

NEW ZEALAND WALKING AND CYCLING STRATEGY STOCKTAKE




Report prepared for
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Summary

Walking and cycling strategies are useful tools that aid councils in providing for pedestrians and cyclists. In 2005, earlier research found that 36 strategies were held by 30 different councils throughout New Zealand.

A stocktake of all current walking and cycling strategies was undertaken. This revealed that there are now 61 strategies prepared by 55 different councils (out of 85). The majority of councils have combined walking and cycling strategies. A few have separate strategies for walking and / or cycling. Three out of 12 regional councils, 24 out of 53 district councils, 2 out of 15 city councils and one out of five unitary councils do not currently have any form of strategy for walking or cycling.

The strategies were reviewed according to best practice principles and specifically assessed according to four key components of targets, implementation plan, financial commitment and internet availability. Fourteen strategies had all four components and the majority had at least two.

Some strategies were embedded in wider-reaching transport strategies; it was concluded that this was acceptable as long as the key components were still adequately covered.

Some strategies were still in draft stages, despite having been published several years ago. It was concluded that the councils responsible for these strategies should be encouraged to update and finalise the strategies.

This report recommends that the 30 councils that do not have walking and / or cycling strategies should be given more information on the importance of walking and cycling, the importance of strategies to promote and enable growth of walking and cycling and the funding available for the development of strategies and subsequent projects and programmes. They should be encouraged to develop strategies.

Of the 61 strategies reviewed, it was concluded that 56 require further actions to ensure they are up to date and in line with best practice principles.

Considerable progress has been made over the last three years in New Zealand, in that most councils have now developed either walking or cycling strategies (or both). However, all but three councils need to develop, update or finalise walking or cycling strategies.



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1 Introduction

Walking and cycling strategies are useful tools that help identify the most important ways of improving provision for walking and cycling and encouraging further uptake of these sustainable, affordable and active modes of travel.

In 2005 Land Transport New Zealand (now the New Zealand Transport Agency) issued its research report number 274 – “New Zealand Walking and Cycling Strategies – Best Practice.” This research identified 36 walking and / or cycling strategies in place among 30 local or regional councils throughout New Zealand and used these, along with eight international strategies, to develop a set of guidelines for best practice for walking and cycling strategy development.

Local and regional councils are now required to have current walking and cycling strategies before they can receive funding for walking and cycling projects from the New Zealand Transport Agency (NZTA). The development of strategies is also funded. Accordingly, it was expected that many new walking and cycling strategies would have been developed since the release of Research Report 274. However, there has been no mechanism to keep track of which localities hold walking and cycling strategies and there has been no further assessment of the quality of these strategies.

This study is a “stocktake” of the walking and cycling strategies in New Zealand. It is hoped that the findings of the study will assist NZTA in identifying localities that are yet to publish such strategies and encouraging them to do so. Furthermore, it is hoped that the stocktake will give localities a useful indication of the strengths and weaknesses of their own walking and cycling strategies relative to others throughout the country and best practice so that they may improve them in future revisions.

2 Methodology

To identify those strategies currently available, several steps were taken. The first involved an internet search for strategies from every local and regional council in New Zealand. In 2005, only 25 of the 36 New Zealand strategies were available online; it was considered that this ratio would be even higher now, given the increase in use and availability of internet technology in recent years. It was also considered that making walking and cycling strategies available electronically is advantageous as it makes them more accessible to the general public and increases awareness both of walking and cycling in general and also of councils' commitments to these modes of transport.

If strategies were not obviously available on the internet, an email was sent to the most appropriate contact from each council. Sometimes it was not obvious as to who would be responsible for walking and cycling and so an email was sent to the general enquiry address. When emails were not replied to, a phone call was made to the council. Councils were asked to provide a URL address for their walking and cycling strategy or, if it were not available online, send an electronic or hardcopy version. Those councils that did not have walking and cycling strategies were asked whether or not they had any intentions of producing one; their responses are summarised in Appendix 1.

Each strategy was then reviewed according to the following criteria:

1. The year of issue;
2. Status (i.e. whether it was in a draft stage or whether it was a final, fully approved version);
3. Whether the strategy was for walking or cycling or combined both (or included other aspects);
4. Whether or not the walking and / or cycling strategy was embedded in a wider-ranging transport strategy;
5. The completeness of the strategy's coverage (e.g. did it cover the whole locality or did it focus solely on urban areas);
6. The inclusion of specific, measurable, achievable, realistic and time-related ("SMART") targets;
7. The inclusion of an implementation plan;
8. The level of information regarding financial commitments to the strategy's projects; and
9. A URL internet address.

Additional comments were made for some strategies where the reviewer was particularly impressed by certain aspects or felt major improvements could be made. The results for the review criteria for each strategy are included in Appendix 2 and summarised in the following section of this report.

