety, reducing levels of school traffic and encouraging them to be physically active.

Benefit 3: Health and Wellbeing

Many of the levers to increase physical activity are largely influenced by regional and local government. Obesity is strongly related to the physical environment, urban design and the convenience of motorised transport. Integrating physical activity into everyday routines through utilising active forms of transport such as walking and cycling is a beneficial way of easily increasing physical levels of activity.

Benefit 4: Recreational Opportunities

Walking and cycling is consistently identified as one of the most popular recreational activities that people undertake. The availability of these facilities in a community encourages people to be more active and to enjoy the outdoors and lifestyle on offer, often showcasing the landscape, environment, culture and heritage of our District.

Benefit 5: Social Inclusion

Community plans place strong emphasis on walking and cycling and the important role of this infrastructure in connecting communities with each other and to specific destinations. Many communities in the District have limited alternative modes of transport apart from the private vehicle so walking and cycling connections becomes increasingly important.

Benefit 6: Economic Opportunities

Based on what has been achieved in other areas of New Zealand, the Tauranga Moana Coastal Cycle Trail is expected to generate new businesses that will enhance the experience of those using this trail. For example, accommodation, bike hire, transport to and from points along the way, and hospitality. This will add to the tourism offer that the subregion currently has and the connections to adjacent tourism opportunities such as the Hauraki Cycle Trail will further

enhance the experience that people can have when visiting this area. **What are our opportunities?**

Population growth

Western Bay of Plenty and Tauranga form the Western Bay of Plenty subregion, one of the fastest growing areas in New Zealand. Tauranga is the main urban area within the subregion, and within the Western Bay District there are four main urban settlements at Te Puke, Katikati, Waihi Beach, and Omokoroa, with smaller settlements including Maketu, Paengaroa and Pukehina.

The District population is projected to increase from 49,285 in 2018 to 61,729 by 2048. Growth trends will continue with the majority of this growth occurring at Omokoroa and to a lesser extent Katikati, Waihi Beach and Te Puke.

The high level of development proposed within our urban settlements provides both an opportunity (ability to design and build in footpaths and cycleways) and a need (higher populations with increased traffic levels) to encourage higher rates of walking and cycling.

While most of the growth is concentrated in the urban areas, connections to and from rural areas is also important to provide alternative means of transport to services and to provide a range of rural recreational experiences for those living in urban areas.

Changing communities

Our community demographics are changing. We expect to see a higher proportion of our population over the age of 65 (33% by 2033) and more international migrants.

This creates different types of users of walking and cycling networks such as mobility scooters particularly on footpaths and changing expectations as to what is provided and where such as connecting rural communities where seasonal workers might be located.

Facilities need to provide for a wide range of skills and abilities, including access for disabled, elderly and child participation. Consideration also needs to be given to how walking and cycling networks can cater to a greater range of activities such as mountain biking or horse riding.

Changing trends and technology

E-bikes and e-scooters are becoming increasingly popular. There is potential for these to change the demographics of cycling by making it more accessible to a wider age group. E-bikes will increase the distance travelled on a cycling trip and may increase the speed of cyclists, making commuting an attractive option for more people (but also having the potential to create safety issues). As the prevalence of e-bikes increases, Council will need to consider how to adapt infrastructure to this developing technology whether it be through existing and planned walking and cycling networks, or through separate provision of infrastructure for this purpose.

Tourism

Our District has a growing tourism-based industry and there is opportunity to develop this further by providing and marketing varied walking and cycling experiences.

The Tauranga Moana Coastal Cycle Trail may in time form part of Nga Haerenga (the New Zealand Cycle Trail), which has established sections either side of our District with the Hauraki

Cycle Trail, Motu Trails and Te Ara Ahi Trail (in Rotorua). This provides significant tourism opportunities for the Bay of Plenty and surrounding regions.

The District trails connect into and through the city and to adjacent districts (Paengaroa - Okere Falls, the planned Waihi – Waihi Beach Trail).

Tangata whenua

Development of the trails network provides opportunities for engagement, collaboration and partnerships with iwi and hapu. There are opportunities for cultural, environmental, and economic components to be incorporated in the network. Recent examples are the MOU with Pirirakau regarding cultural tourism opportunities in the Omokoroa-Tauranga cycle trail. Council has been working with Ngāti Tara Tokanui on the Waihi – Waihi Beach trail, including trails within the Waihi Beach Catchment Reserve and connecting trails where these present employment and tourism possibilities and projects for biodiversity and environmental restoration.

What has the community told us?

The community expects trails will be part of where they live. Council has a number of planning processes that help us understand the community expectations for the District and their local area. Walking and cycling is considered in many of these processes which helps us to understand community expectations for investment through budget processes such as the Long Term Plan, the value that the community place on walking and cycling, and the community's views on the location of walking and cycling networks in their local area.

Below is a summary of what people have told us to date that has helped to inform the development of this Action Plan. Structure Plans also provide further detail on how walking and cycling connections can be achieved in and to new urban growth areas.

This draft Walking and Cycling Action Plan is largely informed by the community feedback on the processes outlined below. Where there is a proposed change of direction or new approach or project identified, this will be highlighted with the community to seek their feedback on. Otherwise it is assumed that the community have a general level of comfort with the information and network plans provided in this document.

Long Term Plan processes

The 2015-2025 and 2018-2028 Long Term Plans both included proposals for increased Council investment in development of the walking and cycling network.

The 2015-2025 LTP recognised that cycleways or cycle trails offer many benefits to the community. They provide a safe place for cycling and can encourage people to cycle or walk to work. There are health and fitness benefits, as well as recreation and tourism opportunities. Through the LTP Consultation Document Council asked for feedback on investing in three cycle routes in the District in response to community requests to undertake this work. The priority routes are:

- Omokoroa to Tauranga along a coastal route (with Tauranga City Council)
- Waihi to Waihi Beach (with Hauraki District Council)
- Tauranga Eastern Link, from Kaituna Road to Maketu and Paengaroa (with Tauranga City Council and Rotorua Lakes Council).

Council received 569 submissions on the District Cycle Trails and a further 226 submissions on other roading issues, the majority relating to roading upgrades and suggestions for cycling routes. 73% of submissions supported increased investment in cycle trails and funding of \$3m over 10 years was approved. The decision recognised that Council is taking a multi-party funding approach for the cycleway construction with contributions and support sought from the New Zealand Transport Agency, community trusts, Tauranga City Council and other organisations.

The 2018-2028 LTP included a proposal to further increase investment in development of the walking and cycling network because of the many benefits of this including providing alternative ways of getting around, health and fitness benefits, and recreation and tourism opportunities. Over 90% of submissions supporting Council funding walking and cycling; 48% supported an increase in funding while 46% supported keeping to the same level. Council agreed to a stepped increase from \$350,000 to \$450,000 over a three-year period. It was recognised that this allows alignment with central government direction on investing in alternative modes of transport, and to complete the network faster, prioritising links in local communities like connections to packhouses.

Reserve Management Plans

These documents provide guidance on the use, management and development of reserves in each ward. They are periodically reviewed in consultation with the affected community. Reserve Management Plans provide further detail from the network plans on each walkway reserve. The plans outline the location of the reserves used for this purpose, key issues, and the management and development approach along with actions that will deliver on this. The Walking and Cycling Action Plan provides the overarching view of what we want to achieve and the network plans and Reserve Management Plans provide further detail on how this will be achieved in each community. An example of the vision statements for walking and cycling from the Katikati Waihi Beach Reserve Management Plan is outlined below:

- Continuous pedestrian access around the Katikati Peninsula foreshore is promoted and supported by a number of vehicular access/activity nodes.
- Green open space linkages are promoted to link through the urban area providing walkways/cycleways separate from the street network.
- Waihi Beach and surrounds are well-connected walking and cycling community, where pedestrians and cyclists feel safe.

Walking and Strategy 2009

The strategy was developed over 2008/09 and involved extensive stakeholder consultation and meetings with community boards across the District. The Strategy included a broad list of identified community priorities within each community across the District.

Community Plans

Community Plans are developed by the community, for the community to identify their aspirations and priorities. Recreation and leisure is consistently a key goal or theme of Community Plans recognising the importance of this to communities. Most Community Plans have a specific recreation and leisure section, and recognise the importance of this alongside infrastructure, environment and culture, as well as the linkages with land use development, tourism, and the environment.

Accessibility and connectivity (walking and cycling) are identified as important to every community, through providing connections to natural areas like rivers, reserves and the coast, and access to community destinations like commercial areas, community facilities and schools. The health and transport benefits are also recognised. For example, the Waihi Beach Community Plan identified a walking/cycling connection from Athenree to the beach and Waihi Beach to Waihi as important, with the overall need to provide for a safer community and encourage people to walk and cycle more.

Town Centre Plans

Town Centre Plans are developed by the community, for the community to identify their aspirations and priorities for their town centres. Accessibility is recognised as an essential characteristic of a town centre and includes the need to ensure easy and safe movement around by vehicle, foot, and bicycle and mobility scooter along with a variety of recreation areas and transport mode options.

Structure Plans

Through the development of structure plans, in particular Omokoroa, the community have emphasised the importance of a community connected by a walking and cycling network. This is consistent with best practice urban planning and includes the walking and cycling network being linked to the public transport network to provide attractive and safe alternatives to private vehicle use.

