

Walking and Cycling for Sustainable Transport (WCfST) Strategy

Part 2: Action Plan

Adopted September 2007





PREVIEW

In the Walking and Cycling Strategy, **Walking and Cycling for Sustainable Transport (WCfST) Strategy, Part 1 – The Strategy**, a vision and strategic direction is set to encourage cycling and walking. This first Action Plan covers 4 years 2005—2009, in order to match the next LTCCP (2006-2009) which is effective from July 2009.

WCfST concentrates on walking and cycling in the context of an alternative transport mode to motor vehicles. The complementary part in the future, will be **Walking and Cycling for Recreation (WCfR)**. There will be many opportunities to develop both transport connectivity and recreational facilities so as to efficiently and effectively combine the two parts.

The **WCfST—Part 2: Action Plan** (this Action Plan), is based on best known practice set in the context of national and regional strategies, with a distinct Rodney focus. It includes a range of planning, engineering, education, encouragement, resource and enforcement initiatives across a comprehensive range of projects, to bring about a change in walking and cycling behaviours.

A detailed list of projects is attached in the Preliminary Project List. This is the initial master project list for the 20 year implementation period of the **WCfST**. The Project List is a “work in progress”, which is continuously updated with the addition and deletion of sites and fine tuned in relation to; the Annual Plan; available funding ;and practicality of sites. The key proposed cycling sites in Rodney are shown on the Auckland Regional Transport Authority (ARTA) Regional Cycle Network (RCN) map. The RCN map is in Appendix A. This Action Plan also contains the first 4 years of project priorities (2005—2009). The project list in future will be reviewed every 3 years during the review and production of each new Action Plan.

The Action Plan has five key objectives: improved safety for pedestrians, cyclists and seniors; increased walking and cycling to school; increased walking and cycling to work; improved transport opportunities for seniors

using mobility devices; and broadened opportunities for alternative transport modes.

The focus in this first Action Plan, is on school children. School children have the greatest potential for the behavioural changes required and also to set healthy habits that may be sustained throughout their lives. A priority system has identified the most needy schools and the School Travel Plans will address their particular needs and requirements.

‘Cycle Safe’, ‘Walk and Cycle for Health’ (SPARC) and ‘Safe Roads to School’ are school programmes designed to educate pedestrians and cyclists. It is intended that there will be affirmative action for all of Rodney’s 45 schools over the 20 year life of the strategy.

The mobility needs of senior citizens will be assessed through a Mobility Scooter User and Other Needs Surveys. By taking identified needs into account, alternative transport modes will be explored. This will be reported in the second Action Plan 2010 - 2012.

Action Plans are a blueprint for achieving the goals of substantially more walking and cycling. Rodney District Council will provide the leadership and funding to make this happen. It is hoped that parents, children, employers, workers and seniors will embrace initiatives and that other road users including car, truck and bus drivers will be more willing to share the road with the vulnerable road user groups.

Public consultation on the March 2007 version of the Action Plan closed on 13th July 2007. The submissions received have been addressed in this revised version of the Action Plan.



DOCUMENT CONTROL SHEET



Client Details:

- Directorate:** - Transport
- Director :** - Murray Noone
- Procurement:** - Barry George—Transport Infrastructure Manager
- Client Representative:** - Ahmed Khaled - Transport Asset Manager



17 Corinthian Drive, Albany, New Zealand.

Web: www.projenz.co.nz

© Projenz 2005 Ltd

Consultant Details:

- Author:** - John Penman / Noel Hawkins
- Reviewer:** - Noel Hawkins
- Desktop & Publishing Reviews:** - Susanne Haydon
- Contributions:** - Liz Ross
- Consultation Review:** - Noel Hawkins

QUALITY CONTROL

Project No: RDC 450-141

E. File Ref: S/450-141 W&CfST—Strategy & Action Plan Revisions\WcfST Action Plan\Walking and Cycling Action Plan v13—270807AS4. pub

Status:	Preliminary Draft	December 2005	- Preliminary
	Final Draft	December 2006	- Presented for Council Endorsement
	Consultation Draft	March 2007	- For Adoption by Council’s Assets Management Committee on 12th April 2007
	Final Draft for Approval	September 2007	- Draft updated following public consultation for adoption by Council’s Assets Management Committee on 13 September 2007.

