



**Hurunui Walking and Cycling Strategy**

**2009**

**Hurunui District Council –Walking and Cycling Strategy**

**Foreword**

I am very pleased to present the Walking and Cycling Strategy for the Hurunui District. The development of this Strategy is a big step forward in the promotion of active modes of transport and fits nicely within the district wide wellness theme that this Council is promoting.



This Strategy shows the commitment that this Council has for all modes of transport and provides focused assistance for these environmentally-friendly modes of transport to help reduce our dependence on private motor vehicle travel and enhance our quality of life.

This Strategy recognises that a lot of good work has already been achieved by Council and the wider community in the provision of recreational walking and cycling networks. This Strategy builds on the work already completed and adds to this network by specifically identifying new routes for commuter cyclists as well as outlining Councils future plans for recreational routes. It is important to recognise that while some routes may initially be developed for a recreational purpose as the network develops these routes will also assist in providing safe commuting routes for walkers and cyclists. A good example of this is the link from Leithfield Beach to Leithfield which is used intensively as a safe route to school but was initially developed as a recreational link.

In developing this Strategy the Hurunui District Council has drawn heavily on the advice and support of many dedicated community members. The support that has been given and the number of voluntary hours that have been dedicated to the production of the Strategy have made planning an interlinking walking and cycling network in the Hurunui District possible. I know that these same volunteers will embrace the intent of this Strategy and ensure that the vision outlined in the final Strategy is realised.

Finally I offer my thanks and congratulations to the community volunteers and to staff from the many agencies who have worked hand in hand to develop this Strategy. This is the first step of a journey we must all take together, for the health and prosperity of our communities and ourselves.

.....  
Cr Winton Dalley – Chairperson Works and Services Committee

Date:.....

# Contents

Foreword .....	ii
1. Introduction .....	1
1.1 Why have a walking and cycling strategy?.....	1
1.2 Is there official support for walking and cycling? .....	2
1.3 What kinds of walking and cycling are covered?.....	2
1.4 What actions are promoted? .....	3
1.5 Whose views are being sought? .....	3
2. What's been happening to walking and cycling? .....	4
3. Vision, Objectives and Policies .....	6
3.1 Vision .....	7
3.2 Objectives .....	7
3.3 Policies .....	7
4. Targets .....	10
5. Walking and Cycling Network Plans .....	13
6. Implementation Plan .....	12
7. Monitoring and Review.....	16
Appendix A: Glossary of Terms .....	a
Appendix B: Relevant Strategies, Policies and Plans .....	b
Appendix C: Regional Walking and Cycling Strategy Working Group .....	d
Appendix D: Relevant Engineering and Planning Standards and Guidelines .....	e
Appendix E: Regional Cycle Network Plan .....	f

*The Hurunui District Council wishes to thank Matt Hoggard and Kaikoura District Council and ViaStrada Limited, especially Andrew Macbeth for their generous use of the Kaikoura Walking and Cycling Strategy as the base for the Hurunui Strategy, which has the basic same format and indeed some paragraphs are identical.*

# 1. Introduction

## 1.1 Why have a walking and cycling strategy?

This strategy has been developed to show that in the Hurunui District, we are committed to encouraging walking and cycling in accordance with our ideal of district and community “wellness”.

Wellness is defined in this context as “a way of life oriented towards optimal health and wellbeing in which the body, mind and spirit are integrated by individuals, communities, and the Hurunui District at large to live more fully within the human and natural environments”.

For practical purposes, this ideal can be divided into 9 strategic planning dimensions:

**Social (wellbeing)**  
**Cultural (wellbeing)**  
**Economic (wellbeing)**  
**Environmental (wellbeing)**  
**Landscape & Outlook**  
**Personal and Community Lifestyle**  
**Education and Skills Development**  
**Heritage & Tradition**  
**Infrastructure**

We recognise that walking and cycling are modes of travel that have many wellness benefits both for individuals and the Hurunui District as a whole. When more people walk or cycle rather than use private motor vehicles they help to reduce wear and tear on our roads (infrastructure), and to reduce environmental pollution by way of carbon emissions (environmental wellbeing). Walking and cycling are economically advantageous over other modes of travel, especially given rising fuel costs (economic wellbeing). Walking and cycling will also improve our personal and community lifestyle, helping to guard against a variety of health issues including, or stemming from, obesity and physical inactivity.

The landscape and outlook of Hurunui, with its combination of flat and hilly terrain offers a variety of walking and cycling possibilities for people of different tastes and abilities. The Hurunui District is made up of a number of small towns including Culverden (popn 345), Amberley (popn 1305) and the popular tourist destinations of Hanmer Springs and the Waipara Valley. Walking and cycling can be ideal modes for short trips within towns such as commuting to school or work or going to the shop as well as providing wider economic benefits in the form of a series of trails between towns to enable both domestic and overseas visitors to experience the beauty of our district in an active and sustainable way.

A walking and cycling strategy will assist with improving the provision for and encouragement of walking and cycling by looking long term at the most effective combination of activities that achieve these outcomes. A walking and cycling strategy that is consistent with the NZ Transport Strategy (NZTS) is also required to obtain funding from the New Zealand Transport Agency (NZTA) for walking and cycling related projects.

## **1.2 Is there official support for walking and cycling?**

The national walking and cycling strategy called "Getting there – on foot, by cycle" was produced in 2005. This strategy confirms central government's commitment to promoting active modes of travel. Potential national sources of financial support for local projects include government agencies for health, conservation, sport and recreation, and transport.

This strategy reinforces existing local and regional initiatives by improving co-ordination amongst stakeholders, including walking and cycling groups, across the district.

Many documents confirm the increasing importance of walking and cycling in national, regional and local affairs, and more recently guidance towards providing for walking and cycling has been issued through targets in the Government Policy Statement on land transport funding (GPS). The key documents related to walking and cycling at national, regional and local levels are listed in Appendix B, along with the internet addresses, where available.

## **1.3 What kinds of walking and cycling are covered?**

Walking and cycling are activities that should be accessible for everyone. This strategy includes all types of walking and cycling, such as trips to and from school and work, family recreation, sports training and sports events. While it is acknowledged that the New Zealand Transport Agency will only fund walking and cycling routes for commuting purposes it is also understood that all routes that have been created up to this point provide both a benefit to commuters as well as recreational users.

For the purposes of the strategy, "walking" covers a range of activities rather than just travel by foot. Those who "walk" (pedestrians) are all those who travel on footpaths, including those who use non-motorised small-wheeled devices (for example wheelchairs, skate boards and push scooters), those pushing prams or riding on mobility scooters, as well as all those who walk in the conventional sense. We recognise that pedestrians, including joggers, the young and the not-so-young, and those who have impaired vision or hearing have varied abilities and needs. The Pedestrian Planning Design Guide Table 3.1 provides an excellent description of the types of footpath users.