Cycle Action Groups

The community has formed a number of cycle action groups to plan, promote, part fund, advocate for and work with Council on development of the walking and cycling network. Council has and will continue to work with the action groups. Cycle action groups include:

- Katch Katikati Trails Development Group
- Te Ara Kahikatea Pathway Society
- Paengaroa Community Association
- Waihi Beach Cycle Trails Community Trust
- Bike Tauranga

What is our future focus?

Objectives

The overarching objective of the walking and cycling network is to:

- *Provide a safe and connected network that leads to improved transport choices and provides a variety of recreational experiences through and beyond our District.*

This will lead to:

- *An increase in the number of walking and cycling trips, especially to school and to work, and especially where this can reduce the impact of the daily peak traffic periods, and*
- *An increase in the number of locals and visitors use (and satisfaction) of the outdoor recreational experiences available to them, contributing to healthier and active lifestyles.*

Our approach

In achieving this objective, it is important that Council is flexible and agile in its approach and has a strong focus on collaboration.

While it is necessary to have an overall plan in place, this does not discount the ability to respond to new opportunities to partner with others from government agencies through to community groups or develop connections in new areas not identified in this Plan. Council also recognises that the Plan can be delivered using a range of methods including land ownership and access agreements, alternative funding and as part of other projects or initiatives.

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

Our focus is on developing predominately off-road cycle trails with on road trails only where traffic volumes are low. Trails are intended to be available for cycling, walking, pushchairs and E –Bikes on a “share with care” basis. They will have a variety of surface materials (concrete, chip seal, asphalt, gravel, boardwalk, grass), be of a width generally between 1.2m and 2.5m wide, and a variety of gradients. Some routes or sections will not be suitable for wheelchairs or mobility scooters.

Strategic Network

The District Strategic walking and cycling network is comprised of:

- Core Urban Routes, and
- Tourism and Recreational Routes.
- Rural–Urban and Rural–Community Routes.

Note that routes often serve multiple purposes and therefore can cross over a number of categories.

Core Urban Routes

Walking and cycling routes within the four urban centres of Katikati, Waihi Beach, Omokoroa and Te Puke have been identified. Where possible, the urban network connects into the tourism and recreational routes and rural routes to form the district wide network of walking and cycling experiences.

Council's footpath level of service for the District's urban communities requires:

- The provision of a footpath on all roads urban in nature that carry between 300 -1,000 vehicles per day.
- Provision of a footpath on both sides of the carriageway on all roads which are urban in nature and carry an excess of 1,000 vehicles per day.

This level of service has largely been implemented with the only areas omitted being where there is a valid reason for not proceeding with the footpath (e.g. location of trees) or if a community board have identified that based on their knowledge, the footpath is not required. New areas are required to meet the standards outlined in Council's Development Code.

A review of the level of service will be undertaken to determine if the criteria is still appropriate and then from that, what is required in terms of projects and investment to achieve the outcomes of the review process. Consideration will be given to application of the NZTA footpath standards.

Katikati (and wider connections)

The Katikati Urban Cycle/Walkways are a collaboration with the Katch Katikati Trails Development Group and Council. The majority of funding is coming from Council with the routes developed and prioritised with the Katikati Trails group. Existing trails include the bird walk trail (Uretara Estuary and Yeoman Walkway), Summerset walkway/cycleway, Haiku Path to Henry Road and Tamawhariua Reserve to Beach Road. Routes are a mix of on road pathways, unformed grass tracks and formed (hard surface or gravel) tracks.

Recently completed projects
<ul style="list-style-type: none">• A concrete surface upgrade to the existing track between Robinson Street, Gilfillan Drive and Wills Road
Future focus for Katikati urban area and surrounds is on:
<ul style="list-style-type: none">• Securing esplanade reserve to continue harbour connections around the peninsula. This will connect from the town centre, along Uretara Stream, around the peninsulas through to Tetley Road Landing Reserve. This connection (and other potential connections in Katikati) will eventually be part of the Waihi Beach to Katikati and Omokoroa stage of the Tauranga Moana Coastal Cycle Trail.• A loop connection along the north western side of Uretara Stream and along towards State Highway 2.• Off road esplanade reserves connections from Waterford Road to WharaWhara Road using existing reserves and Uretara Stream.• Wharawhara Road connections to Kaimai Forest trails, ideally off road.• Connecting seasonal workers accommodation to community/commercial areas and or public transport options.• Providing walking and cycling opportunities in new growth areas (Marshall Road and Beach Road) and connecting to the existing network.• Monitoring user demand and undertaking upgrades or extensions to meet increasing demand where required.• A SH2 footpath from Henry Road to Wharawhara Road.