3 Results

3.1 Walking and Cycling Strategy Provision

Of the 12 regional councils, results were obtained for 11. Results were obtained for 51 of the 53 district councils. Results were obtained for all 15 of the city councils and all five of the unitary councils (Chatham Islands District Council, Gisborne District Council, Marlborough District Council, Nelson City Council and Tasman District Council). This gave an overall response rate of over 96%. For the purposes of further analysis, those councils that did not have strategies available online and did not return emails or phone calls were considered to neither have walking and cycling strategies nor intend on producing one in the near future.

In total, 61 strategies held by 55 different councils have been identified. This is a significant increase from the 36 strategies from 30 councils identified three years ago. The reason that there is a greater number of strategies than councils is that six councils have a strategy for cycling and a separate strategy for walking.

As is shown in Figure 1, three regional councils, 24 district councils, two city councils and one unitary council do not currently have any form of strategies for walking and cycling. A total of seven councils have a strategy specifically for cycling but no strategy for walking and only one council has a strategy specifically for walking but no strategy for cycling. One district council, four city councils and one unitary council have separate strategies for both cycling and walking.

The group that has combined walking and cycling strategies is the majority group for regional, district, city and unitary councils. (This group includes the Kapiti Coast District Council which has a combined cycleways, walkways and bridleways strategy.)

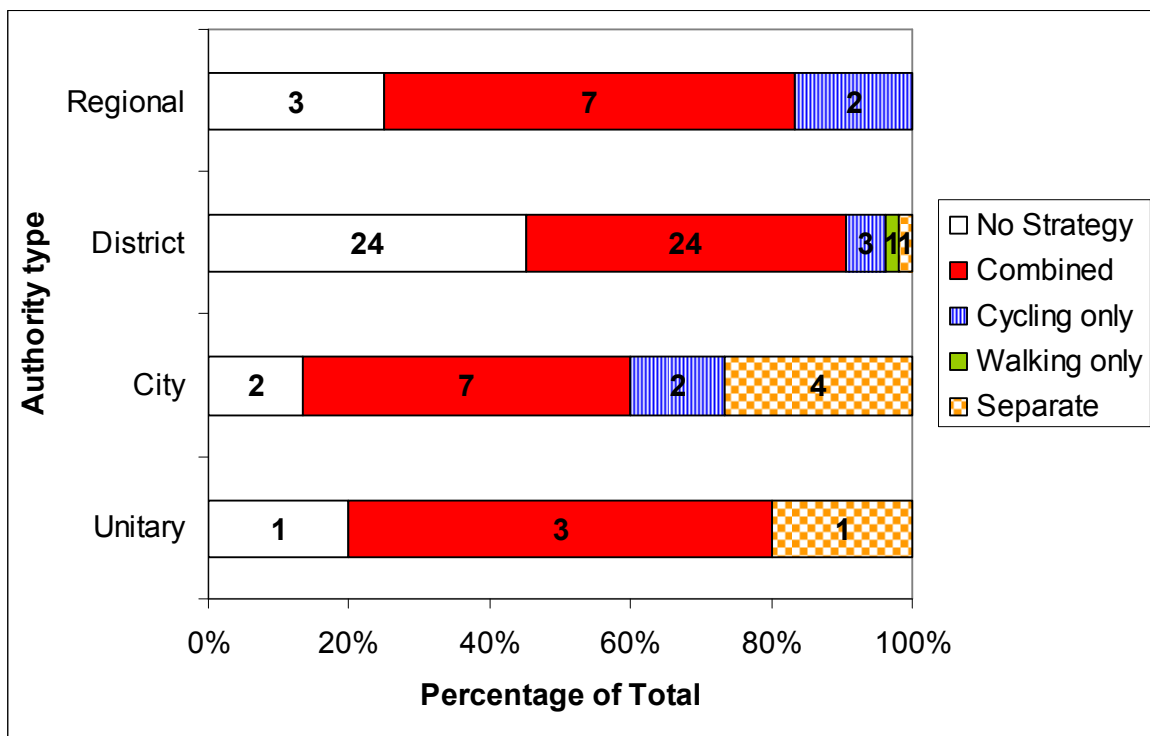


Figure 1: Walking and Cycling Strategy Provision

Of the seven councils that currently hold cycling strategies but no walking strategies, none have any plans to produce walking strategies in the near future. Likewise, the one council that currently holds only a walking strategy did not identify any plans for developing a cycling strategy.

3.2 Date of Issue and Strategy Status

As is shown in Figure 2, the strategies reviewed have a range of different publication dates. Many of these strategies are subsequent revisions of earlier publications. Most of the strategies are reasonably recent, which indicates that they will still be applicable and in use. Research Report 274 suggests that strategies should be revised every three to five years; thus those published during or before 2004 should be due for revision.