This strategy proposes ideas and actions to make our district more user-friendly for individuals, families and children who choose to walk or cycle. Seeking to ensure that people feel they have the option to walk or cycle, safely and conveniently. It also supports on-road cycling for competitive and training purposes and long-distance cycling for recreation or tourism; however the emphasis is on urban utilitarian trips under 2km for walking and under 10 km for cycling. The strategy is less concerned with purely off-road recreational walking and cycling activities such as mountain biking and tramping but recognises the importance of these activities in helping to achieve the goals of the strategy and provides linkages with them. This strategy however also recognises that providing an off road cycle linkage is likely to be used for utilitarian purposes rather than utilising the arterial road network where vehicle speeds and vehicle volumes are high.

## **1.4 What actions are promoted?**

### **a) Network improvements**

Improvements such as safer road crossings for pedestrians, cycle lanes and off-road cycle paths are all important. Council is already working to achieve a number of network improvements. For example Council recently worked with Transit New Zealand to narrow the effective width of the State Highway running through Amberley and provided a number of pedestrian refuges. Likewise each Ward within the District has an ongoing works programme which includes items like footpath extensions and off road walking and cycling paths for recreation.

There is a need to ensure that consistent engineering standards using national guidelines for all transport infrastructure projects, but especially for walking and cycling facilities, are employed throughout the District. Opportunities for integrating walking and cycling into all conventional transport projects should become the norm. Traffic calming mechanisms and slow streets make walking and cycling safer and more pleasant. Good support facilities including cycle parking, storage facilities, seating, signage, lighting, trees and verandas for shade, water fountains and toilets also encourage walking and cycling (see Appendix D).

### **b) Changing our attitudes to walking and cycling**

The strategy is not just about infrastructure. Information about new walking and cycling facilities, including signs and maps for the public, are useful tools that enable more people to walk and cycle. Health and sport promotions and events play a key role in getting more people more active. District plan changes requiring subdivisions and developments to provide for walking and cycling are also important. Good urban design can create places that people enjoy by getting there without the need for motor vehicles.

### **c) Education**

The strategy acknowledges that all people (particularly children) need training to use the roads safely as pedestrians and cyclists. Mutual respect between cyclists and pedestrians and motorists should be encouraged.

## **1.5 Whose views are being sought?**

This strategy has been prepared by HDC with the assistance of a working group of stakeholders with an interest in walking and cycling (see Appendix C). In progressing this strategy from draft to final status, the following groups were of particular interest:

- Agencies interested in walking and cycling;
- Walking and cycling interest groups;
- Businesses (such as cycle shops);
- People who “walk” (in any of its many guises) or cycle; and
- Members of the public generally.

## 2. What's been happening to walking and cycling?

The New Zealand Transport Strategy (NZTS) is the government document that provides direction for the whole of the transport sector. The document was recently updated and sets objectives and targets for the period from 2008 to 2040. It is a requirement that all other transportation related strategies are aligned with the NZTS.

The NZTS suggests a target of 30% for walking and cycling (all trips, not just trips to work) by 2040. The Government Policy Statement on Land Transport Funding 2009/10-2018/19 sets a short term target of a 1% increase per annum in the mode share of walking and cycling. The GPS has adopted a lower short-term target than that implied by the long-term target of the NZTS (two to three per cent per year), because currently rates of walking and cycling at a national level are declining. The immediate task is therefore to stabilise walking and cycling rates, and then to focus on growth. These targets are specified for urban areas larger than those present in Hurunui but it is envisaged that these goals can also be extended to townships in the Hurunui District.

NZ Census data indicate that the levels of walking and cycling for trips to work in the Hurunui district have steadily declined from 1996 to 2006, as shown in Figure 1. Nationally, walking trips to work have declined from 10.3% to 7.0% and cycling trips from 5.7% to 2.5% for the same period.

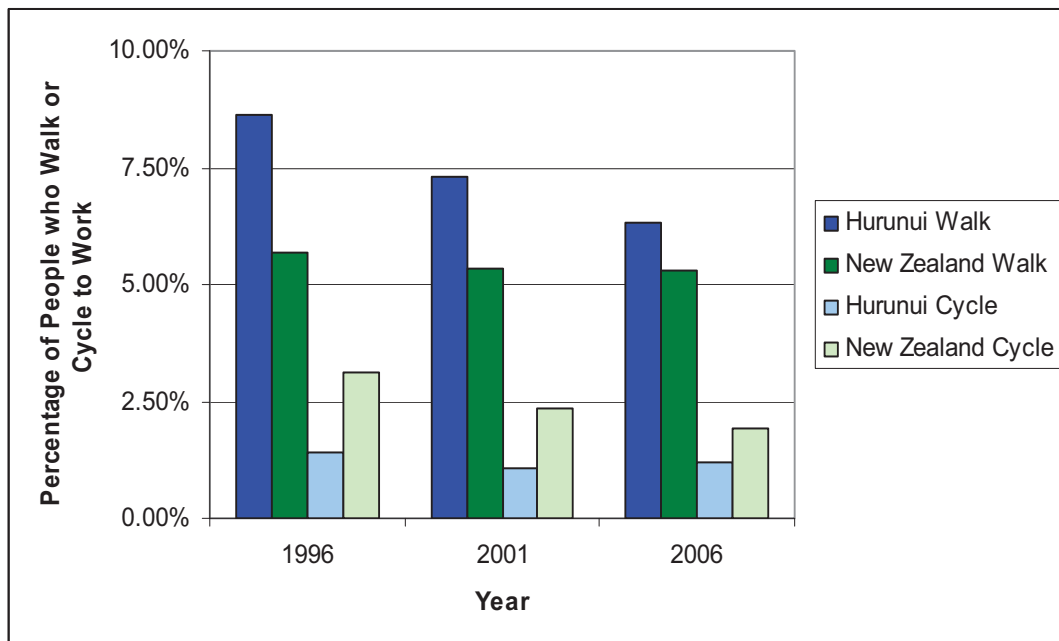


Figure 1: Proportion of people who walk or cycle to work (Source: Stats NZ)

It is clear from the Census data that recent trends will need to change to achieve the NZTS target of 30% walking and cycling trips by 2040.

Census data has been used to show the parts of Hurunui where residents walk or cycle to work to work (Figure 2). The large distances involved for many people living in the rural hinterlands in the Hurunui District are likely to be a barrier for some walking and cycling. Within or near townships the number of people who either walk or cycle to work is comparatively much higher. In parts of Hanmer Springs and Cheviot around 40% of residents either walk or cycle to work. In Hanmer Springs there is a well developed network of walking and cycling trails which have been developed as the Township has

grown. Anecdotal evidence suggests that this is one reason why the proportion of cyclists is higher in Hanmer Springs than in other townships in the District.