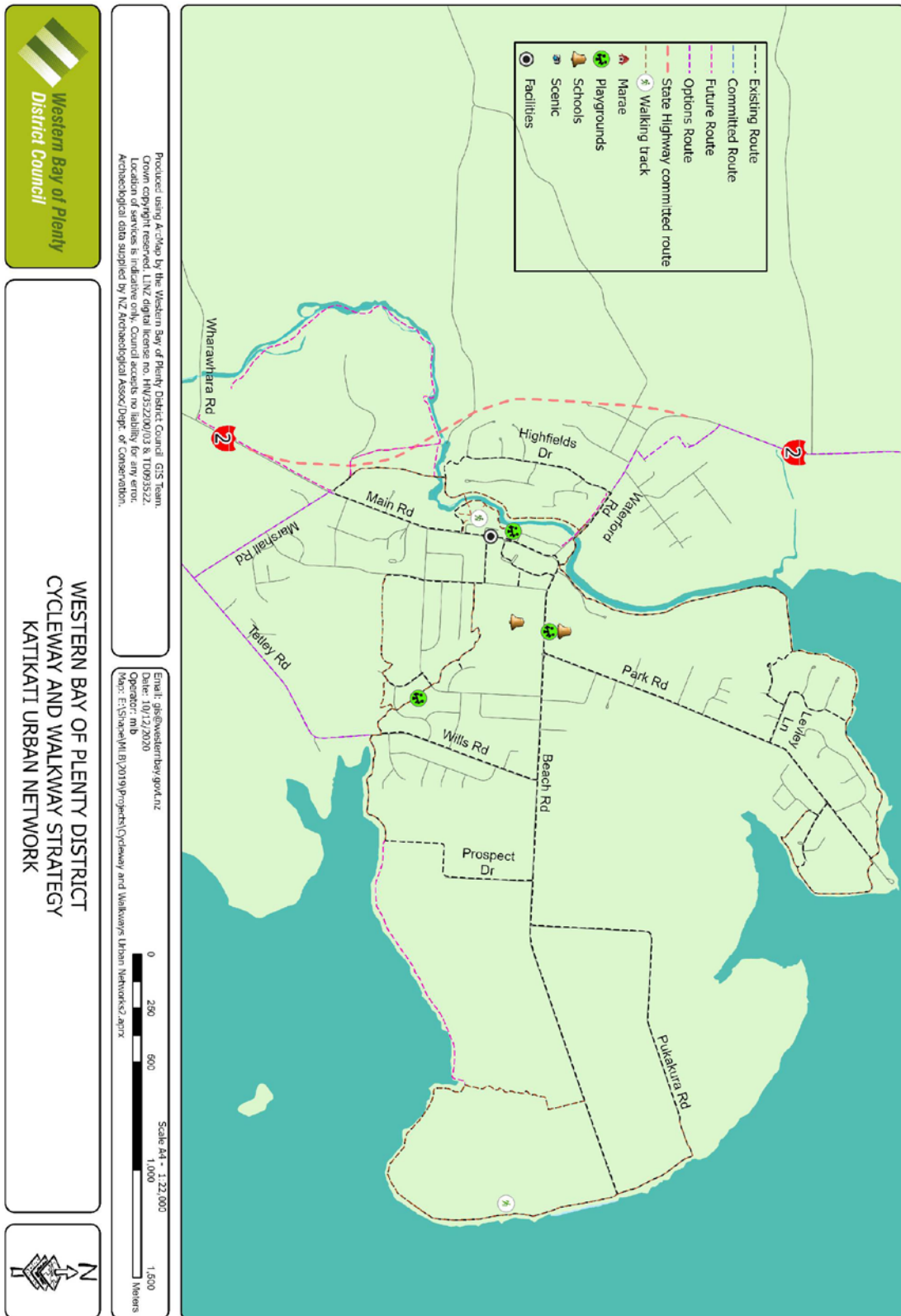


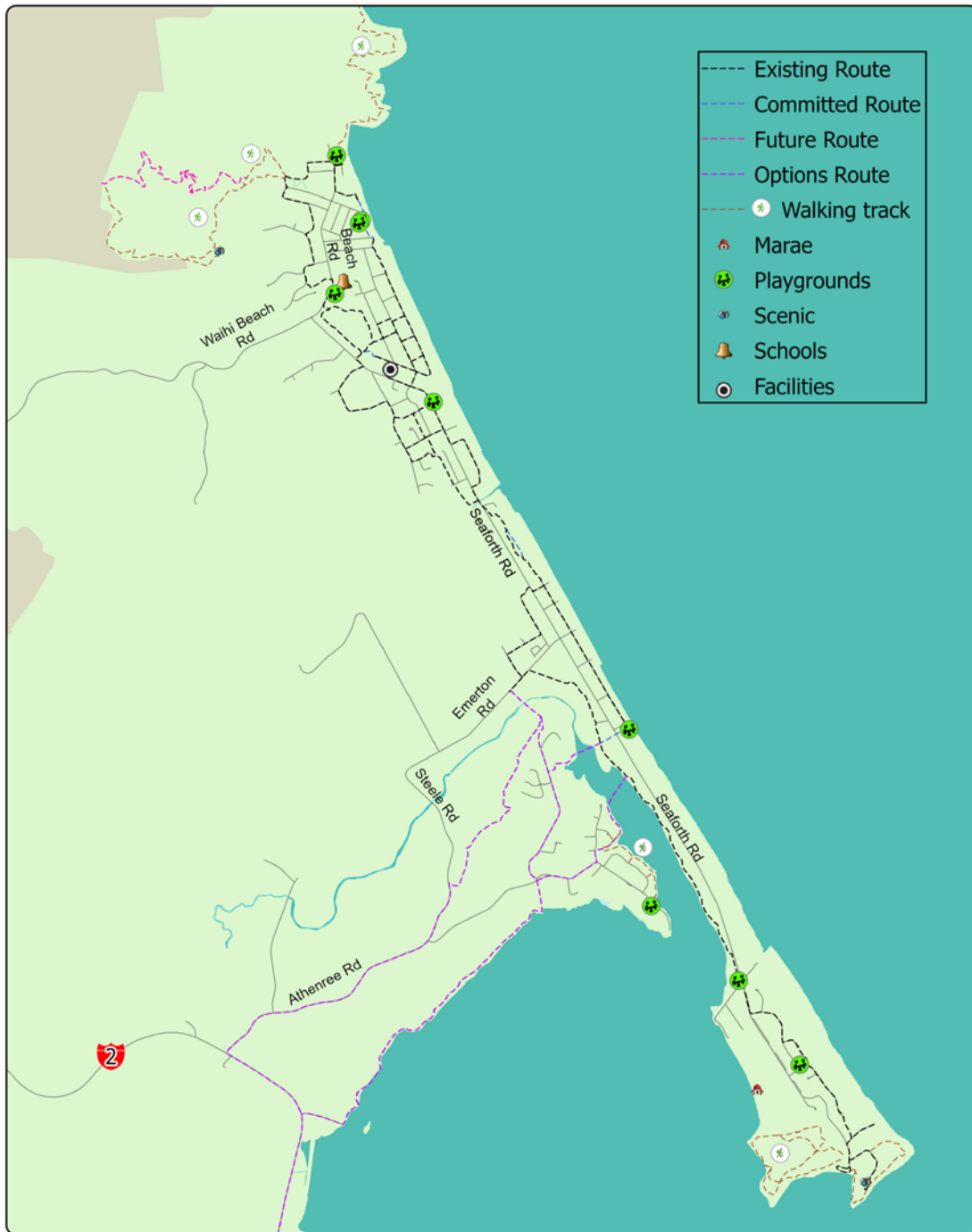
Figure 1: Katikati Walking and Cycling Network

Waihi Beach (and wider connections)

The reserve management plan for Waihi Beach includes in the vision that Waihi Beach and surrounds is a well-connected walking and cycling community, where pedestrians and cyclists feel safe. Proposed improved walkway/cycleway trails will provide useful and safe routes for pedestrians and cyclists to navigate the Waihi Beach community. The Community Board prioritised projects and these are being progressed with mixed reserves and community roading funding:

- Brighton Reserve - Brighton Road to Hinemoa Road
- Island View Reserve - Broadway Road to The Loop (part complete)
- Emerton Road from Hanlan Avenue to opposite Waihi Beach Airfield (complete)
- Emerton Road to Waiiti Avenue (part existing)
- Plom Road to Wakanoi Place

Recently completed projects
<ul style="list-style-type: none">• Bridges at Two Mile and Three Mile creek and associated safety works
<ul style="list-style-type: none">• Emerton Road safety works
Future focus for Waihi Beach urban area and surrounds is on:
<ul style="list-style-type: none">• Securing the future tourism and recreational route connection to Waihi from the northern part of Waihi Beach, and from the Athenree peninsula along the coastline towards Katikati which is part of the Tauranga Moana Coastal Cycle Trail.• Connect Waihi Beach and Bowentown to Athenree and complete a connected pathway around the Athenree peninsula.• Connect Athenree to Bridgeman Lane along Esplanade Reserve at the harbour edge• Complete connections identified in the Reserve Management Plan for Waihi Beach (as above).• Complete the Waihi – Waihi Beach trail.



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Email: gis@westernbay.govt.nz Scale A4 - 1:40,000
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WESTERN BAY OF PLENTY DISTRICT
 CYCLEWAY AND WALKWAY STRATEGY
 WAIHI BEACH URBAN NETWORK



Figure 2: Waihi Beach Walking and Cycling Network

Omokoroa (and wider connections)

The northern end of Omokoroa peninsula has excellent walking and cycling connections around most of the harbour edge. Connections across the peninsula are generally via the street network.

Omokoroa Structure Plan Stages 1 and 2 included a walking and cycling network with three bridges for crossing the railway line. This is being progressively implemented as development occurs.

The structure planning underway for Stage 3 (the area from the railway line to SH2) includes provision for walking and cycling connections within the growth area and to the adjacent network. A new primary and secondary school will be located in this area, so it is important that safe walking and cycling connections are provided to the school from residential areas.

Recently completed projects
<ul style="list-style-type: none">• Completion of Omokoroa to Tauranga cycleway sections between the Omokoroa Boat Club and the Wairoa River cycleway bridge at SH2
Future focus for Omokoroa urban area and surrounds is on:
<ul style="list-style-type: none">• The inclusion of a 2.5m shared path on Omokoroa Road SH2 – Tralee Street, integrated with the public transport network (January 2020 - currently approved for construction with 51% NZTA subsidy).• In partnership with the Omokoroa Golf Club, construction of a coastal bund and shared path on the esplanade around the golf course from Precious Reserve (part construction 2020).• Extension of the cycle trail to the Pahoia peninsula, Waipapa River Bridge to Pahoia• Western Ave – Kaylene Place link.• Prole Road urbanisation inclusive of trail• Bert Wall Drive to Omokoroa – Tauranga cycleway link.• Completion of the Omokoroa to Tauranga cycleway as part of the Tauranga Moana Coastal Cycle Trail.• Ensuring a safe and connected walking and cycling network is provided for in the Omokoroa Structure Plan, with particular consideration of the location of the new school.• Completed connections along the western and eastern edges of the peninsula noting that subdivision development is helping to enable network additions.• Walkway connections from Omokoroa through to key entrance ways to the Kaimai ranges (as per the reserve management plan).• The provision of safe walking and cycling connections across the peninsula.