The status of the walking and cycling strategies was also researched. Those identified as “final” have completed the necessary consultation processes and been approved by council. Those identified as “draft” strategies are in various stages of the development and consultation process and have yet to attain council approval. Some of the strategies that are still in the draft stage have been so for a significant period of time and are effectively operating as final strategies although it appears that they do not have official council approval.

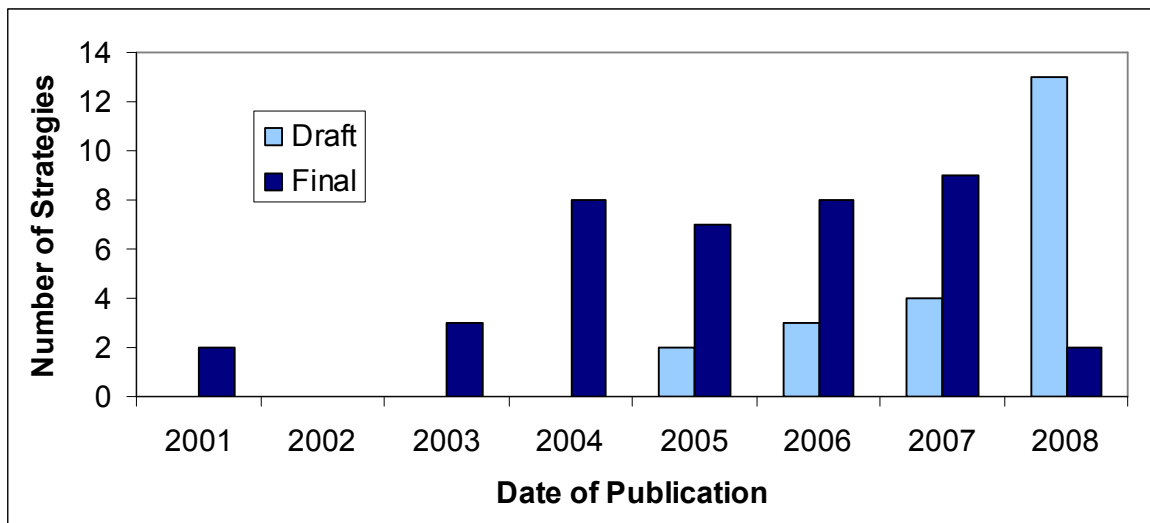


Figure 2: Status and Date of Publication of Strategies

3.3 Embedded Strategies

A trend of embedding walking and cycling strategies within wider transport strategies is emerging. Figure 3 shows that six of the 61 strategies are actually embedded within larger strategies. Auckland Regional Council, Hawke's Bay Regional Council, Manawatu-Wanganui Regional Council, Hamilton City Council, Porirua City Council and Tauranga City Council were all identified as having embedded walking and cycling strategies. However, these strategies had varying levels of detail and only the Hamilton City strategy (still in its draft stage) fully covered all the assessment criteria outlined in Section 2.

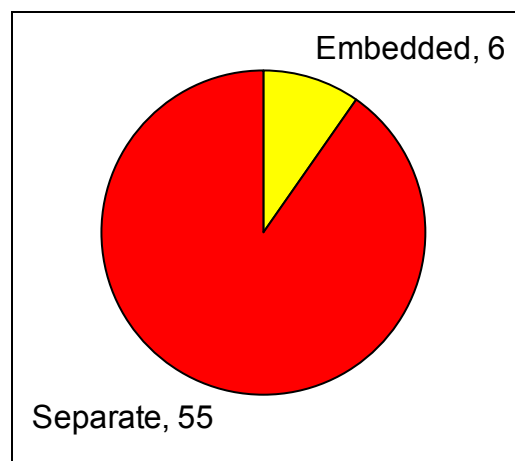


Figure 3: Embedded versus Separate Strategies

3.4 Spatial Coverage

Network maps produced as part of the strategies provided the main method of identifying the spatial coverage of the strategies. Text used to describe the localities and items on the implementation plans also gave a good idea of the areas that were considered to be important for walking and cycling in the localities.

In general, the strategies all focused predominantly on urban areas. This is considered acceptable given that walking and cycling are modes of transport generally not used for lengthy trips and the majority of people using these modes will do so in urban areas. It is of course acknowledged that long distance trips should be covered, especially for cycling, and the majority of strategies made some mention of rural cycling routes.

One strategy is specifically intended for urban areas only, that of the Wairoa District Council. This strategy acknowledges that off-road rural walking and cycling tracks are very important to the region but these are owned and operated by the Department of Conservation.

3.5 Content

The strategies were assessed according to their inclusion of four key components: targets, implementation plan, financial commitments and online availability.