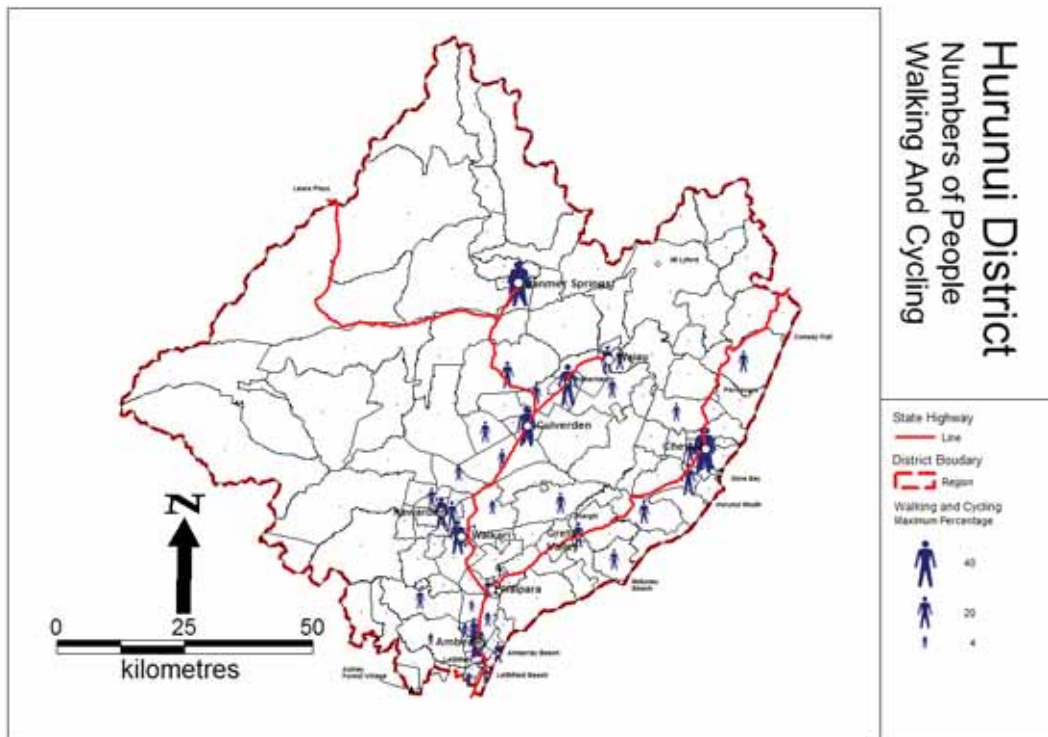


Figure 2: Percentage of those travelling to work in Hurunui who walked or cycled (census day 2006)

Indicative data provided by school principals suggest about 7% of students ride to school each day and around 16% walk. Many barriers to walking and cycling have been identified for primary school students, especially for the rural schools where lack of footpaths and cycle lanes and significant volumes of heavy traffic are seen as unsafe for young children. School children are a particularly vulnerable group of road users and given the high speeds of vehicles using rural roads it is not surprising that many parents are uncomfortable allowing their children to ride or walk to school.

The NZTA's Crash Analysis System (CAS) records six crashes involving pedestrians or cyclists in the past five years in the Hurunui District (Figure 3). Three involved cyclists and three involved pedestrians. Of these crashes one was fatal. It is generally accepted that reporting rates for pedestrian and cyclist crashes are very low. Also, because it is unclear as to how much walking and cycling is currently taking place, it is hard to quantify crash rates per kilometre or per hour of travel. The strategy suggests ways of improving our understanding of walking and cycling trends in future.

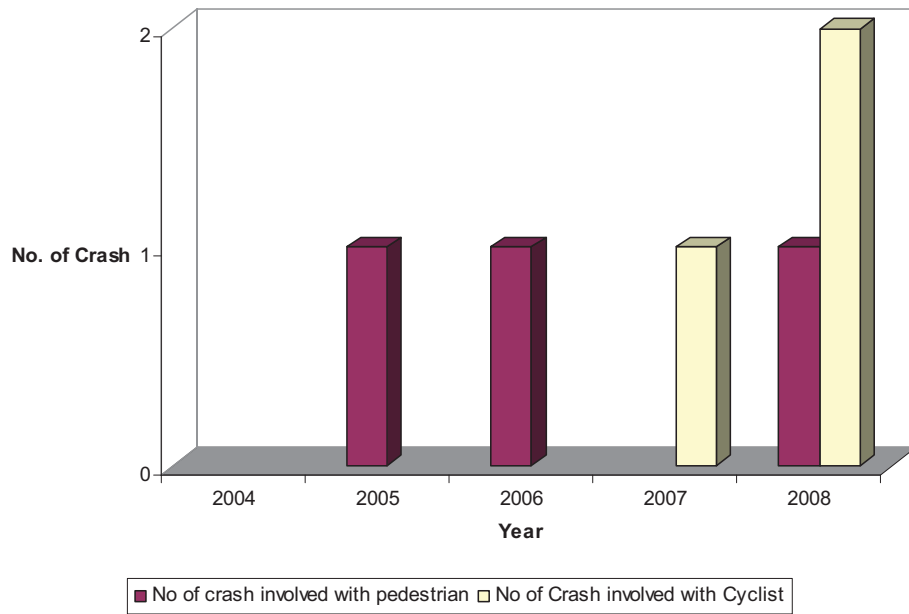


Figure 3: Crash Analysis System Graph (Source: NZTA)

### 3. Vision, Objectives and Policies

#### 3.1 Vision

The vision of this strategy is:

**To become a premier walking and cycling district in accordance with our ideal of district and community wellness.**

Wellness is defined in this context as “a way of life oriented towards optimal health and wellbeing in which the body, mind and spirit are integrated by individuals, communities, and the Hurunui District at large to live more fully within the human and natural environments”.

For practical purposes, this ideal can be divided into 9 strategic planning dimensions:

**Social (wellbeing)**  
**Cultural (wellbeing)**  
**Economic (wellbeing)**  
**Environmental (wellbeing)**  
**Landscape & Outlook**  
**Personal and Community Lifestyle**  
**Education and Skills Development**  
**Heritage & Tradition**  
**Infrastructure**

#### 3.2 Objectives

The vision can be achieved by focusing on four key objectives:

1. **To encourage and support residents and visitors to the Hurunui District to choose walking and cycling for improvements in personal and community lifestyle and environmental wellbeing.**
2. **To develop a safe, accessible, sustainable and integrated network of infrastructure suitable for walking and cycling.**
3. **To ensure that all relevant strategies, policies, plans and practices for Hurunui include and support walking and cycling.**
4. **To encourage and foster the benefits to economic and social wellbeing and promote the ideal of district and community wellness by promoting walking and cycling.**

#### 3.3 Policies

The following policies expand on the key objectives and link them to the action items outlined in the implementation plan (section 6). A cascade model has been followed where each of the four objectives are linked to several policies and each policy is linked to at least one action item. This way every action will help to implement the policies. Since each policy is aimed at achieving the objectives we can be certain that by carrying out the actions we will be moving to achieve the objectives.