Approved





TABLE OF CONTENTS

	Page
Preview	3
Document Control Sheet	4
Key Outcomes	6
Measuring Success	7
Walking and Cycling Action Plan 2005 - 2009	8
Initiative 1 - Planning.....	9
Initiative 2 - Engineering.....	11
Initiative 3 - Education.....	15
Initiative 4 - Encouragement.....	16
Initiative 5 - Resources, Coordination, Funding and Review	18
Initiative 6 - Enforcement	19
Appendices	21
• Appendix A: Regional Cycle Network (RCN) map	
• Appendix B: Selection Criteria	
• Appendix C: Design Guidelines	
• Appendix D: Project List Notes	
• Appendix E: Project List 2005 - 2009	
• Appendix F: Preliminary Project Summary (2005-2025)	
• Appendix G: Preliminary Project List, 2005 - 2025, Eastern Ward (including project location maps)	
• Appendix H: Preliminary Project List, 2005 - 2025, Western Ward (including project location maps)	
• Appendix I: Preliminary Project List, 2005 - 2025, Northern Ward (including project location maps)	



KEY OUTCOMES

This Strategy defines the strategic direction for walking, cycling and other modes of transport, in Rodney District. It seeks to increase the use of walking, cycling as “active” alternative modes to the car, within the context of increased safety and improved health.

This Strategy and Action Plan have been developed in response to current trends in community health and safety.

The five key outcomes in this Strategy and Action Plan are:

- Improved safety for pedestrians, cyclists and seniors
- Increased walking and cycling to school
- Increased walking and cycling to work
- Improved transport opportunities for senior citizens using mobility devices
- Broadened opportunities for alternative transport modes.

This Action Plan supports national and regional initiatives and provides a local walking and cycling focus. It focuses on potentially the largest road user group able to embrace walking and cycling – school children. However some preliminary work—including surveys and workplace travel plans—with employers, workers and seniors will be undertaken to assess the needs of other road user groups.

This Action Plan aims to increase safe walking and cycling to school and work. This will be achieved through the coordinated implementation of a planning system that includes engineering, education, encouragement and enforcement initiatives.





MEASURING SUCCESS

Progress with Action Plan implementation will be measured in two ways:

- Successful implementation of planning, engineering, education, encouragement, resources and enforcement initiatives against set targets, evaluated in the 3-yearly reviews of the Action Plan
- Successful attitudinal and behavioural change. These changes will be measured by achievement of objectives 1, 2 and 3 below.

As a result of implementation of the Action Plan, it is anticipated that there will not only be benefits to traffic management but also to public health:

Better community health—when more people in Rodney District exercise sufficiently to benefit their health by walking and cycling short distances (up to 30 minutes per day over at least 5 days), there will be a healthier

community (despite Rodney’s aging population) compared with the rest of New Zealand, and

Reduction in premature death—as a result of increased cycling and walking, the rate of premature deaths in Rodney is expected to decrease.

The first evaluation of achievement of outcomes in this Action Plan will be presented in the 3 yearly review in the second Action Plan (2010—2012). This evaluation will follow procedures outlined in the LTNZ/EECA paper titled “Travel Behaviour Change Evaluation Procedure and Guidelines”. Collection of the baseline information will commence in 2007. Specifically this will address the gap in knowledge for school usage and seniors’ needs.

	Objective	Question	Targets
1	Pedestrians, cyclists and seniors safety	Has there been a reduction in the percentage of crashes, fatalities and injuries for each user group, over two years?	Pedestrians: less than 4 fatalities, less than 10 serious injuries Cyclists: less than 2 fatalities, less than 3 serious injuries Mobility Scooter Users: less than 1 fatality, less than 1 serious injury
2	Walking and cycling to school including those using mixed modes of transport	Has there been an increase in the total number of school students walking and cycling to school, over two years	An increase of 10 percent from 2007 baseline numbers. 400 on Walking School Buses by end of 2007
3	Walking and cycling to work including those using mixed modes of transport	Has there been an increase in the total number of people walking and cycling to work?	An increase of 1250 annually
4	Improving opportunities for senior citizens using mobility devices with a view towards “Universal Access”	Has there been an improvement in transport opportunities for senior citizens using mobility devices?	Mobility Scooter User Survey completed by 2008. Projects identified for 2010-2012 Action Plan
5	Broadening opportunities for alternative transport modes with a view towards “Universal Access”	Are there greater opportunities for alternative transport modes	Examine and list latest trends or developments for alternative transport modes Projects identified for next Action Plan 2010 - 2012



WALKING AND CYCLING ACTION PLAN

This Action Plan covers the period 2005 to 2009. The start date of 2005 is retained as this Action Plan was first published in 2005.