While many strategies identified "targets" these were only considered true targets if they were in line with the "SMART" principle whereby targets must be "specific, measurable, achievable, realistic and time related".

An example of a SMART target, taken from the Nelson Cycling Strategy is *an increase in cycling's proportion of journeys to work from 7.1% in the 2001 Census, to at least 10% in the 2011 Census*. This target is specific in that it relates to a quantifiable increase in commuter cycling; it provides a way of measuring the change within a certain time-frame and proposes an achievable yet realistic level of change.

Implementation plans (also commonly termed “action plans”) were required to include specific actions or projects and indicate the party responsible for implementing these as well as a general time frame or priority ranking. Financial commitments were often also included in the implementation plans.

Given the wide use of the internet and the fact that all the councils surveyed (except for the Chatham Islands Local Council) have websites that provide some documents, it was considered that the walking and cycling strategies should be available online. Thus the existence of a URL address was also assessed.

Figure 4 shows that online availability was the most common component of the strategies, with the majority (77%) of the strategies surveyed being available online. Most of the strategies also had an implementation plan.

The vast majority of strategies reviewed stated targets or goals, however only about half of the strategies had targets that conformed to the SMART principles. It was found that targets often did not have a specific and measurable desired outcome, for example some strategies would target *a significant reduction in cyclist and pedestrian crashes* without quantifying how much a “significant” amount is.

Financial commitment was the component included the least. Many strategies made no mention of the approximate values of projects or the amount of funding available for walking and cycling projects over the course of the implementation plan. Inclusion of projects and programmes within Long Term Council Community Plans (LTCCPs) is the most effective way of securing funding.

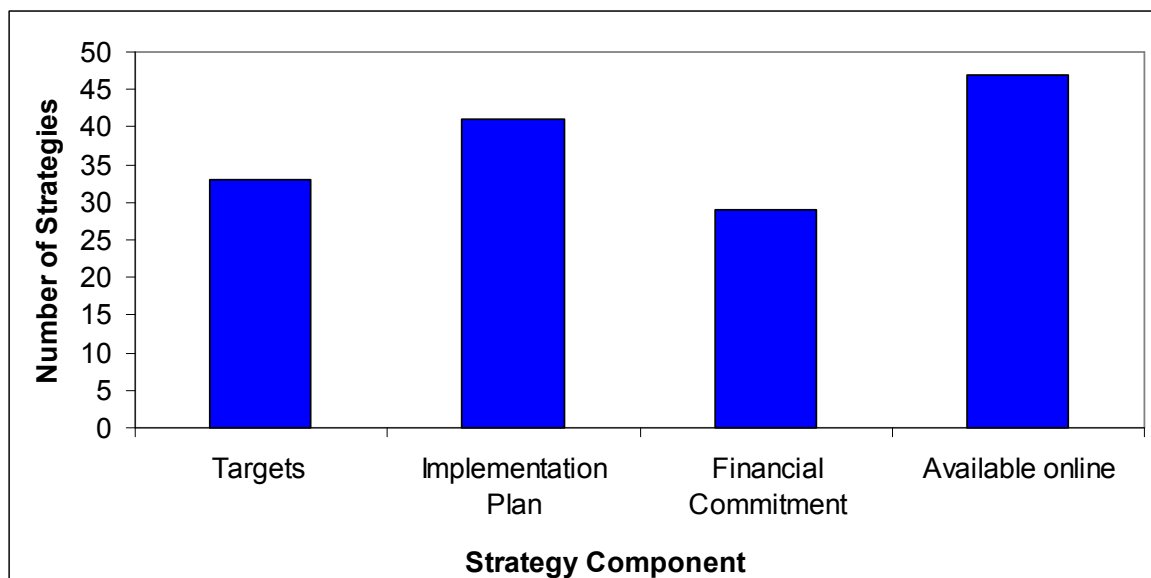


Figure 4: Number of Strategies with Various Key Components

As is shown in Figure 5, 14 of the 61 strategies reviewed included all four of the key components; a similar number had three of the four components. The NZ Transport Agency could usefully encourage an increase in compliance with these basic requirements. Four of the strategies reviewed did not include any of the key components; it is considered that these cannot be effective strategies.

