



# Cycleways, Walkways & Bridleways Strategy

March 2004



## Executive Summary

The Kapiti Coast District is long and narrow, extending from Paekakariki in the south to Otaki in the north. The topography varies from the steep forested hills of the Tararua foothills in the east to the flat coastal township areas on the western coast. The Waikanae and Otaki rivers provide corridors from the hills to the sea. The natural landscape therefore provides an attractive environment for walking, cycling and riding horses.

Kapiti has the fastest growing population in the Wellington Region and one of the fastest in New Zealand. More than 20% of the District's population is aged 65 and over<sup>1</sup>, and 75% of the population live in the urban areas of Waikanae, Paraparaumu and Raumati.<sup>2</sup> These characteristics present significant challenges, as well as opportunities, for cycling, walking and horse-riding.

The expansion of the District over the last 20 to 30 years has increased the volume of traffic for those who are passing through or who are utilising the Coast's facilities. One of the effects of development is that cyclists, pedestrians (including school children, elderly and disabled people) and horse-riders are regularly required to travel on the same highways and roads as fast moving motorised vehicular traffic. This has implications for the safety, health and general well-being of the community. A significant challenge is to provide better linkages for cyclists, walkers and horse-riders between the District's four main urban areas of Paekakariki, Raumati/Paraparaumu, Waikanae and Otaki.

The key purpose of the Strategy is to set a clear strategic vision for cycling, walking and horse-riding on the Kapiti Coast. The vision is backed up by a series of objectives, policies and actions. The focus is on providing and upgrading cycling, walking and horse-riding facilities. Education, awareness raising and promotion are also addressed. Specific strategies for cycling, walking and bridleways are identified to help deal with the specific issues and needs of each mode.

The development of an inter-connected network of cycle, walking and horse-riding routes across the District is a key action identified by the Strategy. Key components of the network should include:

- Good access up into the Tararua Ranges
- A coastal walkway/cycleway from Paekakariki to Otaki and north
- Relatively easy 'middle height' access along the coastal escarpment and lower hills
- Extensive linkages through built up areas to key natural features e.g. rivers and native bush
- Good local linkages to schools and centres
- Increased areas for dog walking.

The Strategy sets a long-term vision for cycling, walking and horse-riding. Implementation will take place over the next 15 to 20 years. It is intended to review and update the Strategy every three years. This will allow measurement of the achievement of objectives and outcomes, as well as adjustment of the Strategy for changing community needs and aspirations.

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<sup>1</sup> 22.3%, compared with 12.1% for all of New Zealand (source: Census, 2001)

<sup>2</sup> source: Census, 2001.



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## Terms and Abbreviations

<b>CWB</b>	Cycleways/Walkways/Bridleways
<b>Cycle lane</b>	A lane painted on the road with cycle stencils which is specifically for cycles; if a kerb lane it should be 1.2m in width and if painted outside a parking lane it should be at least 1m removed from parking lane markings; the line demarcating the cycle lane should be continuous; can have coloured asphalt
<b>Cycle path</b>	An off-road sealed facility for cycles that can be parallel to a road or running through a park or subdivision (i.e. separated from the road)
<b>Cycle track</b>	A nature trail which has a firm base but may not be sealed
<b>Cycle</b>	Means a vehicle having at least two wheels and designed to be propelled solely by the muscular energy of the rider through pedalling
<b>Cyclist</b>	A person who cycles for recreation and or transport
<b>Off-road segregated path</b>	A path used by cyclists, walkers, joggers, skaters/roller-bladers. The path should be wide enough to accommodate all users two-way. Separation of path users by direction rather than mode is preferable
<b>Footpath</b>	Formed (sealed) pathway for pedestrians
<b>Walkway</b>	A designated walking route, usually off-road
<b>Pedestrian</b>	A person who is walking - in this document this includes people using mobility scooters, wheelchairs and other mobility aids
<b>Walker</b>	A person who is walking or running for recreation.
<b>Pedsheds</b>	A measuring tool for establishing appropriate walking routes and distances to specific sites within neighbourhoods and communities.
<b>Bridleway</b>	A track/pathway used for horse-riding
<b>Shared path</b>	A pathway that is shared by several different modes e.g. cyclists and pedestrians
<b>SRTS</b>	Safe Routes to School
<b>KC</b>	Kapiti Cycling Inc
<b>BUG</b>	Bicycle User Group - the term is used for commuting cyclists in a company or organisation who form a BUG to lobby the company/organisation for secure cycle parking space and shower facilities
<b>LTSA</b>	Land Transport Safety Authority
<b>KCDC</b>	Kapiti Coast District Council
<b>LTCCP</b>	Long Term Community Council Plan

# PART 1: Introduction

## 1.1 Purpose of this Strategy

The purpose of this Cycleways/Walkways/Bridleways Strategy is to:

- ④ Put in place a **strategic direction** for the future planning of cycling, walking and horse riding in Kapiti
- ④ Set out **broad Council policy** on cycling, walking and horse-riding
- ④ Provide a strong foundation for the **implementation of a cycling, walking and bridleways network** that will enhance the experience of all users<sup>3</sup>.

The first part of the Strategy sets out a clear overarching vision for cycling, walking and horse-riding on the Kapiti Coast, backed up by a set of broad objectives, policies and actions. The focus is on providing and upgrading cycling, walking and horse-riding facilities on the Kapiti Coast. Education, awareness raising and promotion are also addressed.

The second part of the Strategy looks in more detail at each mode - i.e. cycling, walking and bridleways - and outlines specific strategies for each.