Activities broadly fall into six key initiative areas:

- Planning
- Engineering
- Education
- Encouragement
- Resources, coordination, funding and review
- Enforcement

The actions will be in four categories:

- New actions
- Refined actions
- Future actions (or preliminary actions for the future)
- No action

There are a number of constraints or challenges facing the delivery of the strategy and they are noted under each initiative. These are challenges that will require future action or actions by others outside of Council or be influenced by Rodney District Council itself.

Constraints and challenges include:

- National and regional road safety issues
- Vehicle standards/alcohol and drug abuse
- Fatigue
- Road Code
- Speed
- Suicide
- Driver education
- Senior road users
- Living streets / liveable communities
- Transit New Zealand liaison
- Community involvement
- Stakeholder alliance

Other related initiatives and actions included in Rodney's Annual Plans and LTCCP's are

not specifically noted here. These are projects generally relating to the road corridor including:

- Capital projects
- Road maintenance/minor and miscellaneous safety projects
- Urban upgrade

The selection of candidate sites for development of walking and cycling infrastructure has been undertaken using a multi-criteria evaluation. The selection criteria are described in Appendix B. A high weighting has been attached to sites where high levels of existing and/or potential patronage could be expected. The other key selection factor is the presence of walking and cycling generators such as schools, town centres, commercial areas. The relevant design standards and guidelines are described in Appendix C. The preliminary project lists and associated information are in Appendices D-I.





Initiative 1: Planning

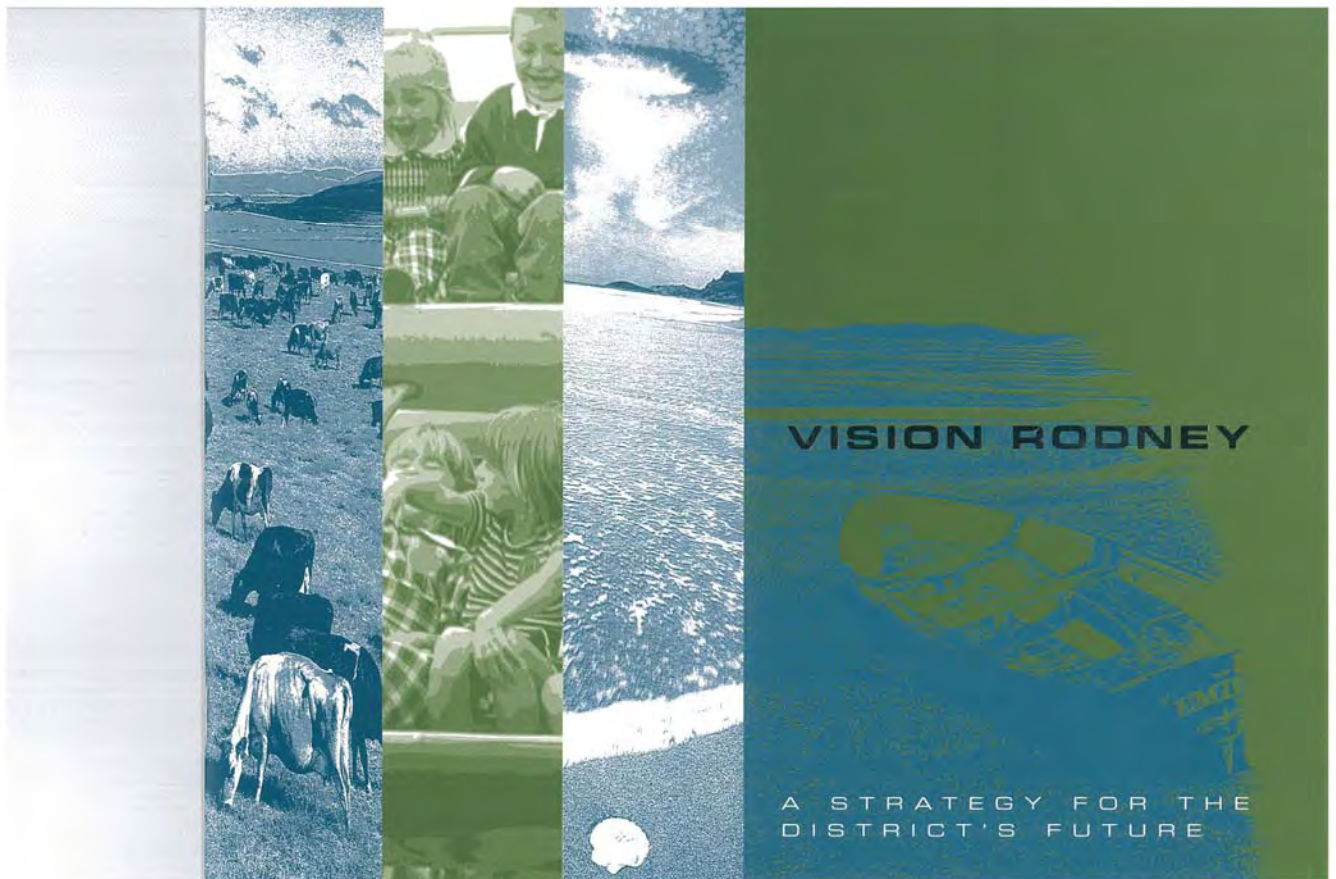
Employ land use, transport planning, and urban design principles that reduce car reliance and encourage walking and cycling