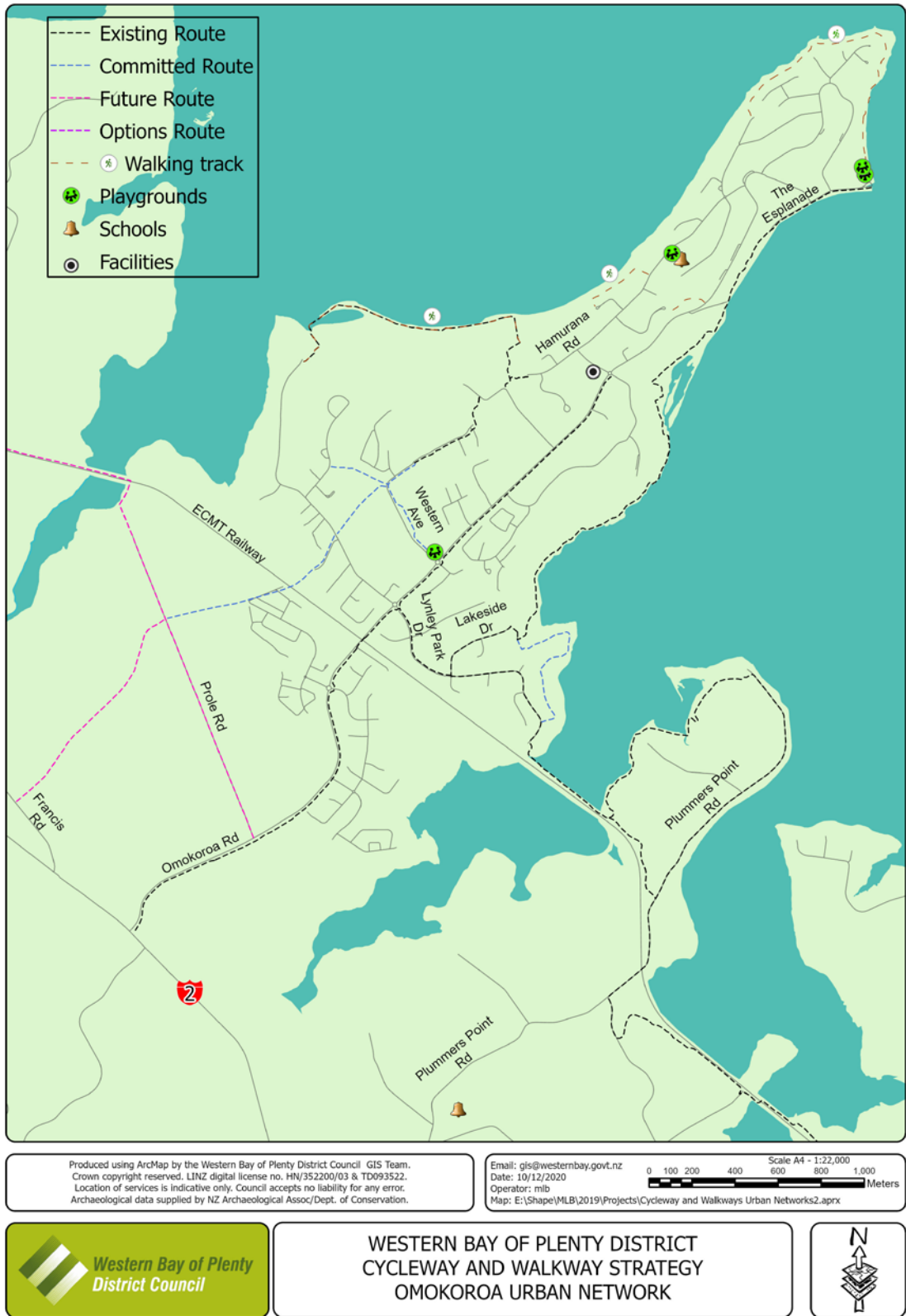


Figure 3: Omokoroa Walking and Cycling Network

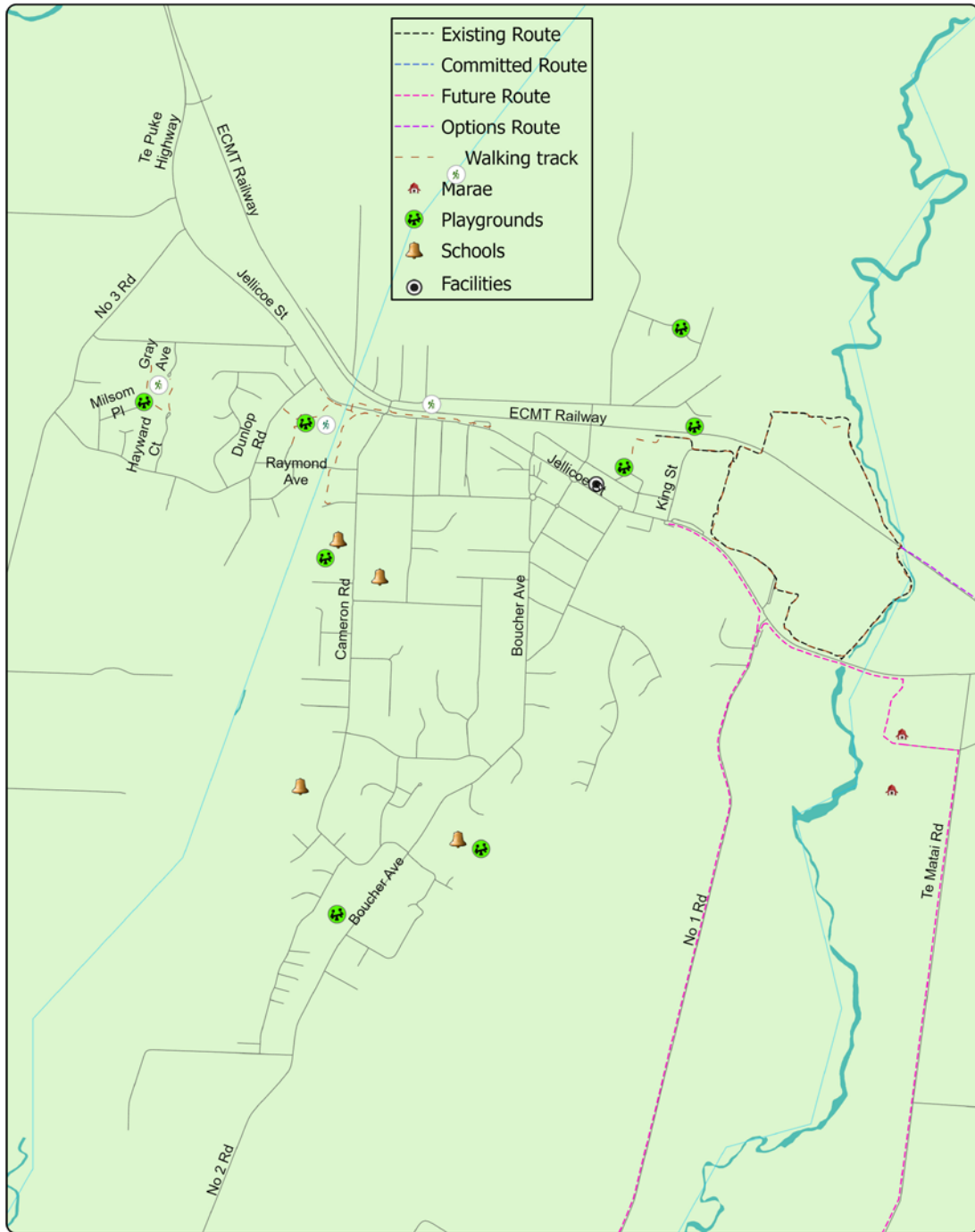
Te Puke (and wider connections)

Council is collaborating with the Te Ara Kahikatea Pathway Society to articulate a shared vision for an extensive walking and cycling network within the Te Puke area and wider Kaituna catchment. This aims to link the four main communities of Te Puke, Paengaroa, Maketu and Papamoa East, connect the Te Puke community and workplaces with shared pathways, and provide safe cycle routes for urban schools.

The Society have already completed development of the 4km long Te Ara Kahikatea Pathway and have plans to ensure this connects to the existing network and to surrounding areas.

There is significant opportunity to develop a connected walking and cycling network within Te Puke, and then with wider connections to the east and west. The network could be developed utilising gullies, stormwater networks, reserves and streets. The reserve management plan for Te Puke also identifies the potential for this network in the vision for recreation and leisure in this community, and development of a walking and cycling strategy is identified in the Te Puke Community Plan.

Recently completed projects
Future focus for Te Puke urban area and surrounds is on:
<ul style="list-style-type: none">• Working in partnership with the Te Ara Kahikatea Pathway Society (Tangata Whenua and the wider community) to develop a walking and cycling network plan for the Te Puke urban area, with surrounding connections to Paengaroa, Maketu, Pukehina, Papamoa East, Rangiuru, the Tauranga Eastern Link, and Otanewainuku, including identifying the best route to connect Te Puke to Maketu Road.• Link Makahae Marae to Waiari bridge crossing along road reserve• Construct share path, gravel surface along No 1. Road to Trevelyns Pack House to provide safe walking and cycling for a large number of workers.• Connect Collins Lane to Eastpac via a paper road to improve pedestrian safety, link Collins Lane along Te Puke Highway to connect at Te Puke Quarry Road.• Develop in association with partners, the Ford Road – Kaituna River – Kaituna wetlands route.



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Email: gis@westernbay.govt.nz
 Date: 10/12/2020
 Operator: mib
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WESTERN BAY OF PLENTY DISTRICT
 CYCLEWAY AND WALKWAY STRATEGY
 TE PUKE URBAN NETWORK

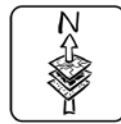


Figure 4: Te Puke Walking and Cycling Network

Tourism and Recreational Routes

Our tourism and recreational routes provide a connected walking and cycling network through the District, from Waihi Beach to Okere Falls/Rotoiti. The routes are made up of the Tauranga Moana Coastal Cycle Trail in the west and the District Eastern Connections in the east.

The initial Waihi Beach Trig Track as part of the loop trail for the Waihi to Waihi beach connection has become a significant tourist destination and part of a large urban cycling movement seeking more loop rides. Three primary cycling groups exist in Waihi Beach alone that also consist of many non-residents.

The Omokoroa – Tauranga cycle trail is part of the Tauranga Moana route and is a key recreational trail with tourism potential.

A Hauraki connection will be provided in the north, from Waihi Beach to the Hauraki Rail Trail. This is a pivotal connection for work underway to connect Auckland to Rotorua via Maraetai/ Miranda to the Hauraki Rail Trail to then connect this route into Waihi, for the connection to the Bay of Plenty.

A Rotorua connection is provided in the south, from Paengaroa to Okere Falls. This will eventually be part of the New Zealand Cycle Trail network.

The route connects to the Tauranga City walking and cycling network at Wairoa River to the north and from Bell Road and along the Tauranga Eastern Link to the south. In the coming years, residential development in Papamoa will enable Tauranga City Council to connect to the cycleway at Bell Road. In the shorter term there is the potential to work in partnership with BOPRC and iwi/hapu to develop a pathway along the Kaituna River stop-bank Bell Rd/TEL Road cycleway bridge to Ford Road/Kaituna Cut/Maketu.

A future off-road recreational/tourism connection between TECT Park and the Papamoa Regional Hills Park will be considered where public land opportunities are available.



Figure 5: Western Bay of Plenty District - Tourism and Recreational Routes

Tauranga Moana Coastal Cycle Trail

This route connects Waihi Beach to Tauranga and is comprised of three stages:

1. Omokoroa to Tauranga Urban Cycleway.
2. Waihi Beach to Waihi Town (and Hauraki Rail Trail).
3. Waihi Beach to Katikati and Omokoroa.

The Katikati and Omokoroa Urban Routes also form part of this network.