**Objective 1: To encourage and support people in the Hurunui to choose walking and cycling for improvements in personal and community lifestyle and environmental wellbeing.**

- Policy 1.1 Lead the Hurunui community by example through active support of walking and cycling in day-to-day Council operation.
- Policy 1.2 Encourage and support community projects and events that promote walking and cycling for increased health benefits in a managed way.
- Policy 1.3 Continue to support and promote safety, education and training programmes for pedestrians, cyclists and motorists.
- Policy 1.4 Encourage the use of walking and cycling trails by families, groups and clubs and where appropriate the mobility impaired.

**Objective 2: To develop a safe, accessible, sustainable and integrated network of infrastructure for walking and cycling.**

- Policy 2.1 Ensure the development of good and accessible links for pedestrians and cyclists based on identified desire lines, particularly in and around the town centres, schools and neighbourhoods, within the district as well as with surrounding district.
- Policy 2.2 Expand and enhance the facilities that support Hurunui's walking and cycling networks, including cycle parking, storage facilities, seating and signage, lighting and landscaping , water fountains and toilets.
- Policy 2.4 To engage with and involve landowners at the initial stages of planning and developing a walking and cycling trail over private property.
- Policy 2.5 Ensure that street furniture and signage, including advertising boards are well designed and place so that they do not obstruct pedestrians and cyclists.
- Policy 2.6 Where barriers exist that make on-road cycling unattractive, seek to overcome such barriers by alternative routes or improving safety.
- Policy 2.7 Ensure that HDC's safety management systems for roads, such as traffic calming, include the safety needs of pedestrians and ensure that when roads are upgraded consideration is given to the needs of walkers and cyclists
- Policy 2.8 Adopt best practice guidelines, where feasible, and standards for the design, construction and maintenance of walking and cycling facilities (see Appendix D).

**Objective 3: Ensure that all relevant strategies, policies, plans and practices for Hurunui include and support walking and cycling.**

- Policy 3.1 Ensure that the relevant documents are consistent with this strategy.
- Policy 3.2 Publish, promote, implement, monitor and maintain this strategy.
- Policy 3.3 Advocate that new subdivisions provide convenient and attractive linkages between key destinations for pedestrians and cyclists through and between subdivisions.
- Policy 3.4 Improve data collection and monitoring to aid in understanding of walking and cycling trends and needs.
- Policy 3.5 To engage with tangata whenua on matters of cultural significance and seek opportunities for cooperation.

**Objective 4: To encourage and foster the benefits to economic and social wellbeing associated with walking and cycling.**

- Policy 4.1 Encourage and actively promote people to walk and cycle for tourism and recreational trips.
- Policy 4.2 Encourage the use of public land for the development of a walking and cycling network of trails.
- Policy 4.3 Encourage local community development initiatives related to the network.
- Policy 4.4 Promote the benefits to be gained by local enterprises through development of a District wide trail network.
- Policy 4.5 Seek funding and in-kind opportunities from third parties and where appropriate utilise multi-agency contributions in the development of a District wide trail network.
- Policy 4.6 Encourage the identification and integration of historical and cultural points of interest where possible throughout the district walking and cycling network.
- Policy 4.7 Enhance the experience of residents, commuters and visitors on the network through trail beautification and the provision of interpretative information.
- Policy 4.8 Encourage staff working in the area of transport related walking and cycling to attend the Canterbury Active Transport Forum (CATF) for networking, and sharing information to better inform best practice and changes in the area of Active Transport.

## 4. Targets

The six targets presented below will be used to determine whether the strategy objectives have been achieved. The targets are based on “SMART” principles – i.e. they are specific, measurable, achievable, realistic and time-related. The targets are based on existing data and are, where appropriate, aligned with the NZTS target of 30% of trips using walking and cycling by 2040.

It is anticipated that the nationwide NZTS target will soon be proportioned regionally according to current walking and cycling levels (i.e. some regions will have targets greater or less than 30%). This strategy has assumed that Hurunui will work towards a target of 30% and this target may be updated in later revisions of the strategy once the regional targets and the accompanying regional funding envelopes have been specified.

1. Increase the proportion of people walking to work, within urban areas (as recorded in Census “Travel to Work” data<sup>1</sup>) from 9% in 2006 to 19% by 2016 and 24% by 2021
2. Increase the proportion of people cycling to work, within urban areas (as recorded in Census “Travel to Work” data) from 2% in 2006 to 12% by 2011 and 17% by 2021.

Town	Walkers % (2006)	Cyclists % (2006)
Hanmer Springs	13%	2%
Waiau	9%	0%
Rotherham	10%	5%
Cheviot	22%	5%
Waipara	3%	0%
Amberley	7%	1%
Amberley Beach	5%	5%
Leithfield	0%	0%
Waiau	6%	2%
Hawarden	13%	0%
Total	9%	2%

3. Annually increase the percentage of people who are satisfied with Hurunui footpaths (as measured in the Hurunui District Council annual survey of residents’ satisfaction and opinion). (In 2007 the percentage was 66%)
4. Maintain attendance at the following public cycling events currently held

Vulcaniser	<a href="http://www.mountainbike.orcon.net.nz">www.mountainbike.orcon.net.nz</a>	Waipara
Kaiwara Klassic	<a href="http://www.kaiwaraklassic.co.nz">www.kaiwaraklassic.co.nz</a>	Culverden/Cheviot
Rainbow Rage	<a href="http://www.rainbowrage.co.nz">www.rainbowrage.co.nz</a>	Hanmer Springs
Kona 12hr Day/Nighter	<a href="http://www.bluedogevents.co.nz">www.bluedogevents.co.nz</a>	Hanmer Springs
Molesworth Muster	<a href="http://www.bluedogevents.co.nz">www.bluedogevents.co.nz</a>	Hanmer Springs

In addition to the four targets listed above, the following two intended targets have been developed. These targets are considered to be important but, due to the lack of baseline data, appropriate percentage changes cannot be specified. Therefore, once monitoring has begun and baseline data have been established, the values in these targets (currently indicated as xx% or xxm) will be specified and the targets will become official.

<sup>1</sup> Census data are based on those who travel to work (i.e. excludes those who worked from home or did not travel to work).