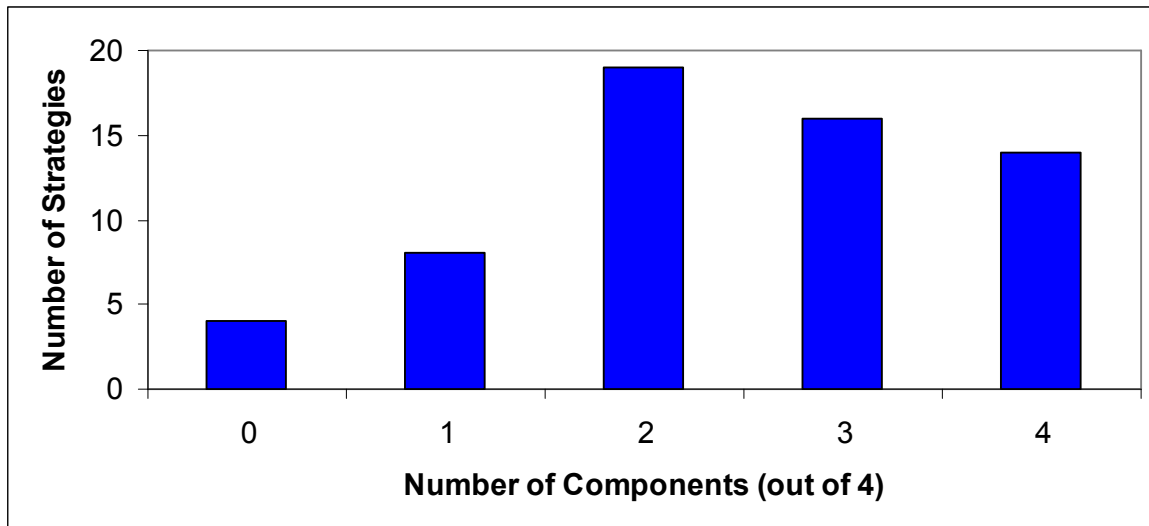


Figure 5: Number of Key Components per Strategy

3.6 Councils without Strategies

Thirty councils without any walking and / or cycling strategies were identified. Three out of 12 regional councils, 24 out of 53 district councils, 2 out of 15 city councils and one out of five unitary councils do not currently have any form of strategy for walking or cycling. As shown in Figure 6, the majority of councils without strategies (17) have no intention of producing a walking and / or cycling strategy in the near future. Ten councils, however, indicated that they are currently in the process of developing walking and cycling strategies (or will do so soon) but were not yet able to release draft versions for review as part of this stocktake.

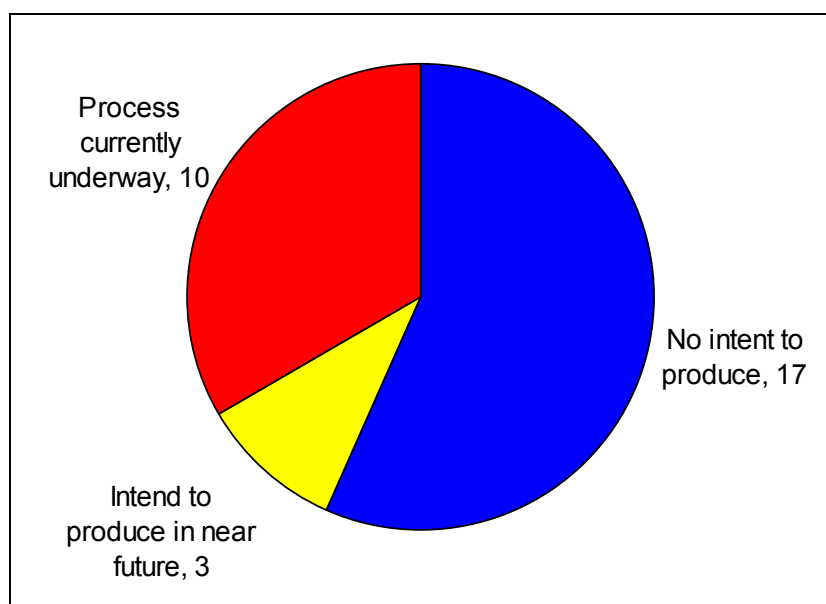


Figure 6: Intentions of Councils without Walking and Cycling Strategies

A large number of councils that do not have walking and cycling strategies and do not intend on producing one stated that their area is covered by a regional strategy and they did not see a need to also develop a local strategy. A few councils (generally from smaller, more rural locations) stated that walking and cycling are not important parts of their area and there is not enough demand to warrant development of a walking and cycling strategy.

3.7 Actions Required

For the benefit of the NZ Transport Agency, Appendix 2 includes a column entitled “action required”. This identifies whether each council is required to take further action to improve their current strategies or, in the case of those councils that only have one strategy for cycling or walking, develop new strategies for the missing mode.

It was considered that action is required for a current strategy that was out of date (taken as any strategy published prior to 2005, as strategies should be reviewed every three to five years and the review process takes some time) or if any strategy was still in draft form. Also, any strategies that were missing any of the key components (targets, implementation plan, financial commitment and internet availability) were considered to require action.

Of the 61 strategies reviewed, action was considered to be required for 56. Most of these were related to the strategies not having either financial commitments or measurable targets. Some were simply still in the draft stage and needed to be accepted by council and some were considered to be out of date.