Priority 1: Omokoroa to Tauranga Urban Cycleway	
Description	<p>Connects Omokoroa to Tauranga with the route located along the coastline and inland areas.</p> <p>Mix of on road and off-road provision. On road is mainly local roads with low traffic volumes.</p> <p>Majority of cycleway is on Council owned land (esplanade, reserves and roads) with connections provided by Kiwirail corridor and SH2 across the Wairoa River.</p> <p>Distance 19km.</p> <p>Peri-urban and rural experiences along the way.</p> <p>The route is expected to attract 130-200 commuter cyclists a day, with a higher estimate for recreational users. Use skyrocketed during Covid-19 Lockdown Level 4-3 for recreation use.</p>
Characteristics	<p>Connect parks, schools, town centres, heritage sites, esplanade reserves.</p> <p>Connects people with the harbour.</p> <p>Cultural route. Multiple Pā sites and sites of significance.</p> <p>Connects communities located on and near the cycleway.</p>
Primary Purpose	<p>The primary purpose is to provide a commuter and recreational link.</p> <p>The project will provide a much safer alternative to the existing state highway corridor, where heavy and high-volume traffic is suppressing demand for cycling.</p> <p>This scenic route will encourage more walking and cycling between the urban communities in the area and is likely to increase the number of children cycling to school. It will also become a key part of a tourist trail from Waihi to Maketu, and ultimately link Auckland to Rotorua via Tauranga Moana.</p>
Secondary Purpose	<p>Tourism opportunities to showcase coastal areas and attract people to Omokoroa and smaller communities along the way such as Te Puna.</p> <p>Pirirakau – cultural tourism opportunities.</p> <p>Already, coffee caravans (two) have become standing fixtures on the route and cafes are experiencing an influx of recreation riders in Omokoroa parking up outside premises.</p>
Links to intra-regional networks	<p>Omokoroa north connections will be considered as part of the Waihi Beach to Omokoroa stage. Currently cyclist along SH2 are encouraged to use Omokoroa Road and through Lynley Park Drive to access this cycleway as a safer alternative to SH2.</p>

	<p>The southern point connects Te Puna to Bethlehem via a clip-on cycle bridge along the Wairoa River Bridge's Northern side on SH2. In the long term, the cycleway will connect to the proposed Wairoa Recreation Reserve in Tauranga and along both banks of the Wairoa River to connect to planned future growth in Tauriko.</p> <p>NZTA planning has already scoped road connections south of the trail to connect cyclists to it from the new Takitimu Northern Link, which will have its own trails either side of the new State Highway section.</p>
Level of service	<p>Track surface: This is variable with loose gravel, concrete, sealed road, bridges and timber boardwalk. Identified as Grade 1 (easiest) for most of cycleway - suitable for novice riders, families and others seeking an easy, relaxing cycling experience.</p> <p>Amenities: Carparking access points in some areas and further ones to be developed. Toilets in some areas.</p> <p>Signage: Signage in place however overall brand and name of cycleway to be determined.</p>
Funding and cost	<p>Total project cost estimate of \$13.4m plus ongoing operational costs.</p> <p>Primary funding contributions from NZTA, WBOPDC, TCC, TECT and NZCT.</p>
Partnerships and collaboration	<p>In addition to the primary funding contributors, project partners include Pirirakau, PowerCo, Kiwirail, New Zealand Community Trust, Tauranga Round Table and local communities.</p>
Overall status	<p>Project completion date May 2020. This establishes the complete connection between Omokoroa and Tauranga.</p> <p>Further work will follow on including cultural presence and trail naming work with Pirirakau, additional coastal off-road sections (e.g, around Mangawhai Pa), ongoing levels of service, promotion, amenities, tourism opportunities and location of alternative off road routes and connecting routes (e.g., TNL linkages with Te Puna Quarry Park, Minden lifestyle zone, Omokoroa Road).</p>
Recently completed sections	<p>Whole trail and clip on bridge</p>
Future focus	<p>Cultural interpretation, off-road alternative connections, signage, planning for TNL connections, TCC work on connections into their network.</p>

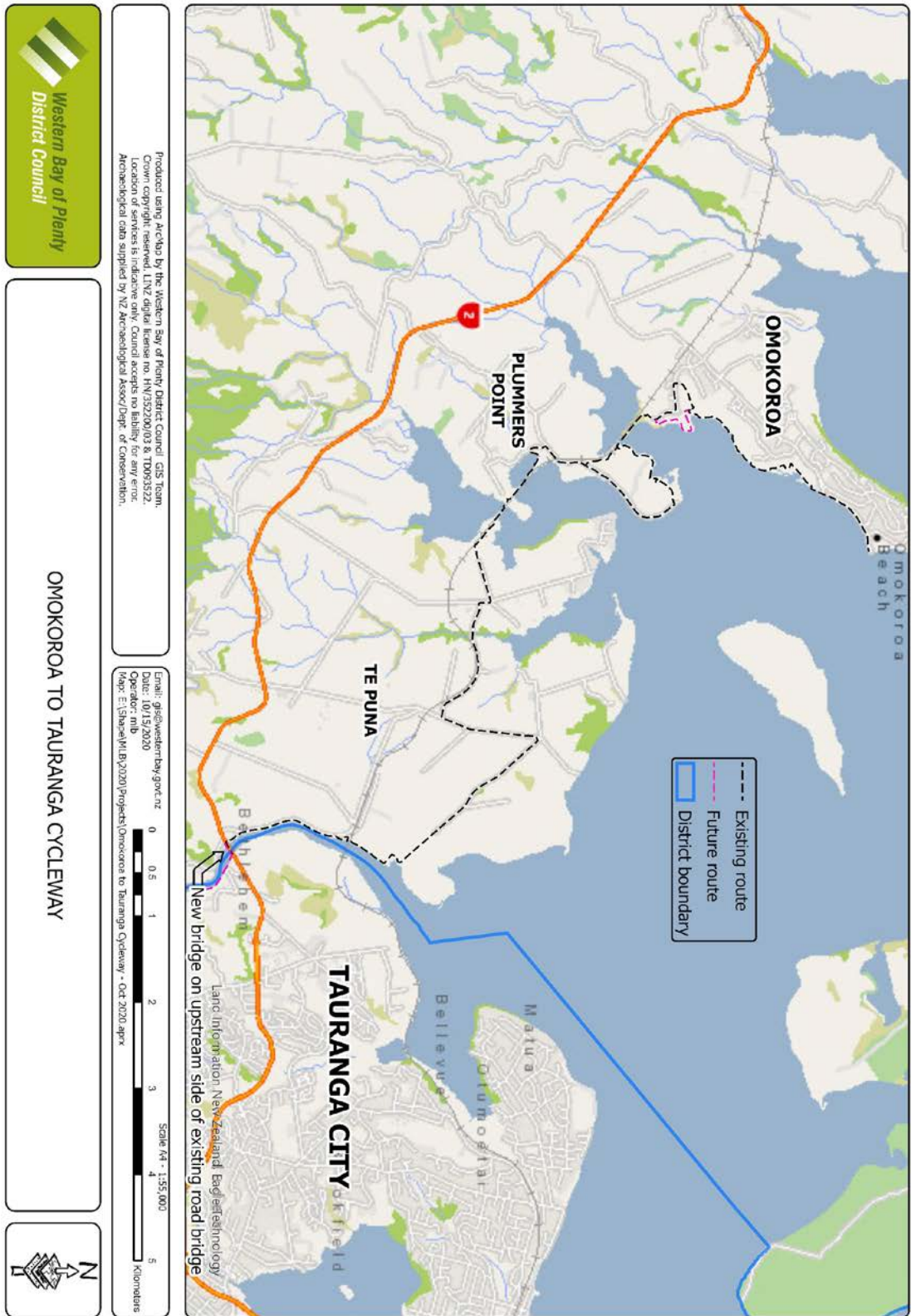


Figure 6: Omokoroa to Tauranga Urban Cycleway

Priority 2: Waihi Beach to Waihi Town Trail	
Description	It is intended that the route connects from the northern end of Waihi Beach to Waihi township. The location of the route will be determined by the ability to secure access across private property, unformed road and around the periphery of some Oceana mine company land. .
Characteristics	This route will provide elevated coastal and rural views and meander through areas of forestry and native bush, around the outer title Oceana mine company land through farmland and into Waihi township via reserve lands and existing trails.
Primary Purpose	<p>The primary purpose of this route is for recreation and tourism experiences, and to provide a safer alternative for recreational cyclists that wish to continue through to Waihi Beach (and vice versa) from the end of the Hauraki Rail Trail where it terminates in Waihi. There is some commuter use anticipated.</p> <p>Tourism opportunities will be realised through connections to the wider national cycleway network. This cycleway will connect to the Hauraki Rail Trail, with the opportunity to do a day's ride from Paeroa to Waihi Beach.</p>
Secondary Purpose	<p>Recreation and links between Waihi and Waihi Beach for local communities and visitors.</p> <p>Commuting from Waihi Beach to Waihi.</p>
Links to intra-regional networks	<p>Waihi township will include a connection to the Waihi Goldmine Pit Rim trail and to the start of the Hauraki Rail Trail (through to Karangahake Gorge). The majority of the route is intended to be off road gravel track.</p> <p>Eastern and Southern connections will be achieved through the Waihi Beach to Katikati and Omokoroa stage of the Tauranga Moana Coastal Cycle Trail.</p>
Level of service	It is likely that the track will be Grade 1 to 2 (mostly flat) for mountain biking with a short steep section at Grade 3/4. The type of use will need to be managed so that walkers and mountain bikers have safe access to the trail.
Funding and cost	Estimated cost: \$2 million. Funding prioritised in LTP as medium term (approximately 2020-2025).
Partnerships and collaboration	Project partners include Ngati Tara Tokanui, Hauraki District Council, Waihi Beach Cycle Trails Community Trust, NZTA and in the future, the Hauraki Rail Trail Trust. Council has a MOU with the Hauraki District Council. A pending MOU is being held by the Oceana Gold company.
Overall Status	Timing of construction is subject to landowner agreement. Development of local loop trails within the Waihi Beach water catchment reserve and forestry block have been substantially completed with only a short section to go within the reserve to complete a full loop trail.