## 1.2 Use of this Strategy

The Strategy will serve as a key reference document for policy and resource consent planners, parks and reserves staff, traffic and road safety engineers and other external parties as relevant (e.g. land developers, other roading authorities, other management agencies, schools). It will help support the provision for cycling, walking and horse-riding facilities in:

- ④ Land development and subdivision proposals (i.e. inclusion of walkways, cycleways and bridleways as features in developments)
- ④ Roothing proposals (both new roads and road up-grades)
- ④ LTCCP budgets for cycleways, walkways and bridleways facilities (eg. district roading programme budgets, Parks and Recreation, Road Safety, District Planning)
- ④ Strategic purchases of land and accessways by Council
- ④ Funding applications to regional and national funding bodies for cycling, walking and bridleways projects.

## 1.3 Supporting Framework

There are numerous key agencies and groups, legislation, policies, plans and guidelines, at the local, regional and national levels, which encourage provision for cycling, walking and bridleways, and set the context for this Strategy.

The supporting framework includes policy and guidelines such as the national walking and cycling strategy "*Getting there - on foot, by cycle*", *Road Safety 2010*, the *Pedestrian and Cyclist Safety Framework* and the *Cycle Planning Guide* developed by the Land Transport Safety Authority, Transit NZ's *Cycle Design Guide*, and Greater Wellington Regional Council's *Regional Land Transport Strategy* and the regional Cycle and Pedestrian Strategies.

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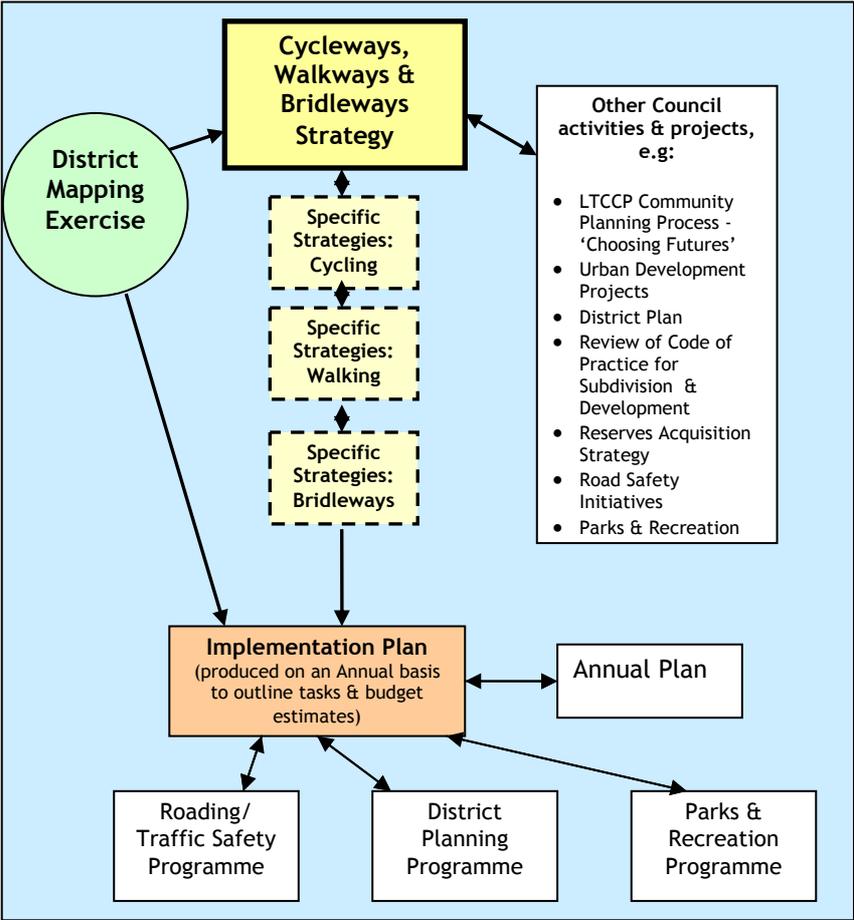
<sup>3</sup> Refer to Appendix 4 for a list of identified user groups

At a district level, the Long Term Council Community Plan (LTCCP) called ‘*Choosing Futures*’, the *District Plan*, *Reserves Acquisition Strategy* and the review of the Code of Practice for Subdivision and Development all support the development of this Strategy.

Refer to Appendix 1 for further details of the supporting framework.

### 1.4 Key Linkages

The diagram below shows the key linkages and relationships between this Strategy, and other Council projects and work programmes such as the District Strategic Land Acquisition Mapping Project, the LTCCP, Annual Plan, Reserves Acquisition Strategy etc.



### 1.5 Cycleways/Walkways/Bridleways Working Group

The preparation of this Strategy has been driven by the Cycleways/Walkways/Bridleways Working Group. This Group was formed by the Council in November 2002 and is made up of key community and advocacy group representatives interested in cycling, walking and horse-riding issues (refer to Appendix 3).

Long-term, it is proposed to form an Advisory Group who will have a role in providing comments and input on subdivision, development and roading proposals, and general advice and information to Council regarding cycling, walking and bridleways - refer 'Action Programme - Broad-level', action 2.5.1 a).

## **1.6 Developing a comprehensive cycling, walking and bridleways network**

### **1.6.1 Existing facilities**

The Kapiti Coast District has a number of cycling, walking and horse-riding facilities already in place, for example:

- Kapiti Coast District Coastal Walkway/Cycleway (currently completed from Paekakariki to Peka Peka. *NB: the off-road pathway from Kotuku Drive to Otaihanga Road is privately owned, but Council has an agreement with the landowner for cyclist and pedestrian access*)
- Queen Elizabeth Park (located between Paekakariki and Raumati South)
- Pathways/tracks within other public parks and reserves
- Tramping/walking tracks within the Tararua foothills<sup>4</sup>
- Wharemauku Stream walkway (Paraparaumu)
- Guildford Drive off-road cycle path (Paraparaumu)
- Mazengarb Road cycle and pedestrian facilities - includes an off-road shared cycle/pedestrian path alongside the Mazengarb Stream, as well as marked shared cycle/pedestrian paths in the vicinity of the roundabout (Paraparaumu)
- Tasman Road shared pedestrian/cycle path *NB: subject to future improvements (eg. signage, widening)* (Otaki)
- Marked cycle lane part way along Kapiti Road - heading towards Paraparaumu Beach
- The Coast's many beaches
- The Waikanae and Otaki river pathways/tracks.