- Increase the proportion of trips by school students to and from school made by walking and cycling annually by xx%.
- Increase the length of;
  1. cycle lane length (including quality data, such as parking and width)
  2. wide road shoulders (Austroads 14 recommends this to be 2.5m)
  3. marked off road cycle paths
  4. marked walking tracksby xxm per year.

## 5. Implementation Plan

A number of tasks aimed at achieving the objectives and policies of this strategy are included in the Implementation Plan. Funding (i.e. financial commitment) to undertake the projects is subject to the LTCCP, Annual Plans and Regional Land Transport Programme. Projects or action items identified for implementation are shown in Table 1:

**Table 1 District Implementation Plan**

Action Item	Start Year	Approx Annual Cost *	Related Policies
1. Identify, prioritise and implement walking and cycling network	2008/09	\$	2.1, 2.2, 2.3, 2.4, 2.5, 2.6, 2.7, 3.4, 3.5
2. Develop and implement walking and cycling monitoring programmes, especially for travel to school data.	2008/09	\$	3.3, 3.6
3. Encourage development of local walking and cycling promotion programmes.	2008/09	\$\$	1.1, 1.2, 1.3, 1.4, 1.5
4. Establish and maintain a local walking and cycling forum and support the Hurunui Trails Group.	2008/09	\$	1.2, 3.1, 3.2, 3.3
5. Investigate, implement and actively support district plan changes that promote walking and cycling	2008/09	\$\$	3.1, 3.4
6. Implement walking school buses for school aged children	2008/09	\$\$	1.1, 1.3, 1.4
7. Review paper roads, stopbanks and railway corridors for opportunities to enhance walking and cycling networks	2009/10	\$\$	2.1, 2.8, 3.4
8. Investigate and develop methods of integrating cycling with trains and tour coaches	2009/10	\$	1.1, 2.2, 3.5

\* Note: \$ means up to about \$10,000; \$\$ means between \$10,000 and \$50,000; \$\$\$ means between \$50,000 and 100,000; \$\$\$\$ means over \$100,000.

## 6. Walking and Cycling Network Plans

Walking and cycling network plans are included in Appendix E. They show existing facilities for pedestrians and cyclists (except footpaths, which occur on most urban roads) and facilities proposed in the Implementation Plan.

HDC's small rating base creates a number of challenges to fund the development of walking and cycling networks. HDC, with input from each Ward/Community Committee or Community Board has decided that the current footpath upgrade work and amenity walkways are all that the existing residents can afford. New walking or cycling linkages (in addition to those already committed to below) will need to be funded either by way of development contributions, charged to new properties developing in the District or by way of financial contributions from NZTA or other funding agencies or voluntary community contributions from groups and individuals within the Hurunui District.

The walking and cycling network plans will be reviewed and updated when townships undertake concept planning, plan changes or when developing the Long Term Council Community Plan. Current versions will be available within the Hurunui District Walking and Cycling Strategy on the Hurunui District Council website: [www.hurunui.govt.nz](http://www.hurunui.govt.nz). A description of the network elements for commuter linkages is also given in Table 2, in the order of priority of implementation.

The commuter links and recreational tracks proposed in the Strategy are indicative of the routes that Council hopes to achieve. All routes are subject to consultation with landowners and viability of the route.

**Table 2 District Network Plan Elements**

Action Item	Start Year	Approx Cost	Method of Funding
Complete the link between Waikari and Hawarden that follows the Old Waikari to Hawarden Rail Line where possible.	2009	\$\$	Community Contributions / NZTA Funding
Develop a walking and cycling link between Amberley Beach and Amberley running alongside Amberley Beach Road.	2010	\$\$\$\$	Community Contributions / NZTA Funding
Develop a walking and cycling link between Waipara and Amberley.	2011	\$\$\$	Community Contributions / NZTA Funding
Develop a walking and cycling link between Leithfield and Amberley running along Grays Road, Stockdills Road.	2012	\$\$\$\$	Community Contributions / NZTA Funding
Develop footpaths on the Amberley urban road network in areas where there is no footpath but the indicative walking and cycling network travels along a road with no existing footpath.	2012	\$\$	Amberley Ward Amenity Rate
Develop cycle lanes on collector roads within the Amberley Urban Boundary (State Highway One, Amberley Beach Road, Douglas Road).	2017	\$\$\$\$	Development Contributions
Develop a new State Highway One Crossing opposite Chamberlain Park in Amberley Township.	2017	\$	Development Contributions
Develop a new rail underpass in Amberley	2022	\$\$\$	Development

Action Item	Start Year	Approx Cost	Method of Funding
Complete the link between Waikari and Hawarden that follows the Old Waikari to Hawarden Rail Line where possible.	2009	\$\$	Community Contributions / NZTA Funding
Develop a walking and cycling link between Amberley Beach and Amberley running alongside Amberley Beach Road.	2010	\$\$\$\$	Community Contributions / NZTA Funding
Develop a walking and cycling link between Waipara and Amberley.	2011	\$\$\$	Community Contributions / NZTA Funding
Develop a walking and cycling link between Leithfield and Amberley running along Grays Road, Stockdills Road.	2012	\$\$\$\$	Community Contributions / NZTA Funding
located between the development of the Northwest residential area and Turners Road			Contributions

Over the last few years Council has undertaken a large number of projects which support and encourage recreational walking and cycling within the District, over the next few years Council is planning to extend these networks. These routes have been included in the Strategy to provide an overview of what Council has achieved and is planning to achieve, however Council is not seeking funding for these routes from NZTA because they are not designed as commuter routes, rather these routes are already planned as part of Councils ongoing township amenity plans. These linkages are described in Table 3 below and shown on the map contained in Appendix E.

**Table 3: Council Recreational Walkway Linkage Plan**

Completed	Proposed
<b>Amberley</b>	
Lawcocks Road A circuit around the Amberley Domain	Lawcocks Road to Kowai Downs Extend the Domain circuit to the new Kowai Downs subdivision along the banks of the Kowai River
Stage 1-3 Amberley Beach A network of walking and cycling trails around the Amberley Beach lagoon system	Stage 4 Amberley Beach Complete the trail network at Amberley Beach and connect the Readymix gravel extraction pits and the Waipara River.
<b>Leithfield</b>	
Leithfield to Leithfield Beach A track along the edge of the Road Running from Leithfield to Leithfield Beach	Leithfield Beach / Amberley Beach A track from Amberley Beach to Leithfield Beach running along the Coastline.
	Leithfield Beach A track and new jetty in and around the Leithfield Beach Lagoon
<b>Gore Bay / Cheviot</b>	
Gore Bay Road A track that runs along Gore Bay Road from Cheviot Hills Reserve to Cheviot.	Cheviot Specimen Tree Park A new walking linkage through the Cheviot Specimen Tree Park
	Stage 1, 2 and 3 of the St Ann Lagoon walkway
<b>Waiau</b>	
Waiau Waiau Memorial Walk	Waiau Tuke / Ngahere Walkway (Forbes Track)
<b>Scargill</b>	
Stage 1 Scargil Domain Walkway	Stage 2 Scargil Domain Walkway link to 10ha Tree Reserve.
<b>Culverden</b>	
Rutherford Reserve walkway	

<b>Port Robinson</b>	
	Port Robinson Reserve Walkway
Hanmer Springs	
Numerous tracks for both recreational walkers and mountain bikers	Numerous track upgrades and maintenance carried out by HDC, DoC and a range of Community Groups.