ID	Actions	Involvement	Target date	Output/outcome
1.1	Strengthen the policies and objectives of the Proposed District Plan relating to integrated land use and transport and providing for "Universal Access" to the road network. Refer "The Strategy", Page 30 for definition of "Universal Access"	RDC Transport Directorate, Transport Asset Manager (TAM) to make internal submissions	2008	Policies and objectives that provide for the safe walking and cycling within the district
1.2	Review Rodney District's "Standards for Engineering Design and Construction"	TAM to review and update	2009 and two yearly thereafter	Standard for Engineering Design and Construction - Revised
1.3	Seek opportunities, including land purchase, to enhance the connectivity of the existing pedestrian and cycle network including linkages to new subdivisions, parks and reserves	Land Purchase. TAM will identify these through the development of the Project list. RDC Parks & TAM to liaise with RDC Parks for coordination with their programme but also for links required for pedestrian and cycle networks	By March each year for inclusion in the next Annual Plan	Inclusion in next Annual Plan
1.4	Identify "Living Street", "Liveable Communities" and "Packaged Project" Opportunities. Examine opportunities to implement a "Living Street" redesign as per Creyke Road Christchurch (Refer Page 18 NZ Walking and Cycling Strategy - Getting there – on foot, by cycle). Also utilize the NZ Government's documents, Injury and Crime Prevention through Environmental Design (CPTED and IPTED). These opportunities can be part of "Packaged Projects" where walking and cycling are part of an overall project of improvements on one site. Refer to Action 2.12	TAM to liaise with relevant departments of Council to determine these opportunities. Draw up a list of potential upgrade sites	By March each year for inclusion in the next Annual Plan	Inclusion in next Annual Plan



Initiative 1: Planning

Employ land use, transport planning, and urban design principles that reduce car reliance and encourage walking and cycling





Initiative 2: Engineering

Develop and maintain safe, direct, convenient and pleasant walking and cycling networks and supporting facilities