However, community feedback has indicated that there is a lack of a comprehensive network of pathways and facilities which link the District's communities, provide for continuous access, and provide for the needs of different users.

### **1.6.2 Identification of future routes and linkages**

Developing a cycling, walking and bridleways network is a key action identified in this Strategy - refer to 'Action Programme - Broad-level, 2.5.2'. The aim is to identify potential linkages in a long-term strategic manner to provide guidance and direction for future planning and provision for cycling, walking and bridleways routes.

Routes need to be continuous and link to destinations where people need to go e.g. schools, places of employment, recreation and community facilities (e.g. parks and reserves, libraries, swimming pools, Council offices), public transport, heritage sites and shopping areas. Routes for recreation purposes are also needed. Differences in the requirements of different types of users need to be recognised and provided for<sup>5</sup>.

The cycleways/walkways/bridleways network will provide a range of different routes including:

- **Cycle routes** - both on- and off-road
- **Pedestrian and walking routes** - both on- and off-road, and routes for disabled people

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<sup>4</sup> Many of these walks are described in the publication "Kapiti Coast Walks" (can be purchased from local bookshops and the Council offices)

<sup>5</sup> Refer to Appendix 4 for a detailed identification of key user groups

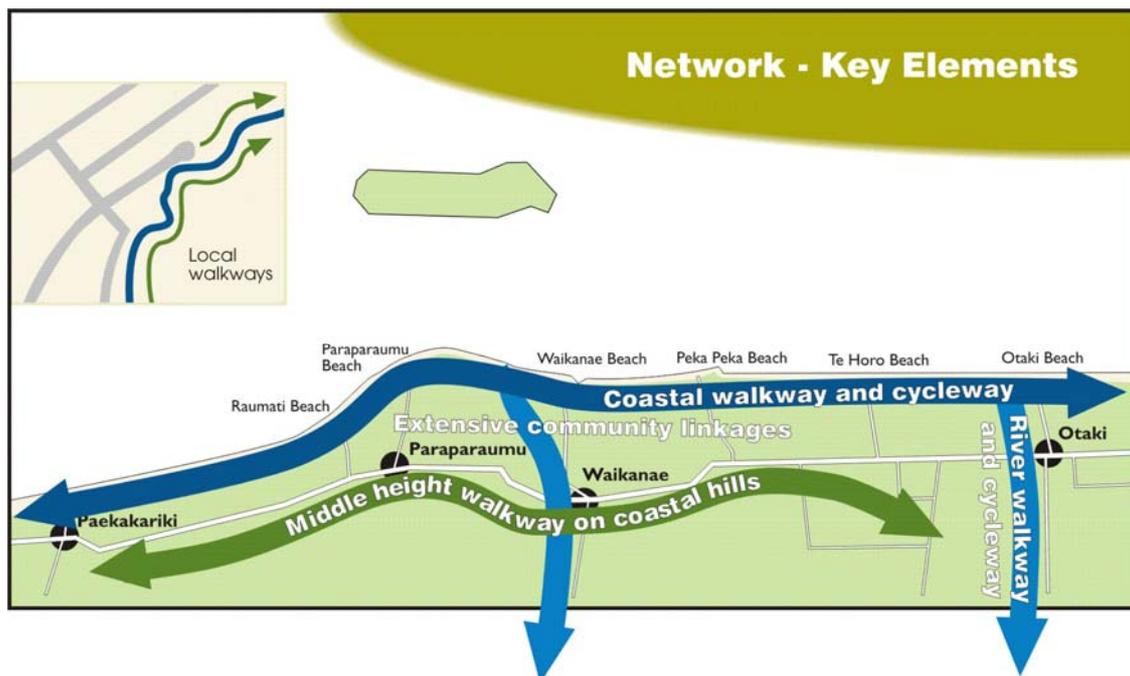
- **Horse-riding routes** - separated from cycling and walking routes where possible and linked to areas of open space and grazing areas.

A District Strategic Land Acquisition Mapping Exercise is being completed for the Kapiti Coast District.<sup>6</sup> The results of the mapping project will form the basis of a draft cycleways/walkways/bridleways network that will be subject to consultation.

Workshops held by the CWB Working Group, and the public consultation held on this Strategy and the Community Plan (LTCCP), indicate that a network should include the following key features:

- **Good access up into the Tararua Ranges**
- **A coastal walkway/cycleway from Paekakariki to Otaki and north**
- **Relatively easy ‘middle height’ access along the coastal escarpment and lower hills**
- **Extensive linkages through built up areas to key natural features e.g. rivers and native bush**
- **Good local linkages to schools, town centres and community facilities**
- **Increased areas for dog walking.**

The diagram below has been adapted from the Community Plan ‘Choosing Futures’ outcomes document and shows the key elements of an cycling/walking/bridleways access network.



Opportunities to extend the current network will arise through subdivision and development, purchasing of land and accessways by the Council, negotiations with private landowners and the development of land already owned by the Council.

<sup>6</sup> Note: the final phase of the mapping exercise is due for completion at the end of March 2004. A separate consultation process will be undertaken on the results of this work.