	<p>A new walkway track to the Trig above Waihi Beach is completed. Funding for this included a contribution from the Waihi Beach Cycle Trails Community Trust and the Waihi Beach Community Board. Applications for external funding contributions towards the project costs from NZTA and MBIE have been made.</p> <p>Full funding for the project has not yet been achieved.</p> <p>WBOPDC received written support from Oceana Gold in 2018 and 2019 but in early 2020 the new company representatives challenged this situation and ceased communication.</p>
<p>Recently completed sections</p>	<ul style="list-style-type: none"> • Waihi Beach Catchment Reserve, Dam Loop, bridge and Trig Trail. • Renewal work and maintenance in sections of existing trail from Waihi to Baxter Road are complete.
<p>Future focus</p>	<ul style="list-style-type: none"> • Completion of Waihi beach catchment Reserve Loop Trail • Oceana Mine resource consent

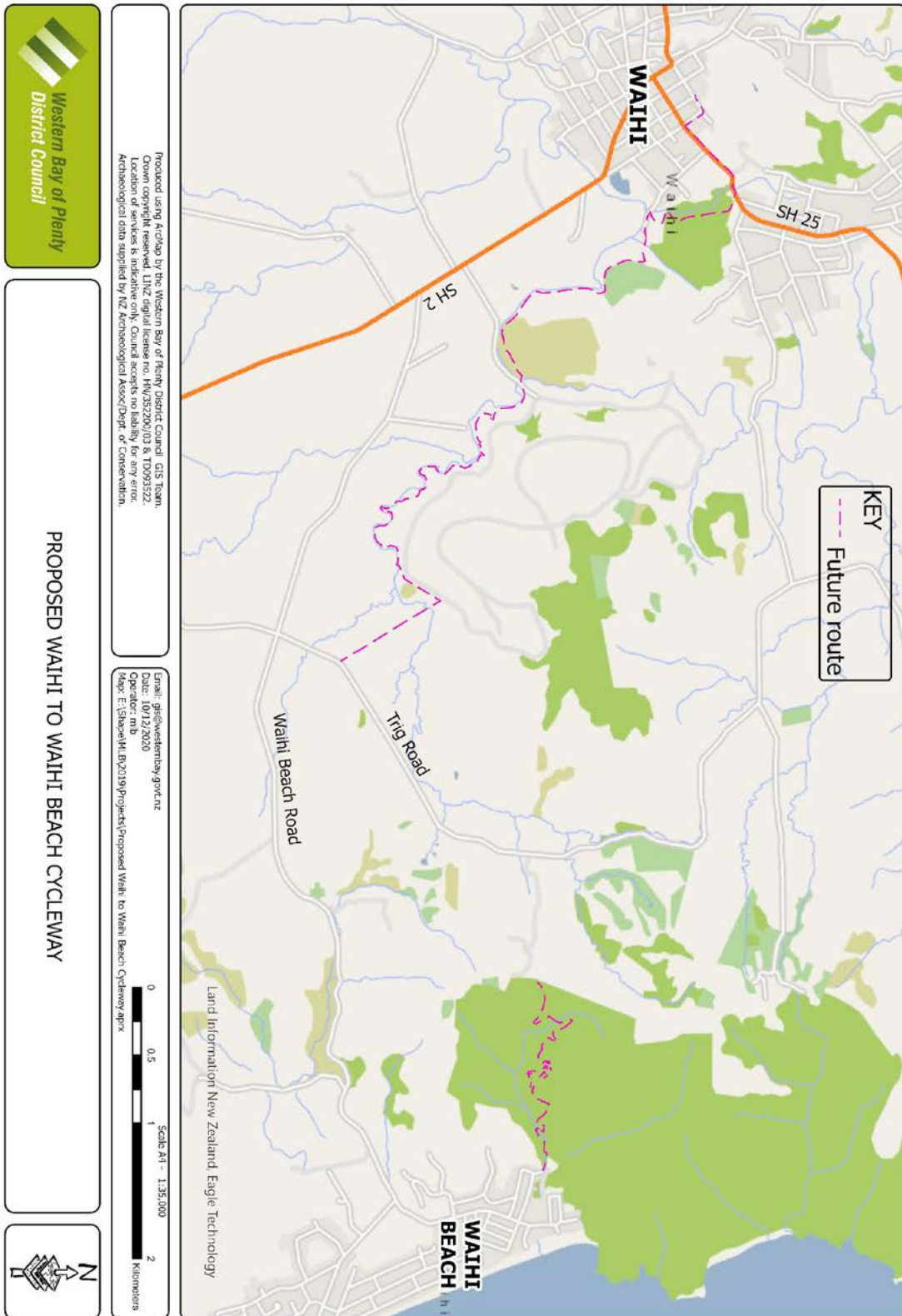


Figure 7: Waihi Beach to Waihi Town Trail

Priority 3: Waihi Beach to Katikati and Omokoroa Cycleway	
Description	<p>Initial planning is underway. Council is working with NZTA to explore route options in association with the SH2 safety upgrade project, to incorporate requirements in the current works where appropriate. Where there is limited alternatives to State Highway 2, NZTA will consider provision of safe cycle connections as part of their upgrade and improvements programme.</p> <p>A coastal connection has been scoped from Athenree to Bridgeman Lane as a true harbour trail connection and beyond Bridgeman Lane with some esplanade reserve sections beyond.</p>
Characteristics	Ideally will provide coastal route around peninsulas and crossing rivers along the way. Gradients may include steeper sections on peninsulas and occasional sections of boardwalk.
Primary Purpose	Provision of a safer recreational alternative to SH2. Recreational connections for local communities and visitors to the area. Worker and student/ commuting cycling within route.
Secondary Purpose	Part of the Tauranga Moana Coastal Cycle Trail and potential tourism opportunities that come with this.
Links to intra-regional networks	<p>Northern links will be provided through the Waihi Beach Urban Routes and extending west once connected with Waihi to the Hauraki Rail Trail.</p> <p>Eastern and Southern links will be provided as the cycleway connects to the Omokoroa to Tauranga Urban Cycleway.</p> <p>Links are being discussed with NZTA for the Takitimu Northern Link (TNL) connections to the existing Omokoroa to Tauranga trail, where cyclists may enter the existing trail network from the TNL at Te Puna/ Loop Road.</p>
Level of service	TBD
Funding and cost	<p>Estimated costs (and potential funding of this) will be determined once more detailed plans are in place for the location of the cycleway.</p> <p>Funding prioritised in LTP as long term 2021-2028 (including upgrades within Waihi Beach, Katikati and Omokoroa). This is a long term, significant and costly trail.</p>
Partnerships and collaboration	Partnerships will be with iwi/hapu, NZTA, Waihi Beach Cycle Trails Community Trust, Katch Katikati Trails Development Group and local communities.

Overall Status	This connection is a long-term plan with the aim of work commencing and the connection complete within the next 10-20 years. Short sections within are likely to be filled in first for local communities as incremental progress. There is very limited ability to include or fund provision of cycleways in the SH2 Safe Roads project. It is likely sections of the route will be periodically constructed when land access agreements and funding is achieved.
Recently completed sections	Katikati urban areas and peripheral trail sections. Henry Road connection and Katikati West/ South trail connections.
Future focus	NZTA liaison and esplanade reserve connections, short trail sections for local communities.

District Eastern Connections

This route connects Papamoa East in Tauranga to Okere Falls in Rotorua and is comprised of three stages:

1. Paengaroa to Lake Rotoiti.
2. Te Puke - Maketu – Pukehina – Pongakawa - Paengaroa.
3. Tauranga Eastern Link to Maketu.

The Te Puke Urban Routes also form part of this network and includes packhouse linkages. Council entered into a MOU with the Te Ara Kahikatea Pathway Society to identify opportunities to work in partnership to deliver the walking and cycling network within Te Puke and the wider eastern area including Papamoa, Maketu and Paengaroa.

The Papamoa to Paengaroa Trail runs from the end of Bell Road in Papamoa following the Tauranga Eastern Link, then the Te Puke Highway into Paengaroa Village. This cycleway encompasses the NZ Transport Agency's Tauranga Eastern Link cycleway and a \$600,000 10km extension from Te Tumu Road to Paengaroa, opened in March 2016. The cycleway is funded jointly between NZTA and Council. In the coming years, residential development in Papamoa will enable Tauranga City Council to connect to the cycleway. Significantly, the Papamoa Interchange design approved in 2019 provides the vital link between Papamoa and the Eastern network where this had been left to a possible future residential development plan to remember its inclusion.

Priority 1: Paengaroa to Lake Rotoiti	
Description	The return journey from Paengaroa to Okere Falls is about 62km (approx. four hours), or approximately 12km from Ridge Road Reserve to Okere Falls (30 minutes).
Characteristics	<p>The trail moves through native bush from Paengaroa into the lakes area North of Okere, with cyclists able to cycle into Okere and, in the future, to Rotorua, or back to Papamoa. This is a country ride of varied terrain and includes native bush, kiwifruit orchards, farms, and lake and sea views.</p> <p>Utilises a mix of low volume local roads and Department of Conservation land (through a concession). A small section (900m) from Maniatutu Road to Okere Road is along State Highway 33</p> <p>The trail has a gravel surface for about 10 kilometres with stunning views to the offshore islands and Bay of Plenty coast. Along the way are the Paengaroa cafes, the Comvita Visitor Centre, backpacker options and onward options to Papamoa Beach or Maketu.</p> <p>The trail surface comprises 17 kms of sealed low traffic volume roads, 900m along SH33 between Maniatutu Road and Okere Road at Okere Falls, 10 km of gravel surface local roads, 3 km of new trail through bush and pine forest.</p>
Primary Purpose	The primary purpose is for recreation and tourism, providing a safer and more scenic connection between two tourist destinations (as opposed to using State Highway 33).