ID	Actions	Involvement	Target date	Output/outcome
2.1	Identify and implement cycling networks and supporting facilities in Rodney's main urban centres to best practice design standards and other relevant New Zealand Standards	TAM to review project list for each Annual Plan cycle	Year 2007 to 2025 – August 2007	Detailed Project List (2005-2025) Refer attached lists in Appendices
2.2	Improve the walkability of Rodney's urban communities and promote safe pedestrian mobility within these—develop "Liveable Communities"	TAM, Road Safety Coordinator (RSC), RDC Transport Strategy and other strategies	June 2025	The full implementation of the 2005/2025 Strategy by 2025
2.3	Undertake School and Work Place Travel Plans to identify local safety and walking/ cycling access issues and take steps to address issues that arise	RDC Travel Planners (TP's) with coordination from TAM—include outcomes on Action Plan Project List	By 31st October each year	<ul style="list-style-type: none"> • School Travel Plans (STP's) as per Priority List • Work Place Travel Plans (WTP's) as per Priority List • Project List (attached)
2.4	Advocate to Transit New Zealand that appropriate facilities for cyclists and pedestrians be provided along and across State Highways in Rodney	TAM to discuss with TNZ priority needs for District as per Project List	By 31st October each year	TNZ Projects List RDC Project List (attached)
2.5	Monitor Council's and Transit New Zealand's physical works and maintenance programmes to identify opportunities to include provisions for cyclists' and pedestrians	TAM and Council's and Transit NZ's Road Maintenance Service Providers determine priority needs for District as per Project List	By 31st October each year	RDC Project List (attached)
2.6	Facilitate secure cycle parking facilities at key public cycling destinations—including "Bike Aid" type programmes for cost sharing. Identifying sites that may be the most suitable for high usage and success	RDC RSC/TP's/ TAM as per STP's and WTP's	By 31st October each year	RDC Projects List (attached) Survey usage post construction and then annually to confirm viability of future sites



Initiative 2: Engineering

Develop and maintain safe, direct, convenient and pleasant walking and cycling networks and supporting facilities

ID	Actions	Involvement	Target date	Output/outcome
2.7	Investigate opportunities for integrating cycling with public transport	TAM to liaise with Public Transport Operators with cognisance of the RDC Transport Strategy. Include bus, train and ferry	By 31st October each year	RDC Projects List (attached) Transport Asset Management Plan (TAMP) chances
2.8	Review Rodney Districts Draft Roads and Transport Asset Management Plan (TAMP) to ensure maintenance issues associated with walking and cycling facilities are addressed	TAM to liaise with Road Maintenance Contractors and others	By 31st October each year	RDC Projects List (attached) TAMP change
2.9	Identify actual and perceived walking and cycling danger spots and address these within the Rodney Road Safety Action Plan including promotion of public reporting of cycle and pedestrian hazards and access issues to Council	RDC RSC/TP's/, Transport Safety Manager (TSM) and TAM. RDC Website. School liaison	By 31st October each year	RDC Projects List (attached) Road Safety Action Plan
2.10	Identify priority sites for 40 kph School Zones. Examine opportunity to implement these zones at each school site	RDC TP's through STP's. RDC Transport Safety Manager (TSM) . Liaise LTNZ	By 31st October each year	RDC Projects List (attached) 40 kph school zone sites, where appropriate
2.11	Land Transport NZ Funding (LTNZ). Identify projects qualifying for LTNZ funding assistance	RDC Transportation	March each year	W & C projects included in LTNZ LTP each year
2.12	Examine opportunities for "Packaged Projects" i.e. walking and cycling infrastructure along with miscellaneous and minor safety urban upgrades, 40 kph zones, seal extensions, area wide pavement treatment etc. as per LTNZ submissions	RDC Transportation	March each year	Packaged Projects in LTNZ LTP each year
2.13	Undertake a Mobility Scooter User Survey in Orewa and other urban areas	RDC Transportation Directorate. RDC RSC/TP's and Project Consultants	November 2008	Mobility Scooter Survey Results Projects for the Action Plan 2010-2012 listed and prioritised



Initiative 2: Engineering

Develop and maintain safe, direct, convenient and pleasant walking and cycling networks and supporting facilities

ID	Actions	Involvement	Target date	Output/outcome
2.14	Undertake a Network User Audit to examine the potential uptake of other active transport modes such as Mobility scooters, wheelchairs etc. Commence in Orewa. Recommend retrofits as required	RDC Transportation Directorate. RDC RSC/TP's and Project Consultants	November 2009	Use Audit Results Projects for the Action Plan 2010-2012 listed and prioritised
2.15	Wherever feasible and practical install covered cycle racks at bus stops, rail stations, ferry terminals, community halls, public libraries and recreational facilities. Encourage major employers and commercial establishments to do likewise	RDC Strategy & Policy, Assets & Facilities and Transport groups	December 2008	Proposed annual funding under the 2009-19 LTCCP
2.16	Raise and widen road shoulder as required to make them safe and attractive for walking and cycling as part of the Council's road improvement programme—subject to availability of fund	RDC Transportation Group	Commencing in 2009/10 financial year	Include in costing for road improvement projects





Initiative 2: Engineering

Develop and maintain safe, direct, convenient and pleasant walking and cycling networks and supporting facilities

Senior citizens are a vulnerable road user group which has a growing significance in Rodney. There has been some recent Australian research relating to the issues of complex intersections and footpath design, mobility scooter access and sign visibility for senior pedestrians, cyclists and scooter users.