## **1.7 Key Issues facing cyclists, walkers and horse-riders**

A number of issues have been identified for cyclists, walkers/pedestrians and horse-riders in Kapiti. These issues affect the levels of enjoyment and satisfaction currently experienced and pose challenges for planning and provision of further facilities. There are seven key themes:

### **1) Information/Awareness/Education/Promotion**

- Lack of information and promotion material e.g. maps and brochures to depict, describe and promote routes
- Lack of good route signage (current signage inconsistent, unclear/illegible, confusing or non-existent), especially where short-cuts for cyclists, walkers or horse-riders are not obvious
- Need to change traditional thinking and practices regarding cycleways, walkways and bridleways and provide incentives to change. Provide relevant Council staff, Councillors and developers with information on the importance and worth of cycleways, walkways and bridleways
  - Encourage Staff/Councillor attendance at conferences, seminars and training courses on cycling, walking and horse-riding (i.e. alternative & sustainable transport modes)
  - Encourage change of current practices, e.g. development fees - instead of taking money for playing fields, could look at providing pathways/linkages; encourage the review the Code of Practice for Subdivision and Development
- Need more public-wide promotion and education initiatives regarding cycling, walking and horse-riding - this includes driver education
- Promote the benefits of cycling, walking and horse-riding, i.e. individual, community, environment, transport and economic benefits (*refer Appendix 2*)
- Promote 'road sharing' and awareness of other road users (emphasis on safety)

### **2) Appropriate Facilities**

- Need appropriate surfaces for routes/pathways, and these need to be maintained
- Make town centres more accessible to cycling and walking. Encourage more areas within town centres to be car free to encourage more use by cyclists and walkers, e.g. open main street areas with appropriate facilities including secure parking for bikes, seating, toilets, access for wheelchairs and mobility aids
- Need appropriate facilities at workplaces e.g. secure bike stands, lockers, showers
- Buses and trains need to be able to easily carry bikes, motorised scooters, wheelchairs and other mobility aids and not charge passengers extra
- Need to get teenagers on their bikes or walking e.g. use Bike Week as a promotion method - need to make cycling and walking 'cool'
- Encourage and assist schools where possible, to provide locked and covered cycle parking

### **3) Safety**

- Not enough appropriate walkways - too many are noisy, unsafe because of traffic, not continuous or convenient
- A major disincentive to cycling is the perception of danger from cars
- Speed limits on roads are too high - need to lower vehicle speeds to create safer walking, cycling and horse-riding environments
- Road shoulders need to be appropriately designed in order to provide adequate room for cyclists
- Roads need clearly defined areas according to use e.g. footpaths, roadside parking, cycle lanes and main roadway

- Lack of personal security on pathways; not enough visibility. Personal security is an important consideration in both route planning and detail design, e.g. avoid hidden areas, dark corners
- Lighting is a necessary part of cycle and pedestrian routes, and needs to be considered at the design stage
- Lack of safe routes to school for children
- Need more active promotion of initiatives like ‘Walking School Buses’ and ‘Safe Routes to School’
- Right of way is currently defined for the carriageway only and does not incorporate the whole road corridor. This has a direct bearing on the right of way for cycle paths as cyclists always have to give way to turning motorists at side streets.

#### 4) Linkages and Access

- Remove barriers/obstacles to access
  - Mobility scooter, wheelchair and other mobility aid access is important and is not dealt with at the moment - there are many barriers which need removing
  - Access barriers need to be wide enough for cycles, but not motorbikes e.g. solid wooden upright poles arranged/spaced so cycles can go straight through but not motorbikes
  - Need to consider how to provide good access while still limiting access by undesirable users/modes
- Need good access to places (e.g. open spaces, beaches, hills) where you are able to ride your horse
- Potential pathway links are being lost through subdivision/development and roading developments
- Lack of cycleways, walkways and bridleways connecting key destinations e.g. community facilities, parks/reserves, shopping centres, schools, areas of cultural and heritage interest
- Lack of well-connected routes along waterways (streams and rivers) and to and along the coast
- Lack of linkages to areas bordering the district e.g. Pukerua Bay
- Need a commuter cycling path connecting Paraparaumu Beach and the railway station

#### 5) Different Needs of Users

- There are differences in the needs of users and these need to be recognised and provided for (*refer to Appendix 4 for user group identification*), e.g.
  - cyclists vs. walkers vs. horse-riders
  - commuter cyclists vs. recreational cyclists vs. cycle tourists vs. mountain bikers vs. road cyclists vs. children cycling to school
  - recreational walkers vs. trampers vs. walking to work/school vs. tourists vs. people using motorised scooters, wheelchairs and other mobility aids vs. people walking dogs
- Need appropriate surfaces (sealed/gravel/asphalt etc) depending on the use of the pathway/route
  - sealed/hard surfaces are good for commuter cyclists, tourists, wheelchairs etc, but may not be necessary for recreational cyclists, mountain bikers, horses or walkers
- Separate horse-riding tracks from other pathways where possible
- For horse-riding the focus is on recreation (rather than commuting) and linkages to beaches and open spaces - want to “get away from it all”.

#### 6) Recognition and Planning

- Lack of an overall, comprehensive vision and co-ordinated planning for cycling, walking and horse-riding
- Lack of recognition of cycleways, walkways and bridleways in planning and development
- Lack of designations on District Plan maps for cycleways, walkways and bridleways

- Need to recognise that there are different ways of doing things e.g. separate pathways (away from roads/housing) that are used exclusively for walking, running, cycling, roller blading etc, rather than traditional footpaths and cycleways alongside roads
- Recognise that there is a need to change people's travel behaviour and their attitudes to alternative modes of transport (i.e. cycling and walking). Building cycle paths and walking facilities will not on their own change travel behaviour - there needs to be extensive promotional and public education campaigns
- Traffic calming in busy areas has the added advantages of easing congestion, making walking, cycling and public transport more desirable, potentially increasing land available for businesses and open space, and increasing the quality of street experiences
- Need to establish good working relationships with community and advocacy groups to assist in developing and implementing cycling, walking and horse-riding initiatives.

## **7) Money/Funding**

- Need to be able to access a range of funding sources for walking, cycling and horse-riding initiatives, including allocations in the Council's LTCCP as well as at a regional and national level. For example, Transfund has money available for local authority walking and cycling initiatives
- There is competition for funding between the various alternative modes (i.e. between cycling, walking and horse-riding projects)
- Need to ensure that the money/funding obtained for walking, cycling and horse-riding is well directed
- Recognition of the benefits to developers in providing these services when subdividing and developing land, e.g. creation of more desirable places to live.