The five strategies for which action is not required at this time are the walking and cycling strategies of Gisborne District, Marlborough District and Rodney District, and the cycling strategies of Nelson City and New Plymouth District.

Assuming that NZTA requires all councils to have walking and cycling strategies, all those councils included in Appendix 1 have an action required of them – to develop a strategy. Some have already begun this process, however.

4 Conclusions

This stocktake has shown a significant increase in the number of walking and cycling strategies held by local and regional councils throughout New Zealand since Research Report No. 274 was released three years ago. In total, 61 strategies held by 55 different councils are in use, compared with 36 strategies held by 30 different councils in 2005.

Many of the strategies reviewed adhered to best practice principles and specifically included the four key components of targets, implementation plan, financial commitment and online availability. However, there is still much room for improvement for many strategies; 56 out of the 61 strategies have been identified as requiring some further action. It is recommended that future strategies be assessed according to the best practice guidelines outlined in Research Report No. 274 and the four key components used in this stocktake before the strategy is accepted for NZTA funding.

If walking and cycling strategies are embedded in wider-reaching transport strategies it is important that they do not dilute the effectiveness of walking and cycling promotion and projects and programmes. They should also include the four key components.

Some councils hold strategies that are officially still in a draft state, despite being several years old. It is recommended that these strategies be revised and formalised.

A few councils hold separate strategies for either walking or cycling only but do not intend to produce strategies for the other mode. It is recommended that these councils be encouraged to develop the missing strategy so that both walking and cycling are covered.

Likewise, those councils that hold no strategy at all and are not in the process of developing one should be encouraged to do so and given more information regarding the importance of walking and cycling strategies and the funding incentives available. This is especially important for those councils that stated there is little demand for walking and cycling in their area – the reason for this may well be that there is little being done to increase the safety and attractiveness of walking and cycling.

A distinction between the roles of walking and cycling strategies at regional and local levels is also required; some regions have a regional strategy and supporting local strategies, but other regional or local councils believe a regional strategy is all that is required. In our view, both levels are necessary; but NZTA should confirm this and advise the industry accordingly.

Considerable progress has been made over the last three years in New Zealand, in that most councils have now developed either walking or cycling strategies (or both). However, all but three councils need to develop, update or finalise walking or cycling strategies.

Appendix 1: Stocktake Results for Councils without Strategies

Authority	Intent to produce?
Buller District	No
Carterton District	No
Chatham Islands District [†]	No
Clutha District	Yes, within the next 6 months so footpath project can be included.
Gore District	No, covered by Environment Southland strategy
Grey District	No at present, focus is on West Coast Regional Strategy
Hauraki District	Yes - strategy currently being developed, expected to be finished end of 2008 (Draft was not available for review)
Horowhenua District	Yes, strategy currently being developed
Hurunui District	Yes, currently under development
Invercargill City	No
Kawerau District	Yes - strategy currently being developed, expected to be presented to Council by November 2008 (Draft was not available for review)
Mackenzie District	No
Masterton District	Yes, currently under development
Opotiki District	Yes, currently under development.
Otago Region	No
Otorohanga District	No
Rangitikei District	No
Ruapehu District	No
South Taranaki District	No, STDC considers regional strategy (Taranaki) covers district adequately
South Wairarapa District	No
Stratford District	No, considered to be covered by regional strategy
Tararua District	No, little demand seen as reason to not need strategy
Thames-Coromandel District	No
Upper Hutt City	Will be considered in 2009 LTCCP
Waikato Region	Yes, proposed to RLTC in Feb 2008, draft due end of October 2008 (Draft was not available for review)
Waimate District	No
Waitomo District	Yes, due December 2008
West Coast Region	Yes, process currently underway
Western Bay of Plenty District	Yes, planned to go to consultation in October 2008 (Draft was not available for review)
Westland District	Yes, after completion of West Coast Regional strategy

[†]Unitary authority

(Total 30)