## **7. Monitoring and Review**

Periodic monitoring and review of this strategy will be important to determine whether desired outcomes are being achieved. An important part of monitoring will be to evaluate performance against targets. Revisions may be needed to the strategy itself, to the Implementation Plan or resource levels (including funding and staff), and other action may be needed outside the scope of the strategy. Monitoring is included in the Implementation Plan to ensure that this activity is funded and undertaken.

The Implementation Plan will be revised by HDC in accordance with the annual budget cycle and Long Term Council Community Plan and Canterbury Transportation Regional Implementation Plan three-yearly cycles to ensure alignment of funding sources. The strategy itself will be reviewed five years after adoption by HDC.

## Appendix A: Glossary of Terms

<b>Accessible</b>	Able to be reached by any member of the community, including those with mobility, sensory or cognitive disabilities.
<b>Bicycle</b>	A cycle with two wheels (see cycle)
<b>Community Contributions</b>	Means a contribution generated by the community through fundraising, donations or grants. It does not mean territorial authority rates.
<b>Cycle</b>	A vehicle designed to be propelled solely by the muscular energy of its driver(s) through pedalling
<b>Cycle lane</b>	Part of a roadway allocated specifically for cycle use
<b>Cycle network</b>	A network of cycle routes represented on a publicly available plan
<b>Cycle path</b>	A physically separated, off-road path for cycles to which motor vehicles do not have access
<b>Cycle route</b>	A recommended route for cyclists comprising cycle lanes, cycle paths, signposting, pavement markings or other walking and cycling facilities
<b>CDHB</b>	Canterbury District Health Board
<b>Footpath</b>	A path for use by pedestrians (see “pedestrian”)
<b>Implementation Plan</b>	Programme of proposed walking and cycling projects and activities
<b>HDC</b>	Hurunui District Council
<b>Land Transport NZ</b>	Land Transport New Zealand, agency with prime responsibility for road safety and funding in New Zealand. Merged with Transit NZ to form the NZ Transport Agency in August 2008 (see NZ Transport Agency).
<b>LTCCP</b>	Long Term Council Community Plan – a ten year planning document required for each local authority under the Local Government Act (2002)
<b>Network plan</b>	Plan of existing and proposed walking and cycling facilities
<b>NZ Transport Agency</b>	Transport agency responsible primarily for road safety, state highways and transport funding in New Zealand since August 2008. The Agency has resulted from the merger of Transit New Zealand and Land Transport New Zealand.
<b>Pedestrian</b>	Any person on foot or who is using a powered wheelchair or scooter or a wheeled means of conveyance propelled by human power, other than a cycle. (As defined in the Pedestrian Planning and Design Guide, Land Transport NZ 2008) Includes persons affected by any disabilities.
<b>Public health</b>	The physical wellbeing of individuals, especially in this context concerned with the effects of the transport system on noise, air pollution, vibrations and personal fitness and the prevention of non-communicable diseases (or lifestyle diseases such as obesity and diabetes)
<b>RLTS</b>	Environment Canterbury’s Regional Land Transport Strategy 2008-2018
<b>Shared path</b>	A physically separated path for pedestrians and cyclists to which motor vehicles do not have access
<b>TA</b>	Territorial Authority (City or District Council); is an authority constituted under the Local Government Act;
<b>Transit NZ</b>	Transit New Zealand, agency responsible for New Zealand’s state highway network. Merged with Land Transport NZ to form the NZ Transport Agency in August 2008 (see NZ Transport Agency).
<b>Urban</b>	Concerning towns and cities (not rural); includes “suburban”. Urban roads have speed limits of 70 km/h or less; rural roads have speed limits greater than 70 km/h.
<b>Walking</b>	The act of self-propelling along a route, whether on foot or on small wheels, or assisted by additional aids

## Appendix B: Relevant Strategies, Policies and Plans

	Document	Web Address (if available)
National	Conservation Management Strategy (2001)	<a href="http://www.eeca.govt.nz/eeca-library/eeca-reports/neecs/report/national-energy-efficiency-and-conservation-strategy-01.pdf">www.eeca.govt.nz/eeca-library/eeca-reports/neecs/report/national-energy-efficiency-and-conservation-strategy-01.pdf</a>
	Getting There – On Foot, By Cycle (2005)	<a href="http://www.transport.govt.nz/getting-there-index/">http://www.transport.govt.nz/getting-there-index/</a>
	Getting There Strategic Implementation Plan 2006-09 (2006)	<a href="http://www.transport.govt.nz/getting-there-index/">http://www.transport.govt.nz/getting-there-index/</a>
	Healthy Eating – Healthy Action (2004)	<a href="http://www.moh.govt.nz/healthyeatinghealthyaction">www.moh.govt.nz/healthyeatinghealthyaction</a>
	Government Policy Statement (2008)	<a href="http://www.transport.govt.nz/assets/Downloads/GPS-final-4-August-2008.pdf">www.transport.govt.nz/assets/Downloads/GPS-final-4-August-2008.pdf</a>
	MOH Health Strategy (2000)	
	National Energy Efficiency and Conservation Strategy (2007)	<a href="http://www.eeca.govt.nz/about/national-strategy/index.html">http://www.eeca.govt.nz/about/national-strategy/index.html</a>
	National State Highway Strategy (2007)	<a href="http://www.transit.govt.nz/content_files/news/NSHS-2007.pdf">http://www.transit.govt.nz/content_files/news/NSHS-2007.pdf</a>
	No Exceptions – SPARC (2005)	<a href="http://www.sparc.org.nz/partners-and-programmes/no-exceptions">http://www.sparc.org.nz/partners-and-programmes/no-exceptions</a>
	NZ Disability Strategy (2001)	<a href="http://www.odi.govt.nz/documents/publications/nz-disability-strategy.pdf">www.odi.govt.nz/documents/publications/nz-disability-strategy.pdf</a>
	NZ Transport Strategy (2002)	<a href="http://www.transport.govt.nz/new-zealand-transport-strategy-2/">http://www.transport.govt.nz/new-zealand-transport-strategy-2/</a>
	Road Safety to 2010 (2003)	<a href="http://www.ltsa.govt.nz/strategy-2010/docs/2010-strategy.pdf">www.ltsa.govt.nz/strategy-2010/docs/2010-strategy.pdf</a>
	Transit State Highway 10 Year Plan (2007)	<a href="http://www.transit.govt.nz/planning/forecast/forecast-07-08.jsp">http://www.transit.govt.nz/planning/forecast/forecast-07-08.jsp</a>
	Update to NZ Transport Strategy 2008	<a href="http://www.transport.govt.nz/update-of-the-new-zealand-transport-strategy-2/">http://www.transport.govt.nz/update-of-the-new-zealand-transport-strategy-2/</a>
	Urban Design Protocol (2005)	<a href="http://www.mfe.govt.nz/issues/urban/design-protocol/index.html">http://www.mfe.govt.nz/issues/urban/design-protocol/index.html</a>
Regional	Environment Canterbury Regional Cycling Strategy (2005)	<a href="http://www.ecan.govt.nz/NR/rdonlyres/F14D2504-CED3-455F-B7AF-B80BF985E52E/0/CinC.pdf">www.ecan.govt.nz/NR/rdonlyres/F14D2504-CED3-455F-B7AF-B80BF985E52E/0/CinC.pdf</a>
	Environment Canterbury Regional Land Transport Strategy (2008 - 2018)	<a href="http://www.ecan.govt.nz/NR/rdonlyres/DoFDB7F9-DF57-4207-9B1F-75B0365DE10C/0/RLTS.pdf">www.ecan.govt.nz/NR/rdonlyres/DoFDB7F9-DF57-4207-9B1F-75B0365DE10C/0/RLTS.pdf</a>