## PART 2: The Strategy

### 2.1 Vision

The vision for cycling, walking and horse-riding on the Kapiti Coast is:

***“The Kapiti Coast is renowned for its network of pathways that are extensively used by walkers, cyclists and horse-riders.”***

### 2.2 Objectives

In order to realise this vision, the objectives of this Strategy are:

#### 2.2.1 Public awareness and safety

- ④ To improve the public awareness and safety of cycling, walking and horse riding
- ④ To provide a safe and healthy environment for children to walk and cycle to school in.

*Refer broad-level action 2.5.3*

#### 2.2.2 Promotion of cycling, walking and horse-riding

- To promote cycling and walking as important and valid modes of transport and recreation. To promote horse-riding as an important and valid recreational activity. All three modes form a key part of the Kapiti Coast’s character and culture.
- To recognise and promote the benefits (*refer Appendix 2*) of cycling, walking and horse-riding, including:
  - Individual and community benefits (including health, fitness and general well-being)
  - Environmental benefits
  - Transport benefits, and
  - Economic benefits.

*Refer broad-level action 2.5.3, 2.5.2 c) iii)*

#### 2.2.3 Access to key destinations

To improve cycling, walking and horse-riding access and linkages to areas of employment, recreation, schools, shops, transit stops, residential areas, heritage areas, recreation and open spaces, and other public facilities.

*Refer broad-level actions 2.5.2 a) & b)*

#### 2.2.4 Enhance opportunities and convenience

- ④ To enhance opportunities for cycling, walking and horse-riding across the district by developing and promoting on- and off-road pathways/routes
- ④ To incorporate aesthetic and landscaping considerations into the design of all pathways/routes
- ④ To improve the convenience of cycling, walking and horse riding for people of all ages and abilities.

*Refer broad-level actions 2.5.2 a) & b)*

#### 2.2.5 Co-ordination, co-operation and collaboration

- ④ To encourage and improve local, regional and national coordination, co-operation and collaboration in the planning and provision of cycle, walking and horse riding facilities

④ To work together with cycle, walking and horse-riding representatives, advocacy groups, land developers and all other relevant parties to achieve the desired outcomes of this Strategy (and sub-strategies).  
*Refer broad-level actions 2.5.1 a) & 2.5.2 c)*

## 2.3 Policies

### 2.3.1 More cyclists, walkers/pedestrians & horse-riders and more pathways

To increase both the number of recognised pathways/routes for cycling, walking and horse-riding, and the numbers of people cycling, walking and horse-riding.  
*Refer broad-level actions 2.5.2 a) & b), 2.5.3*

### 2.3.2 Facilities and access for disabled people

To provide good facilities for disabled people and improve access opportunities for all people with disabilities by removing unnecessary obstacles and barriers, and improving and maintaining pathway surfaces.  
*Refer broad-level action 2.5.2 a) & b)*

### 2.3.3 Incorporate into plans and policy

To ensure cycleway, walkway and bridleway pathways/routes are incorporated where appropriate into the District Plan, the Reserves Acquisition Strategy, and any other relevant policy documents and plans.  
*Refer broad-level action 2.5.2 c)*

### 2.3.4 Funding

To obtain adequate funds and ensure they are well directed to the provision of cycling, walking and horse riding facilities across the district.  
*Refer broad-level action 2.5.4*

### 2.3.5 Long-term advisory group

To ensure the formation of an advisory group to provide comments and input on subdivision, development and roading proposals, and to provide general advice and technical information to Council, regarding cycleways, walkways and bridleways over the long-term.  
*Refer broad-level action 2.5.1*

## 2.4 Desired Outcomes

The desired outcomes of this Strategy are:

- ④ **Cycling, walking and horse riding in the Kapiti Coast District are viable, safe, easy, direct and enjoyable transport and recreation options**
  - Cycle, pedestrian and horse-riding injuries and casualties are steadily reduced over time
  - A pleasant, connected and comprehensive cycling, walking and horse-riding environment is developed
  - The district is safe, convenient and accessible to cycling, walking and horse-riding.
  
- ④ **Double the number of trips (especially short trips of 2km and less) on the Kapiti Coast are made by bicycle or by foot, instead of by private motor car, by 2010**
  - The health and wellbeing of individuals and the community is improved
  - Increased cycling and walking rates against the use of private motor vehicles.

- ⓐ Opportunities for new cycling, walking and horse-riding pathways and linkages are recognised and acted upon when considering land acquisition, subdivision, development and roading proposals.
- ⓐ Good standards of cycling, walking and horse-riding facilities are encouraged through the development, implementation and promotion of best practice design guidelines and standards.

## 2.5 Action Programme – Broad-level

In order to achieve the objectives and policies, a number of actions need to be implemented. The following are a number of broad-level actions that are relevant to all three modes covered by this Strategy (i.e. walking, cycling and horse-riding). These actions will be subject to the Council’s LTCCP process and may be updated and amended to reflect this process, its actions and timeframes.

Specific actions for each mode are outlined in the actions programmes for cycling, walking and horse-riding in Part 3 of this Strategy.