Appendix 2: Stocktake Results for Councils with Strategies

Authority	Cycling/ Walking	Year	Status	Embedded	Targets	Implemen- tation plan	Financial Commitment [†]	Action Required?	URL
Ashburton District	WC	'08	D	N	Y	Y	N	Y	www.ashburtondc.govt.nz/council/consultation.htm
Auckland City	WC	'07	D	N	Y	Y	N	Y	www.aucklandcity.govt.nz/auckland/Transport/bikes/strategy2.asp
Auckland Region	WC	'05	F	Y	Y	N	N	Y	www.arc.govt.nz/plans/regional-strategies/auckland-regional-land-transport-strategy-2005.cfm
Bay Of Plenty Region	WC	'08	D	N	Y	Y	A	Y	www.ebop.govt.nz/Publications/Regional-Walking-and-Cycling-Strategy.asp
Canterbury Region	C	'05	F	N	N	N	N	Y	www.ecan.govt.nz/NR/rdonlyres/F14D2504-CED3-455F-B7AF-B80BF985E52E/0/CinC.pdf
Central Hawke's Bay District	WC	'08	D	N	Y	Y	D	Y	No URL
Central Otago District	WC	'04	F	N	N	Y	N	Y	www.codc.govt.nz/assets/pdfs/documents2006/walking_cycling_strategy_final.pdf
Christchurch City	C	'04	F	N	Y	Y	T	Y	www.ccc.govt.nz/cycling/future/cyclingstrategy.pdf
Christchurch City	W	'01	F	N	N	Y	N	Y	www.ccc.govt.nz/Publications/PedestrianStrategy/WholePedestrianStrategy.pdf
Dunedin City	C	'04	F	N	Y	Y	T	Y	www.cityofdunedin.com/city/?MlvalObj=tp_dftcyc_strat04&MltypeObj=applicationpdf&ext=.pdf
Dunedin City ^A	W	'08	D	N	Y	Y	D	Y	No URL
Far North District	WC	'07	D	N	Y	Y	N	Y	www.fndc.govt.nz/ltccp/annualplan0708/iwalkingcyclingstrategy.asp
Franklin District	WC	'08	D	N	Y	N	N	Y	No URL
Gisborne District [†]	WC	'06	F	N	Y	Y	S	N	www.culturalwellbeing.govt.nz/webink/gisborne-district-council-walking-and-cycling-strategy
Hamilton City	WC	'08	D	Y	Y	Y	D	Y	www.hamilton.co.nz/page/pageid/2145827444
Hastings District	C	'06	F	N	N	N	N	Y	No URL

Authority	Cycling/ Walking	Year	Status	Embedded	Targets	Implemen- tation plan	Financial Commitment ⁺	Action Required?	URL
Hastings District	W	'04	F	N	Y	N	N	Y	www.hastingsdc.govt.nz/policiesandplans/walking_strategy.pdf
Hawke's Bay Region	WC	'08	F	Y	N	N	N	Y	No URL
Kaikoura District ⁺	WC	'08	D	N	Y	Y	D	Y	www.kaikoura.govt.nz/special_features/have_your_say/
Kaipara District	WC	'05	F	N	N	N	S	Y	No URL
Kapiti Coast District*	WC	'04	F	N	N	Y	N	Y	www.kapiti.coast.govt.nz/GettingAbout/PathwaysCycleswaysWalkwaysAndBridleways/
Lower Hutt City	C	'06	D	N	Y	N	N	Y	www.huttcity.govt.nz/Documents/policies/cycling/CyclingStrategy.pdf
Lower Hutt City	W	'06	D	N	Y	N	N	Y	www.huttcity.govt.nz/publications-forms/Policies/Hutt-City-Council-Walking-Strategy/
Manawatu District	WC	'07	F	N	N	Y	N	Y	www.pncc.govt.nz/ServicesAndFacilities/Facilities/Cycling/Detail.aspx?id=3113
Manawatu-Wanganui Region	WC	'06	F	Y	Y	N	D	Y	www.horizons.govt.nz/Images/Publications/GettingPeoplePlaces/Transport%20strategy2006_2015.pdf
Manukau City	WC	'05	F	N	N	Y	D	Y	www.manukau.govt.nz/uploadedFiles/Transport/MCC%20Cycling%20and%20Walking%20Strategy%202005.pdf
Marlborough District*	WC	'06	F	N	Y	Y	D	N	www.marlborough.govt.nz/content/docs/roads/Marlborough%5FWalking%5FCycling%5FStrategy%5FFinal.pdf
Matamata-Piako District	WC	'07	D	N	Y	Y	N	Y	No URL
Napier City	C	'01	F	N	N	N	N	Y	www.napier.govt.nz/council/docs/strategy/cycle_strategy.pdf
Nelson City*	C	'06	F	N	Y	Y	D	N	www.nelsoncitycouncil.co.nz/services/road_transport/transport-cycle/cycle-strategy/cycle-strategy-final.pdf
Nelson City*	W	'05	F	N	Y	Y	N	Y	www.nelsoncitycouncil.co.nz/thecouncil/Downloads/ped-strategy-1105.pdf
New Plymouth District	C	'07	F	N	Y	Y	T	N	www.newplymouthnz.com/CouncilDocuments/PlansAndStrategies/NewPlymouthDistrictCycleStrategy.htm