Secondary Purpose	Local community links and recreational experiences.
Links to intra-regional networks	<p>The trail to Rotorua forms part of the Bay of Plenty's network of cycle trails and will eventually connect to the New Zealand Cycle Trail network (Te Ara Ahi). The Lake Rotorua connection has now been recognised as a 'Heartland Ride' and provides a vital connection to Okere. The Okere area now has a speed limit reduction and other safety works being installed.</p> <p>Paengaroa cycle ways connect through to Papamoa and will eventually connect to Te Puke via the Rangiuru Business Estate development. They also connect through to Maketu along Maketu Road (on road cycleway).</p>
Level of service	<p>Mix of low volume sealed and unsealed roads and gravel surface.</p> <p>Further work will follow on ongoing levels of service, promotion, amenities, tourism opportunities and location of alternative off road routes and connecting routes (e.g. Maketu to Paengaroa, Te Puke to Paengaroa). Signage is under development.</p>
Funding and cost	\$185,000 funded from NZTA.
Partnerships and collaboration	Council, Rotorua Lakes District Council, Tauranga Trails Trust, Paengaroa business community, NZTA, local iwi, Department of Conservation
Overall Status	<p>The new cycle trail – Kaikōkopu - between Paengaroa and Okere opened on 5 June 2019.</p> <p>Wayfinding and trail naming signage along route installed June 2019.</p> <p>An off-trail alternative to this SH 33 section, suggested by iwi, is being pursued by Rotorua Lakes District Council.</p> <p>NZTA is still considering the construction of an off-road section on SH33 from Okere Road to Maniatutu Road.</p>
Recently completed sections	Okere village upgrades to SH33 corridor
Future focus	The off-trail alternative to this SH 33 section, suggested by iwi, being pursued by Rotorua Lakes District Council.

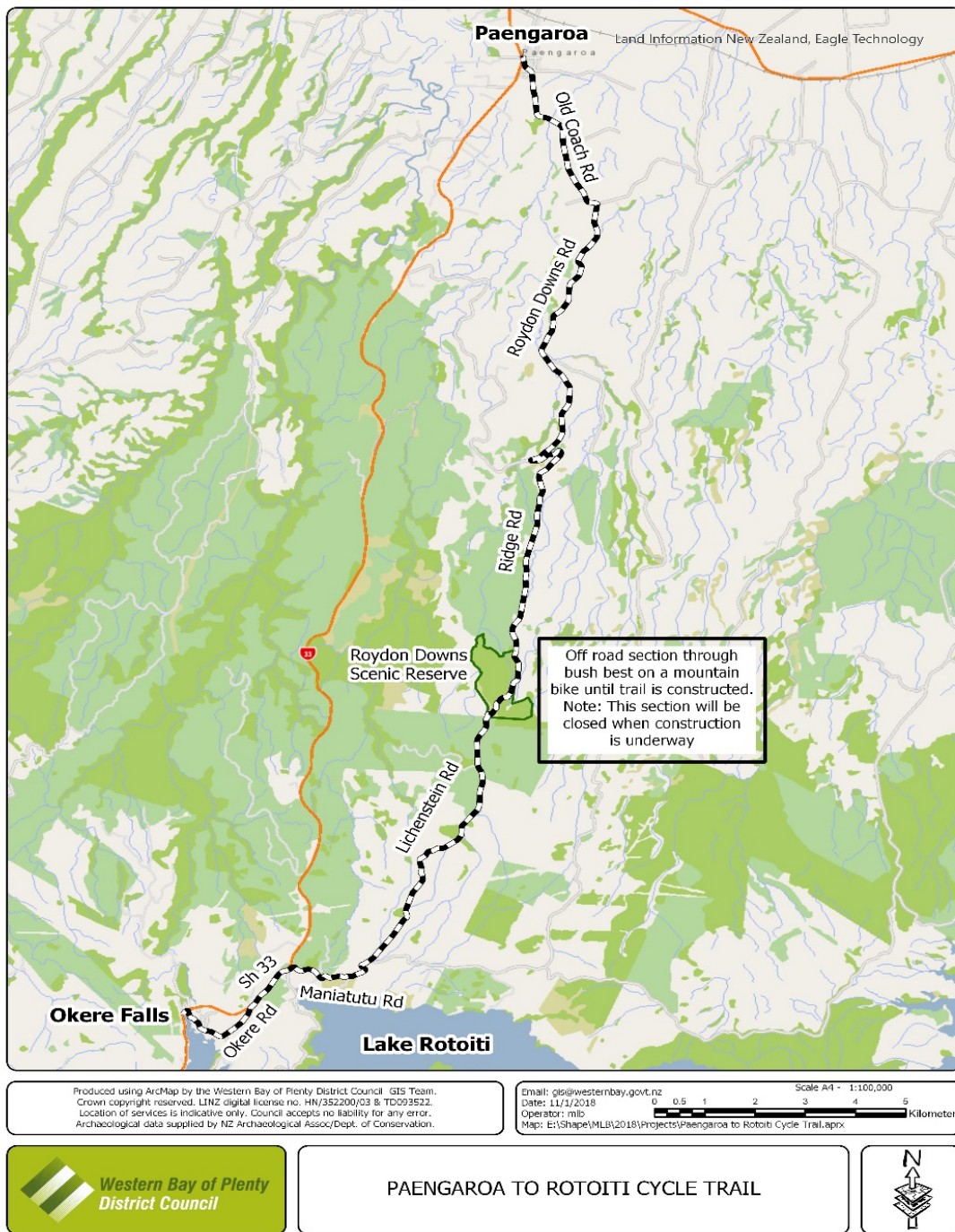


Figure 8: Paengaroa to Okere Falls Trail

Priority 2: Te Puke – Maketu – Pukehina – Pongakawa - Paengaroa	
Description	Connections between eastern towns of Maketu, Pukehina, Pongakawa, Paengaroa, and Te Puke. The aim is for these to be off road connections wherever possible.
Characteristics	Ideally these connections will be off road experiences and are likely to be gravel trails.
Primary Purpose	The primary purpose is for recreation and tourism, providing a safer connection than using local roads and SH2 and SH33. Educational links from communities to schools.
Secondary Purpose	Local community links (particularly seasonal workers) and recreational experiences. There are already commuter cyclists in low numbers as shift workers introducing cycles on the roads during hours of lower visibility.
Links to intra-regional networks	Links to Paengaroa cycleway and through to Rotorua.
Level of service	TBD
Funding and cost	TBD
Partnerships and collaboration	Partnerships will be with iwi/hapu, Te Maru o Kaituna River Authority, NZTA, Te Ara Kahikatea Pathway Society, businesses and local communities.
Overall Status	Paengaroa to Maketu on road route complete along Maketu Road. Medium term priority for Te Puke to Paengaroa 2018-2021.
Recently completed sections	Some minor safety treatments
Future focus	Safety signage, safety audits