<b>Local</b>	District Plan	<a href="http://www.Hurunui.govt.nz/council_documents/district_plan/index.htm">http://www.Hurunui.govt.nz/council_documents/district_plan/index.htm</a>
	Coastal Management Strategy	<a href="#">Tonkin &amp; Taylor Ltd March 1998</a>
	Tourism Strategy for the Hurunui District	
	Long Term Council Community Plan (LTCCP)	<a href="http://www.Hurunui.govt.nz/council_documents/ltccp/index.htm">http://www.Hurunui.govt.nz/council_documents/ltccp/index.htm</a>
	Annual Plan	<a href="http://www.Hurunui.govt.nz/council_documents/annual_plans/index.htm">http://www.Hurunui.govt.nz/council_documents/annual_plans/index.htm</a>
	Te Poha o Tohu Raumatī (Te Runanga o Kaikōura Environmental Management Plan)	<a href="#">Te Runanga o Kaikōura – September 2005</a>

## **Appendix C: District Walking and Cycling Strategy Working Group**

*This strategy has been developed with the assistance of a working group established for this purpose by Hurunui District Council. Members of the group were as follows:*

<b>Name</b>	<b>Organisation</b>
1. Cr Wendy Doody	HDC Councillor
2. Cr Winton Dalley	HDC Councillor
3. Tony Francis	Hurunui Road Safety Coordinator
4. Belinda Gould	Community Representative
5. Suzie McKenzie	Community Representative
6. Rose Dovey	Environment Canterbury Representative
7. Scott Pearson	General Manager Alpine Pacific Tourism
8. David Scarlet	New Zealand Transport Authority
9. Dave Edge	Hurunui District Council Roading Manager
10. Andrew Parrish	Hurunui District Council Planner