ACTION	WHO	TIMEFRAME
<b>2.5.1 ADVICE AND ADVOCACY</b>		
<p>Form a Cycleways/Walkways/Bridleways Advisory Group (<i>NB: a long-term version of the CWB Working Party</i>).</p> <p>The CWB Advisory Group takes an active role in providing comments on subdivision, development and roading proposals, and in providing advice and technical information to Council on cycleways, walkways and bridleways. The Advisory Group will also have a liaison role, as appropriate, with other agencies and groups interested cycling, walking and horse-riding issues, for example, Transit NZ, ACC, the Police, Greater Wellington Regional Council, schools, health authorities, and the Land Transport Safety Authority.</p>	District Planning Dept	Form advisory group by June 2004
<b>2.5.2 POLICY, PLANNING &amp; ENGINEERING DESIGN</b>		
<b>a) Develop Cycling, Walking and Bridleways Facilities</b>		
i) Develop a Network Plan that provides for route connectivity and safety across the District. Address cycleways, walkways and bridleways. Identify existing and future potential routes.	CWB Advisory Group, District Planning Dept, Operational Services, Parks & Recreation Dept	Draft Network Plan by June 2004; final by Dec 2004
ii) Develop an indicative work programme/implementation plan for cycleways, walkways and bridleways projects. Identify and prioritise actions for immediate (1-3 years), medium (4-9 years) and long-term (10 years +) implementation. Use as a basis for including activities into the District Roding Programme and LTCCP estimates.	CWB Advisory Group, District Planning Dept, Operational Services, Parks & Recreation Dept	By end 2004/05
iii) Incorporate the finalised Network Plan into the District Plan & Maps, Reserves Acquisition Strategy, Reserve Management Plans and other relevant documents, as appropriate.	District Planning Dept; other Council Depts as	By end 2005/06 and ongoing

ACTION	WHO	TIMEFRAME
	relevant	
<b>b) Design &amp; Layout</b>		
i) Implement and ensure consistency with national standards and guidelines for the design and treatment of cycleways, walkways and bridleways across the District. Promote to developers.	All of Council; CWB Advisory Group	Ongoing; utilise meetings with developers representatives
ii) Implement the recommendations of the Review of the Code of Practice for Subdivision and Development, including the development of any guidelines relevant to cycleways, walkways & bridleways, and the adoption of principles for liveable communities.	District Planning Dept, Operational Services, Parks & Recreation	Ongoing
iii) Investigate opportunities for multi-modal travel i.e. cycling, walking and public transport combinations (i.e. travel blending/travel demand management).	District Planning Dept, Operational Services	Ongoing
<b>c) Consistency &amp; Co-ordination</b>		
i) Ensure that Council policies, plans and strategies, including any town improvement/urban development plans, support and promote cycling and walking as viable, sustainable and healthy transport modes.	All of Council	Ongoing
ii) Work in co-ordination with local, regional and national groups and organisations on cycling, walking and horse riding projects.	All of Council; CWB Advisory Group	Ongoing
iii) Create a dedicated position within Council to co-ordinate implementation of this Strategy and the development and promotion of the cycling, walking and bridleways network.	Council	2005/06
<b>d) Monitoring &amp; Review</b>		
i) Review and update and Cycleways/Walkways/Bridleways Strategy every three years.	District Planning Dept, CWB Advisory Group	Ongoing - every 3 years; first review 2007
ii) Develop and implement a monitoring programme for the Cycleways/Walkways/Bridleways Strategy. Incorporate indicators into the Council's Environmental Monitoring database as appropriate. Collect information on cycleways, walkways & bridleways via the Environmental Monitoring database on an annual basis.	District Planning Dept, Operational Services, Parks & Recreation Dept, CWB Advisory Group	Ongoing; start 2004/05
iii) Monitor, evaluate and review the network as appropriate  Use the "5 C's": Connected, Convenient, Comfortable, Convivial and Conspicuous to evaluate and audit the network. Consult with all stakeholders. Produce associated work plans.  Complete 'ped-shed' exercises for the major urban areas of the District.	CWB Advisory Group, District Planning Dept, Operational Services	2004/05; on-going as necessary
<b>2.5.3 PROMOTION, EDUCATION, AWARENESS &amp; ENCOURAGEMENT</b>		
a) Develop a promotion, education and awareness raising programme for cycling, walking and horse-riding, for use both within Council and in the community. This will include: <ul style="list-style-type: none"> <li>Promoting the benefits of cycling, walking and horse-riding</li> </ul>	CWB Advisory Group, District Planning, Road Safety Co-	By end of 2004/05

ACTION	WHO	TIMEFRAME
<ul style="list-style-type: none"> <li>• Promoting the District's opportunities for cycling, walking and horse-riding in relevant publications (including tourist information), maps &amp; brochures, the Council's website</li> <li>• Increasing public awareness of cyclists, walkers and horse-riders</li> <li>• Continuing current road safety campaigns and other initiatives to promote improved road-user behaviour</li> <li>• Working with the Police, schools and other agencies (e.g. LTSA) to increase the safety of cyclists, walkers and horse-riders</li> <li>• Working with health providers/authorities to promote cycling and walking as healthy activities</li> </ul>	ordinator	
<p>b) Investigate the potential for a Safe Routes to School programme for the Kapiti Coast. Incorporate cycling and walking. Consider developing a Safe Routes to School trial project with one, or a cluster of local primary schools, to assess costs &amp; resources required for a full-scale project. Seek assistance from relevant agencies e.g. LTSA, the Police, schools, Kapiti Cycling etc.</p>	Road Safety Co-ordinator, District Planning Dept	Initial investigation 2003/04
<b>2.5.4 FUNDING &amp; RESOURCES</b>		
<p>a) Advocate for the allocation of adequate funding and resources to allow implementation of the Cycleways/ Walkways/Bridleways Strategy and Network Plan, i.e.</p> <ul style="list-style-type: none"> <li>• LTCCP allocations</li> <li>• Transfund applications</li> <li>• Development contributions and resource consent requirements for new subdivision and development.</li> <li>• Applications to other funding agencies as appropriate (e.g. LTSA, health authorities, EECA, SPARC, Greater Wellington, Department of Conservation).</li> </ul>	CWB Advisory Group, District Planning Dept, Operational Services, Parks & Recreation	Ongoing
<p>b) Council to establish and maintain links with community groups who want to undertake voluntary work.</p>	All Council Depts as relevant	Ongoing