The challenge for Rodney District Council is to incorporate the recommendations from this and other relevant research, where appropriate, in the planning of urban upgrades, road and other transport projects within the Action Plans

Rodney is a District with a number of rural townships located on highly trafficked state highways, including SH1, SH16 and SH18. The state highways often bisect towns, creating natural barriers to safe walking and cycling. There is some evidence of safety issues, around State Highways in Rodney's towns, including pedestrian and cycle crashes.

To rectify the problems and address the issues, proactive liaison on walking and cycling must be sustained between Rodney District Council and Transit NZ. The interests of the Rodney District do not necessarily align with the objectives of Transit NZ and this interface will require careful management particularly as Rodney is encouraging the use of walking and cycling as an alternative mode of transport and specifically where the interests of vulnerable user groups, school children and seniors, are concerned.

There are some very recent moves by Transit NZ towards achieving a National Road Access Management Guideline, which may well begin to address some of these issues.

News media publications regularly report on walking and cycling projects throughout New Zealand. Some media reports have asserted that there are cases of walking and cycling infrastructure being developed without sufficient community consultation and with inappropriate (asserting low patronage potential) public spending on some of these projects. It is therefore imperative that the individual project scope needs to be identified with the potential users and stakeholders before the projects proceed. This is an important function of the STP's, WTP's and user surveys. The stakeholder group is recognised as being much wider than the established community and transport / transport related groups and organisations. There are other important representatives that will be part of the stakeholder team including iwi, Auckland Regional Public Health Service, SPARC, EECA and NZ Historic Places Trust.



Mayor of Rodney District, John Laws about to open the Whangaparaoa Rd Cycleway in 2005

New cycleway a grand place to take a walk

Shore residents are encouraged to get pedalling on a new \$350,000 walkway at a Takapuna reserve that has had some residents baffled over its scale and sophistication.

The extra-wide pathway, built over a mangrove swamp and past a pond at the Northboro Reserve, is designed for cyclists as well as pedestrians, says North Shore City Council parks officer John McKellar.

"If people are amazed by its scale, it's because it is for cyclists as well."

One resident who used the original walkway for years says he was stunned by the grand scale of the new structure.

Tom Tiller, who used the old pathway and is an avid walker, believes the council has gone overboard and the walkway is too isolated to be of use to many people.

"It goes nowhere does it? It's like a main highway. You could fit a car on it," says Mr Tiller, who believes council money could have been better spent on improving road problems.

Mr McKellar says the project, which extends from the Francis St entrance to the reserve through to Northboro St, should make walking and cycling more of an option for students, in particular the students at

Takapuna Grammar School.

The existing walkway was "rickety" and needed upgrading.

But Mr Tiller says few students use it as a route to school.

The 2.5 metre-wide, 150 metre-long walkway is built on specially-treated marine quality piles.

It is made of pine and steel.

It is the second and longest of a series of planned dual-access tracks that will form a "green cycle network" linking Devonport to Takapuna and beyond.

The walkways are based on an Australian design and are part of a council strategy to make alternative transport methods more available.