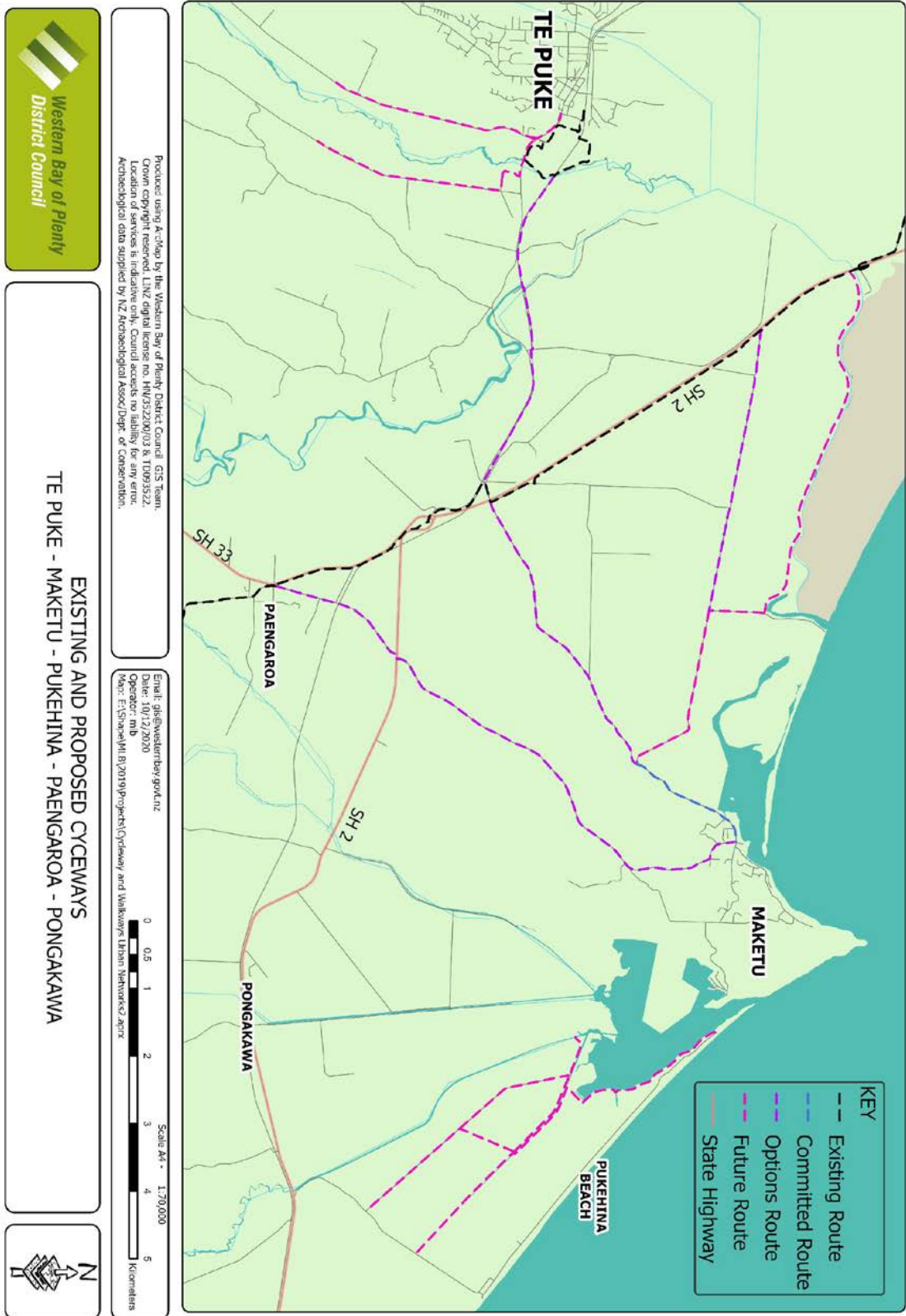


Figure 9: Te Puke – Maketu – Pukehina – Paengaroa - Pongakawa

Priority 3: TEL to Maketu	
Description	The Papamoa to Paengaroa Trail runs from the end of Bell Road in Papamoa to Paengaroa along the TEL. An extension to be developed is along the top of the Kaituna River stopbanks from Bell Rd to Maketu via the wetlands and then on Kaituna Road to Maketu Road and Maketu.
Characteristics	The stopbank route would allow for a very scenic, roundtrip ride from Bell Rd, and would open up the wetland's periphery for better public access and use and keep traffic off part of Kaituna Rd. It links to Ford Road and then to Maketu via the road network.
Primary Purpose	Recreation
Secondary Purpose	Educational link on Maketu Road
Links to intra-regional networks	TBD
Level of service	TBD
Funding and cost	TBD
Partnerships and collaboration	Te Maru o Kaituna River Authority Te Ara Kahikatea Pathway Society Bay of Plenty Regional Council
Status	TEL cycleway through to Paengaroa off road route complete. Need to connect to Te Puke and connect Bell Road to Papamoa and Wairakei/Te Tumu. Partly a TCC project. Long term priority – 2021 to 2028. Maketu Road off road cycleway (Maketu to Kaituna) in design phase. Kaituna wetlands stopbank trail under initial scoping with Bay of Plenty Regional Council.
Recently completed sections	Land resolution with Tangata Whenua and acquisition assisted by Bay of Plenty Regional Council. in 2018/2019 has secured connecting land
Future focus	Connections with the Papamoa interchange and a connecting park/wetland ride through estuarine periphery, away from primary habitat areas

Rural – Urban and Rural – Community Routes

These routes provide connections within local communities to destinations including larger urban areas, places of work and recreational/community hubs, and serve as connections to networks for safer local journeys off State Highways.

Examples are:

- Maketu Road – Waitangi – Te Puke
- Te Puna – Ainsworth – Munro – Hayward
- Minden Road walking track
- Omokoroa to Apata trail connection
- Athenree to Bridgeman Lane connection
- Pukehina Trail Circuits and Estuary Trail
- Wairoa River network plan, including NZTA and TCC routes.

Note, most of the above are already indicated on other maps and some are included at Figure 9

How will we make this happen?

This Action Plan falls under the responsibility of several departments within Council. Policy and planning, reserves and transportation activities all have a role to play in ensuring the successful implementation of the walking and cycling network.

The Group Manager Infrastructure Services has overall delivery responsibility for the Action Plan. The Action Plan will be reviewed every three years as part of Council's Long-Term Plan process. Outside of this time, a review of the Action Plan may be initiated if there is a significant change to relevant legislation or policy direction that may require a change in approach.

Council's investment in walking and cycling is determined through the Long-Term Plan and subsequent Annual Plans. Funding is in place for specific projects in Omokoroa, district wide cycling and urban footpath development, and off-road walkways in rural areas. Where possible, Council will seek to obtain NZTA co-investment to support implementation of this Action Plan and use Council's investment to leverage other external funding opportunities such as the Tourism Infrastructure Fund, Community Trusts, Provincial Growth Fund, private sector contributions, partnerships with Councils and with Tangata Whenua.

Council will work with the cycle action groups, community boards, community groups in the planning, funding and implementation of the routes.

Council also has a major role in the strategic network and advocating with NZTA for the including of walking and cycling facilities on state highways such as the Tauranga Eastern Link and proposed Tauranga Northern Link. These form part of the overall network.

This Walking and Cycling Action Plan will form a section or be a key input into the Transportation Activity Management Plan (AMP). This Action Plan and the District Strategies intend to be approved by NZTA as the investment strategic case for the LCLR, maintenance and walking/cycling activity classes. WBOPDC will ensure that the Regional Land Transport Plan fully represents its network of WBOPDC trails and those linking over its territorial boundary. In some cases, this means submitting to neighbouring Regional Land Transport Plans, and larger scale National Cycleway Network strategies and project structures.

WBOPDC will continue to secure non rate revenue investment wherever possible to further its own investment. WBOPDC will undertake and implement an investment plan to continue its success with this approach. Major projects (over \$1m) that require NZTA co-funding will need to meet NZTA investment criteria.

How do we determine our priorities?

Council's investment in development of the walking and cycling network is determined every three years through the Long-Term Plan process. This Action Plan sets out the long-term aspiration for the provision of a safe and connected network, and every three years Council decides what projects and/or associated budget is required to help achieve this. There are many factors that influence this including other budget pressures, ability to secure external funding, requirements of other agencies and the extent of community aspirations for investment in walking and cycling.

As a guide, the key factors that help determine what Council's priorities are include:

Factor		Considerations
Purpose	Projects that significantly achieve the Action Plan objective.	<i>Provide a safer and more connected network that leads to improved transport choices and provides a variety of recreational experiences through and beyond our District.</i>
Demand	Projects targeted to routes/locations which have the greatest use & demand for cycling/walking facilities.	Higher priority locations are likely to include urban areas and routes which provide the following: higher levels of usage, increased connectivity and ability to improve the safety of cycling/walking commuting, increased recreational, tourism and economic opportunities.
Safety	Projects that improve the safety of the existing network. New development ensures design and location provides a safe experience.	Taking people off major roads, encouraging children to use walking and cycling routes.
Remove blockages	Projects that seek to improve locations where walking and cycling are inhibited.	This includes items such as narrow road bridges and constraints such as lack of access rights. Places inhibited by environmental conditions.
Demonstrable achievement	Projects that can be implemented quickly and/or cheaply. and/or potential for a loss opportunity so need to act now.	This recognises that Council needs to be flexible and agile in its approach.
Lost opportunity	Projects where there is the potential for a lost opportunity so need to act now e.g. land purchase to secure access, Funding opportunity, approach from sponsor, NZTA subsidy, economic stimulus, active community groups.	This recognises that Council needs to be flexible and agile in its approach.
Community	Projects that respond to community plans and aspirations.	Flexible approach and a balance of investment across the district over time.

What are our measures of success?

A series of targets and monitoring indicators are important to measure the impact of implementation of the Cycle Action Plan. This reporting is used as part of the Long-Term Plan process to provide an indication of what has been achieved from investment to date.

Target	Approach	Reporting Indicator	Mechanism
To increase the proportion of people walking.	Factual	% increase in pedestrians	Census Travel to Work data Pedestrian counts Heatmaps Workplace Travel Plan survey
To increase the proportion of people cycling.	Factual Perception	% increase in cyclists Increase in connected communities	Census Travel to Work data Cycle counts Heatmaps Workplace Travel Plan survey Annual Residents' Survey
To increase the proportion of urban school children walking and cycling to school.	Factual	% increase in walking and cycling to school %age using public transport and walking and cycling to school	School surveys to determine the number of children cycling to school. Establishment and monitoring of walking school buses / cycle trains
To increase accessibility to the walking and cycling network.	Factual	%age increase in the total walking and cycling network.	GIS maps

Target	Approach	Reporting Indicator	Mechanism
To increase satisfaction with the quality of experience provided by the walking and cycling network.	Perception	% increase in those who report satisfaction with walking and cycling. Identify baselines and new KPIs for walking and cycling's benefits across all the four Community Well Beings per the LGA.	Annual Residents' Survey
Stakeholder engagement	Factual Perception	Tangata whenua engagement explores co-design and co-management options Cultural presence	Existing and new relationships within WBOPDC structures Project structures
Completion of a minimum of 1km of additional network (footpath & cycleways) per annum.	Factual	% increase in the walking and cycling network.	Progress report (roading and reserves)
To increase recreational opportunities for walking and cycling.	Factual Perception	Km's added to the network. Feedback from users	Annual Residents Survey GIS
Achievement of strategic links.	Factual	Progress on strategic links, Km's achieved	GIS