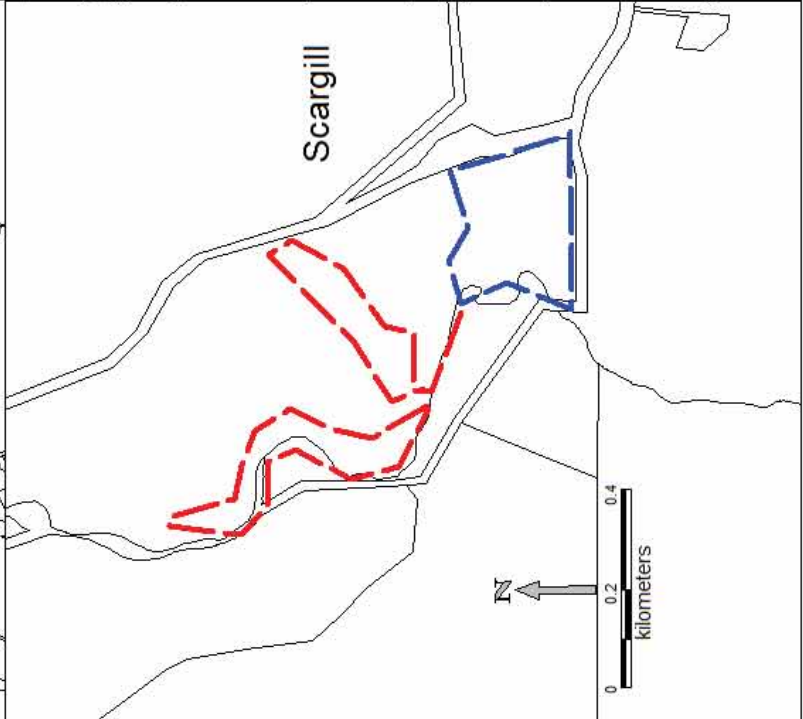
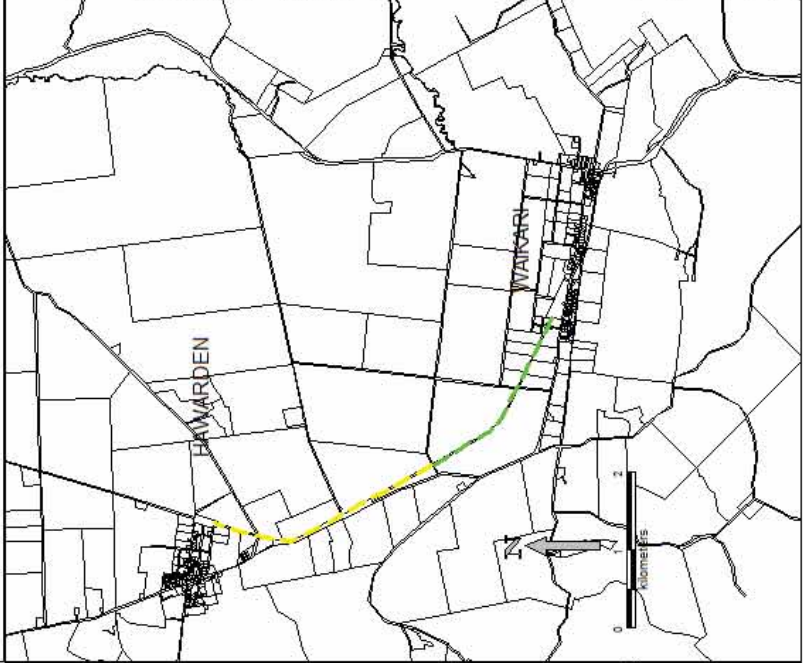
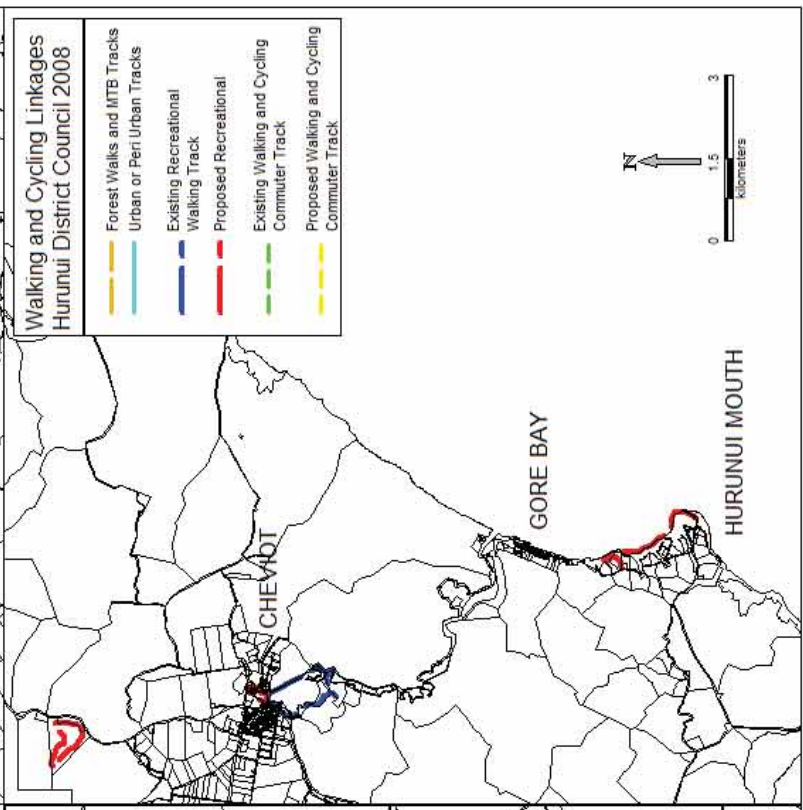
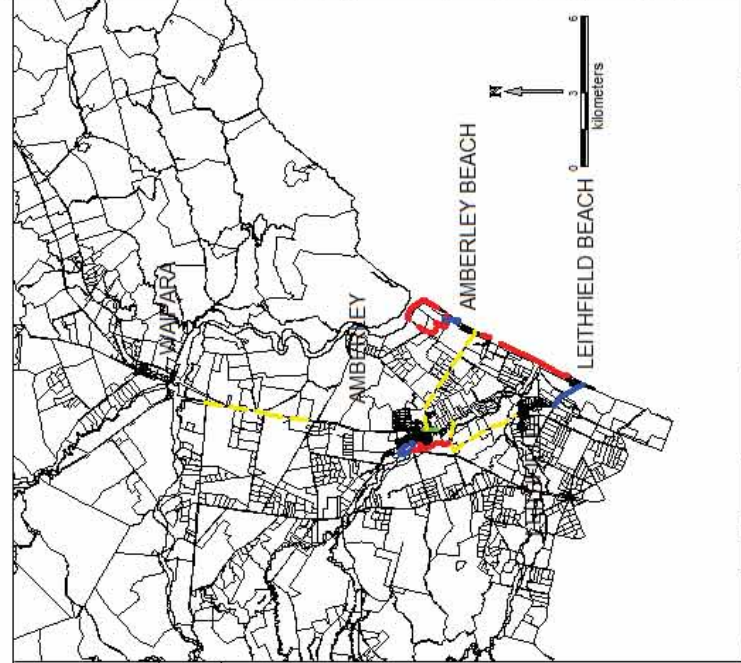
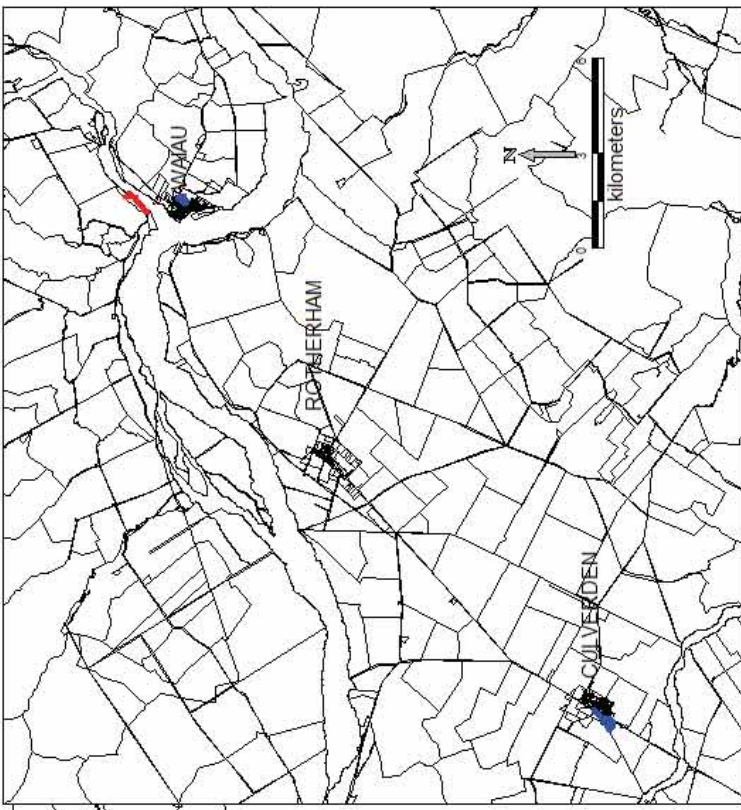
*A number of other people have provided assistance and reviewed drafts of the strategy during its preparation. The assistance of all concerned is greatly appreciated. Particular thanks must be extended to John Whyte – HDC Roading Engineer whose tireless effort was crucial to getting the funding application submitted to the New Zealand Transport Authority in a timely fashion.*

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

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

## **Appendix E: *District Walkway and Cycleway Network Plan***

*[See next page]*



**Walking and Cycling Linkages  
Hurunui District Council 2008**

- Forest Walks and MTB Tracks
- Urban or Peri Urban Tracks
- Existing Recreational Walking Track
- Proposed Recreational Walking Track
- Existing Walking and Cycling Commuter Track
- Proposed Walking and Cycling Commuter Track