Initiative 3: Education

Initiate and support education programmes that improve cycle and pedestrian skills and confidence and foster safe road user behaviour

ID	Actions	Involvement	Target date	Output/outcome
3.1	Continue to work with other agencies that deliver cycle and pedestrian safety education programmes for school students including providing information on road rules and cycle maintenance, improving road skills, developing cycling skills and confidence, and creating awareness of road safety risks	RDC RSC/TP's /Transport Safety Manager/TAM	30 June each financial year. Programmes such as Cycle Safe, Safer Routes to School and the STP's are to be completed before Infrastructure Projects	To provide best practice cycle and pedestrian safety education, cycle training to all Rodney school children prior to encouraging increased use and implementing STP's
3.2	Work with other agencies to foster safer attitudes, skills and behaviour amongst motorists, cyclists and pedestrians e.g. 'Bikes Belong', 'Share the Road', 'Look for Bikes' campaigns	RDC RSC/TP's. Liaise with LTNZ, Cycle Action Auckland's Local User Groups	Ongoing	Achievement of Safer attitudes, skills and behaviour amongst motorists. Reduction in crashes involving pedestrians, cyclists and seniors
3.3	Incorporate initiatives targeted at improving road safety for cyclists and pedestrians into the Rodney Road Safety Action Plan	RDC Transportation Group - TAM	Annually	Incorporation of all road safety initiatives into plan





Initiative 4: Encouragement

Promote walking and cycling as viable modes of transport

ID	Actions	Involvement	Target date	Output/outcome
4.1	Work with schools through the 'Travelwise to School' & like programmes and work with businesses to develop both School Travel Plans (STPs) and Workplace Travel Plans (WTPs), to enable and encourage walking and cycling to both school & work. Also promote "Walking School Buses" and "Safer Routes to School"	RDC TP's	Before STP's are implemented by June each year	STP's produced prior to implementing the associated walking and cycling infrastructure associated with schools
4.2	Support school and other agency publicity campaigns, emphasising the need to improve community health through physical activity	RDC RSC/TP's	Ongoing	Increased Walking and Cycling improved health (30 mins/day for 5 days)
4.3	Support local, regional and national initiatives & events that promote walking and cycling e.g. 's Bike Wise Week, Bike to Work Day, Bike to School Day, Commuter Challenge etc.	RDC RSC/TP's, TAM, RDC Transport Directorate, Chief Executive, RDC Media Liaison Person, Politicians, Mayor. All Where possible	At they arise annually	Increased Walking and Cycling, improved health (30 mins/day for 5 days)
4.4	Show leadership, by enabling and encouraging Rodney District Council staff to cycle and walk to work	RDC RSC/TP's, Chief Executive, Mayor, Policies: RDC Property. Provide and use facilities; publicity lead by example, WTP for RDC	2007	Increase in numbers of RDC staff walking and cycling to work
4.5	Advertise and promote new walking and cycling facilities as they are developed	RDC RSC/TP's, RDC Media Liaison Person, Mayor, Chief Executive	As they arise	All potential users are informed



Initiative 4: Encouragement

Promote walking and cycling as viable modes of transport

ID	Actions	Involvement	Target date	Output/outcome
4.6	Produce walking and cycling maps, once a significant number of safe routes are available	RDC RSC/TP's, TAM, Local Liaison Group and Businesses in each community	2008	Publication of maps in conjunction with Council's Parks and Coastal Group's initiatives.

Promotional initiatives such as Commuter Challenges, Cycle Safe Safety Education, Bike to Work and School Days and Bikewise Week, will require voluntary and community effort. Cycling and walking and senior user groups should be encouraged and local liaison people or champions fostered. Business sponsorship is important for Cycle Safe Education. The stimulus, support and encouragement for such endeavours is an important part of Council's role in achieving the Strategy.

Walking and cycling 'discovery tour' maps and signage can be produced in partnership between community volunteers, businesses and Council.

In Lyttelton, where this initiative has been implemented, benefits include:

- Raising the profile of walking and cycling and increasing community interaction
- Making the walking and cycling environment more visible to locals and tourists
- Improving the maintenance of previously neglected rights of ways and access ways
- Forming of community walking groups specifically seniors
- Producing promotional tools for the local district.