## **PART 3: Sub-Strategies**

### **3.1 Specific Strategies for Cycling**

This sub-strategy is concerned with cycling, which is the use of a cycle as a mode of transport and for recreation. *Note: There are several background documents created in the formulation of this sub-strategy that are available on request.*

#### **3.1.1 Vision**

*Cycling to school, work and for leisure is an everyday activity on the Kapiti Coast.*

#### **3.1.2 Objectives & Policies**

- 3.1.2.1 To double the number of primary school children and college students cycling to school and sports in the district by the end of 2010.**
- This may be achieved through programmes such as Safe Routes to School. This is a specific programme that takes into account design of routes, speed limits, car parking restrictions and safe cycle storage at schools, education and promotion.
  - Kapiti Cycling (in conjunction with Council) has initiated school and college surveys. These surveys can form the basis for measuring this objective.
  - *Refer cycling actions 3.1.3.1 d) & e); 3.1.3.2; & broad-level action 2.5.3 b)*
- 3.1.2.2 To double the number of cycle commuters and residents who cycle on trips less than 5 km by the end of 2010.**
- This can be achieved by creating more convenient, safer routes to town centres and between towns so that destinations can be reached easily, quickly and safely from any origin.
  - Supporting maps, brochures and advertising on local radio and newspapers are needed.
  - Where possible, routes should be segregated from heavy or fast-moving traffic. Safe behaviour at all times should be encouraged.
  - Ease of access, convenience/directness and safety can be encouraged by removing barriers and unnecessary delays such as excessive waits at traffic signals, frequent dismounting, illegal car parking, sharp curves, narrow routes preventing overtaking of slower riders, long diversions and rough surfaces.
  - Safe cycle storage at destinations will also encourage cycling.
  - *Refer cycling actions 3.1.3.1 & 3.1.3.2*
- 3.1.2.3 To significantly reduce the number of cycle accidents in the District.**
- Increasing the number of cyclists will help improve safety because drivers become accustomed to seeing cyclists and sharing the road with them (see Key Issues 4.1, Appendix B).
  - School education programs and adult education courses will also assist in achieving safer behaviour by cyclists. The risk to cyclists can also be reduced by improving the way motorists interact with cyclists.
  - Speed restrictions and good design of cycle routes are major contributors to cycle safety.

- Refer cycling actions 3.1.3.1, 3.1.3.2 & 3.1.3.3

3.1.2.4 **To map a network of on-road and off-road cycle routes that are direct and safe.** Refer cycling actions 3.1.3.1 b) & broad-level action 2.5.2 a)

3.1.2.5 **Ensure that Council considers cyclists in all new subdivisions, new roads, road changes and upgrades.** Refer cycling actions 3.1.3.1 b), c), e) & broad-level action 2.5.2 a) & c)

3.1.2.6 **To promote cycling for good health.**

- Regular physical activity, such as cycling, improves health, fitness and mental ability of individuals, including school children.
- Refer to cycling action 3.1.3.2 & broad-level action 2.5.3

3.1.2.7 **To promote cycle tourism.**

- Cycle tourism can provide good economic returns and has a low impact on the environment and communities.
- Refer to cycling action 3.1.3.2 & broad-level action 2.5.3

### 3.1.3 Action Programme – Cycling

These actions will be subject to the Council’s LTCCP process and may be updated and amended to reflect this process, its actions and timeframes.

ACTION	WHO	TIMEFRAME
<b>3.1.3.1 Planning &amp; Policy; Infrastructure; Standards &amp; Design</b>		
<b>a) Develop design standards</b>		
Develop design standards for on road, off-road & shared routes to accommodate users, recognising the demands of cycle commuters and cycling school children.	Operational Services: Roading & Transport, CWB Advisory Group	On-going
<b>b) Develop cycle network map/s</b>		
Develop a map/s showing suggested cycle network; define the type of route (off-road path, lane, track, shortcut) - refer also to ‘Action Programme - Broad-level, 2.5.2’.	Operational Services: Roading & Transport, CWB Advisory Group, District Planning, Parks & Recreation	2003/04 - 2004/05
<b>c) Consult with cycling groups</b>		
Consult with Kapiti Cycling (and other relevant cycling stakeholders) at the outset of Council projects affecting cyclists.	All of Council	Ongoing
<b>d) Provide cycle routes to bus and railways stations, recreational facilities, retirement villages, shopping centres, council buildings, libraries &amp; heritage sites</b>		
<ul style="list-style-type: none"> <li>• Build on the network of SRTS and designated cycle routes like the Kapiti Coast District Coastal Walkway/ Cycleway. Plan for upgrade &amp; installation of safety features, connectivity and the erection of the correct white cycle logo on blue background signs. Consult with community groups such as Kapiti Cycling.</li> <li>• Establish routes North to South and East to West. Establish the Wharemauku Stream route leading into the new Town Centre.</li> </ul>	Operational Services: Roading & Transport; District Planning Dept; CWB Advisory Group	On-going