Authority	Cycling/ Walking	Year	Status	Embedded	Targets	Implemen- tation plan	Financial Commitment ⁺	Action Required?	URL
North Shore City	C	'03	F	N	Y	Y	T	Y	www.northshorecity.govt.nz/transport_and_roads/cycle-strategy/contents.htm
Northland Region	WC	'05	D	N	N	N	N	Y	No URL
Palmerston North City	WC	'07	F	N	N	Y	N	Y	www.pncc.govt.nz/ServicesAndFacilities/Cycling/Detail.aspx?id=3113
Papakura District	WC	'06	F	N	N	N	N	Y	www.papakura.govt.nz/Documents/PDC%20Strategy.pdf
Porirua City	WC	'08	D	Y	N	Y	S	Y	No URL
Queenstown-Lakes District	WC	'08	D	N	Y	Y	N	Y	www.qldc.co.nz/Documents/ContentDocuments/Utilities_Documents/Walk%20and%20cycle%20strategy%20May%2008%20for%20consultation.pdf
Rodney District	WC	'07	F	N	Y	Y	T	N	www.rodney.govt.nz/services/walkway_cycleway/walkway_cycleway.htm
Rotorua District	C	'05	F	N	Y	Y	N	Y	No URL
Selwyn District	WC	'08	D	N	Y	Y	D	Y	www.selwyn.govt.nz/walkcycle/
South Waikato District	WC	'04	F	N	N	N	N	Y	No URL
Southland District	WC	'07	F	N	N	Y	D	Y	No URL
Southland Region	WC	'08	D	N	N	Y	D	Y	www.es.govt.nz/documents/resource%20planning/active%20transport%20strategy/draft-southland-active-transport-strategy-public-consultation-march-08.pdf
Taranaki Region	WC	'07	F	N	N	N	N	Y	www.trc.govt.nz/publications/strategies/pdf/walk+cycleways.pdf
Tasman District ⁺	WC	'05	F	N	N	Y	N	Y	www.tdc.govt.nz/index.php?RegionalCyclingandWalkingStrategy
Taupo District	WC	'06	F	N	N	Y	N	Y	www.taupodc.govt.nz/PoliciesPlans/LTCCP+2006+TO+2016/Cycle+and+Walking+Strategy.htm
Tauranga City	WC	'07	F	Y	N	Y	D	Y	http://content.tauranga.govt.nz/strategies/IntegratedTransportStrategy.pdf
Timaru District	WC	'06	D	N	N	N	T	Y	www.timaru.govt.nz/pdf/publications/doc_278773drafttransportstrategy.pdf

Authority	Cycling/ Walking	Year	Status	Embedded	Targets	Implemen- tation plan	Financial Commitment ⁺	Action Required?	URL
Waikato District	WC	'08	F	N	N	Y	S	Y	www.waikatodistrict.govt.nz/documents/WalkingAndCyclingStrategy.pdf
Waimakariri District	WC	'05	D	N	N	N	S	Y	www.waimakariri.govt.nz/otherways/04121300029.pdf
Waipa District	W	'04	F	N	N	Y	D	Y	No URL
Wairoa District	WC	'06	F	N	Y	Y	N	Y	www.wairoad.c.govt.nz/documents/wdcwandcstrat.pdf
Waitakere City	WC	'03	F	N	Y	Y	N	Y	No URL
Waitaki District	WC	'07	F	N	Y	N	N	Y	www.waitaki.govt.nz/NR/rdonlyres/F4D4DBF8-738F-4CD7-A898-102CC642D020/49944/WaitakiWalkingCyclingStrategy2007.pdf
Wanganui District	C	'03	F	N	Y	N	N	Y	www.wanganui.govt.nz/publications/policies/CyclingStrategy.pdf
Wellington City	C	'08	D	N	N	Y	D	Y	www.wellington.govt.nz/haveyoursay/meetings/committee/Strategy and Policy/2008/18Jun0915/pdf/8_App_2.pdf
Wellington City	W	'08	D	N	N	Y	D	Y	www.wellington.govt.nz/haveyoursay/meetings/committee/Strategy and Policy/2008/18Jun0915/pdf/8_App_1.pdf
Wellington Region	C	'04	F	N	Y	Y	D	Y	www.gw.govt.nz/council-publications/pdfs/Regional%20Transport_20040615_141939.pdf
Whakatane District	WC	'07	D	N	Y	Y	D	Y	www.whakatane.govt.nz/NR/rdonlyres/F76E169E-7CC6-4054-85C3-0BDBA027D9B1/0/WalkingandCyclingStrategyF.pdf
Whangarei District	WC	'07	F	N	Y	Y	N	Y	www.wdc.govt.nz/customer-service/?lc=reader&m=tssd&i=3630

[†] N = "no dollar-values stated", S = "some dollar-values stated for some projects", D = "detailed project values given", T = "total expenditure given", A = "approximate values given"

^Δ Draft was made available for review as part of this stocktake before publicly available for consultation

* Also includes bridleways

⁺ Unitary authority