Encouraging walking to school through the "Walking Buses" Programme



Initiative 5: Resources, Coordination, Funding and Review

Funding for walking and cycling facilities and initiatives

ID	Actions	Involvement	Target date	Output/outcome
5.1	Establish a 2-year walking and cycling network implementation plan, to be included in the Annual Plan and LTCCP process	Completed and attached in Appendices	Completed	Project List Attached
5.2	Review the Walking and Cycling Action Plan after 3 years and set a new 3 Yearly Action Plan. (Review the Walking and Cycling Strategy after 6-8 years)	RDC RSC/TPO/TAM plus Project Consultants	Due in 2009 Triennial review and Action Plan	Triennial Review and Action Plan 2010-2012
5.3	Form a Steering Group of Rodney District Council officers from various departments to coordinate the implementation of the Walking and Cycling Strategy	TAM	May 2008	Establishment of RDC Steering Group
5.4	Within Council, allocate staff resources to coordinate and champion the implementation of the Strategy	<ul style="list-style-type: none"> TAM RDC RSC/TP's RDC W & C Steering Group 	Ongoing	Firm guidelines and policy on Consultation
5.5	Facilitate a Cycling & Walking Advisory Group that will comprise of an internal Steering Group, representatives from other agencies and local walking and cycling advocates	<ul style="list-style-type: none"> TAM RDC RSC/TPO RDC W & C Steering Group 	March 2008 Ongoing	Establishment of Rodney Walking and Cycling Advisory Group
5.6	Collect data on cycle numbers and use of cycling and walking as a mode of transport. Assess data every year and evaluate progress against identified targets	<ul style="list-style-type: none"> TAM 	March 2008. Next review 2009	Firm Data List on current usage. Triennial Review and Action Plan 2010-2012
5.7	Apply for RDC funding through the annual planning process. Also, apply annually for Land Transport NZ funding assistance	<ul style="list-style-type: none"> TAM 	March and September each year	RDC Annual Plan and LTNZ—LTP





Initiative 6: Enforcement

To Plan and facilitate adequate enforcement to support this strategy

ID	Actions	Involvement	Target date	Output/outcome
6.1	Plan and facilitate parking enforcement around schools and in town centres, to complement safe environs for walking and cycling	<ul style="list-style-type: none"> RDC RSC/TP's RDC Police and Traffic Liaison Group NZ Police Schools 	Ongoing	Reduction in parking issues, increased awareness
6.2	Include walking and cycling within the auspices of the Rodney Traffic Safety Liaison Group so as to raise awareness of the importance of enforcement activities in relation to promotion of walking and cycling	<ul style="list-style-type: none"> RDC RSC/TP's TAM, RDC Network Managers RDC Network Contractors NZ Police TNZ 	Ongoing	Coordination, Enforcement and Common Awareness of walking and cycling issues
6.4	Speed enforcement, especially around schools. To liaise with NZ Police through the Rodney Police and Safety Liaison Group, on speed and other enforcement, particularly in relation to school safety and Black Spots and 40kph School Zones	<ul style="list-style-type: none"> RDC RSC/TP's RDC Police and Traffic Liaison Group NZ Police Schools 	Ongoing	Reduction in crashes, increased awareness of safety issues





Initiative 6: Enforcement

To Plan and facilitate adequate enforcement to support this strategy

Local coordination of road and traffic safety enforcement is an essential part of the strategy. Local authorities have had marked success with Traffic Safety Liaison Groups with participation from:

- The Transport Safety Managers (TSM)
- The Road Safety Coordinators (RSC)
- The Travel Planners (TP's)
- Transit New Zealand
- NZ Police
- The Road Network Manager (s) / Contractor (s)
- Council Parking Officers

The continuation of the Rodney Transport Safety Liaison Group (Rodney Police - Road Safety Action Plan Meetings) is supported, to ensure coverage of the following local road safety issues including:

- Schools—transport access and issues
- Parking—schools, town centres, public transport interface (park and ride)
- Speed, alcohol, drug and other enforcement
- Street/boy racers—potential impediments to safe walking and cycling
- National safety initiatives.
- Unrestrained vehicle occupants
- Road code changes and enforcement
- Driver education including schools and 'road safe'
- Signs and line marking
- Accident black spots and crashes.





APPENDICES

- Appendix A: Regional Cycle Network (RCN) map
- Appendix B: Selection Criteria
- Appendix C: Design Guidelines
- Appendix D: Project List Notes
- Appendix E: Project List 2005 - 2009
- Appendix F: Preliminary Project Summary (2005-2025)
- Appendix G: Preliminary Project List, 2005 - 2025, Eastern Ward (including project location maps)
- Appendix H: Preliminary Project List, 2005 - 2025, Western Ward (including project location maps)
- Appendix I: Preliminary Project List, 2005 - 2025, Northern Ward (including project location maps)