<b>e) Provide fast &amp; direct access for commuters, students &amp; tourists</b>		
<ul style="list-style-type: none"> <li>Investigate the construction of another bridge across the Waikanae River, similar to the existing footbridge, but for cycling. Alternatively ensure separate cycle path access on the planned motor vehicle bridge.</li> <li>Investigate the viability of using the Western Link Road designation or another corridor to make cycle access connect Raumati and Peka Peka.</li> <li>Regularly audit the path along the Waikanae River and the Kotuku track for rough surface, sandy surfaces, flooding and obstacles such as poles and chains at bridges.</li> </ul>	Operational Services: District Planning Dept; CWB Advisory Group	2004-2007
<b>f) Town improvement/development plans to support cycling as a viable transport mode</b>		
<ul style="list-style-type: none"> <li>Input always sought from cycle planners, cycle advocates and community groups, and reference always made to the CWB network plan and the Community Plan.</li> <li>Consider allowing cyclists access to one-way streets both directions.</li> <li>Consider street networks with deliberate dead ends and circuitous routing for cars but direct, fast routing for bikes, including special “cut through” short-cuts off the road network altogether.</li> </ul>	CWB Advisory Group; District Planning; Operational Services: Roading & Transport	Ongoing
<b>g) Adopt New Zealand guidelines for provision for cyclists</b>		
<ul style="list-style-type: none"> <li>Council officers &amp; elected representatives to attend courses relevant to cycling planning and design</li> <li>Council to adopt relevant national-level standards and guidelines for cycling</li> </ul>	All of Council	Ongoing
<b>h) Consider cyclists when designing road narrowing and car parking</b>		
<ul style="list-style-type: none"> <li>Angle parking is designed as rear-end not front end</li> <li>Kerbside islands allow cyclists to slip through on the inside</li> </ul>	CWB Advisory Group, District Planning, Operational Services: Roading & Transport	Ongoing
<b>i) Consider establishing car-free town centres &amp; home zones/living streets</b>		
<ul style="list-style-type: none"> <li>Investigate the Houten Cycling Project (Holland), the York cycling programmes (England), and other areas as relevant. Consider adapting these to local conditions.</li> <li>Investigate how the Home Zones/Living Streets concept could be adapted to local conditions.</li> </ul>	District Planning; Operational Services: Roading & Transport; CWB Advisory Group	2003/04 - 2004/05
<b>j) Provide cycle parking in public places and encourages the business sector to do likewise.</b>		
<ul style="list-style-type: none"> <li>Erect cycle parking at public buildings, bus &amp; railway stations, sightseeing and retail areas</li> <li>Provide incentives for other organizations to do likewise i.e. schools, colleges &amp; private businesses</li> </ul>	Community Facilities; CWB Advisory Group	Ongoing
<b>k) Maintain cycle facilities to a high standard</b>		
<p>Establish a regime of inspection to carry out necessary work:</p> <ul style="list-style-type: none"> <li>Sweep paths</li> <li>Cut back overhanging vegetation</li> <li>Ensure surfaces are smooth and free of holes and ridges.</li> </ul>	Parks & Recreation, Operational Services: Roading & Transport;	2003/04 & Ongoing

	CWB Advisory Group	
<b>l) Integrate cycling with other transport</b>		
Advocate for future bus contracts to specify that buses must carry cycle racks.	CWB Advisory Group, District Planning; Operational Services: Roading & Transport	When contracts are renewed
<b>3.1.3.2 Education, Awareness &amp; Promotion</b> (Refer also 'Action Programme - Broad-level, 2.5.3').		
<b>a) Integrate and facilitate cycle education and promotion, and work with community groups, schools, colleges &amp; other institutions to promote good road behaviour of cyclists and drivers</b>		
<ul style="list-style-type: none"> <li>• Organise Kiwi Cycling courses for students</li> <li>• Support the establishment of an adult cycling course</li> <li>• Apply for funding and assistance through LTSA, EECA and Greater Wellington</li> <li>• Funding is made available through the LTCCP process</li> <li>• Support the production of educational material on safety around cyclists. Distribute to police, driving instructors and AA</li> <li>• Run regular Share the Road Campaigns through the Media</li> <li>• Support Bike Week Activities e.g. <ul style="list-style-type: none"> <li><i>Visibility campaign</i></li> <li><i>Free Educational materials</i></li> <li><i>Free Safe Cycling Book</i></li> <li><i>Promote Bike Week through Media</i></li> <li><i>Promote awareness of vulnerability of cyclists</i></li> </ul> </li> </ul>	Kapiti Cycling; Road Safety Coordinator; Council departments as appropriate; CWB Advisory Group	February 2004 (Bike Week) & Ongoing
<b>b) Promote cycle commuting</b>		
<ul style="list-style-type: none"> <li>• Encourage “end-of-trip” facilities for employees in businesses on the Kapiti Coast (eg. showers, lockers)</li> <li>• Council sets a good example by forming a BUG and provides showers and secure cycle parking at its Offices.</li> <li>• Bike Week activities form a platform to promote cycling to work.</li> </ul>	Council departments as appropriate; CWB Advisory Group	February 2004 (Bike Week) & Ongoing
<b>c) Promote a positive image of cycling</b>		
<u>Possible Activities:</u> <ul style="list-style-type: none"> <li>• Work with Health providers to promote cycling as a road to wellbeing and good health.</li> <li>• Produce pictures &amp; stories of a range of people cycling, including influential people and cool students.</li> <li>• Monthly cycle update in Kapiti Observer similar to the Contacts cycling page.</li> <li>• Provision for promotion of cycling in the community plan.</li> <li>• Promote cycling within Council.</li> <li>• Encourage schools to incorporate cycling to school as part of their recommended health programme</li> <li>• Encourage Schools and Colleges provide secure storage of bikes</li> <li>• Annual “Cycle the Route Day” (Blue Line Route)</li> <li>• Council promote Car-less day - have motorists aware by creating different activities and events.</li> <li>• Competition between Car and Bike from A to B</li> </ul>	CWB Advisory Group; Kapiti Cycling; Council departments as appropriate	Ongoing

d) Promote the economic and environmental benefits of cycling	CWB Advisory Group; District Planning; Economic Development Advisor	2003/04 & ongoing
<b>e) Promote cycle tourism</b>		
<ul style="list-style-type: none"> <li>• Produce map of Kapiti Coast District Coastal Walkway/Cycleway &amp; other cycle routes, marked with sightseeing and heritage sites, café's &amp; camping grounds. Seek sponsorship to print the map in large quantity. Distribute to visitor centres, schools and cycling groups</li> <li>• Seek publication of cycle route maps in local and national publications and cycling guides e.g. Lonely Planet</li> <li>• Promote &amp; fund cycle tourism through the Kapiti/Horowhenua Economic Development Strategy</li> <li>• Work with Tranz Rail for package tours</li> </ul>	CWB Advisory Group; District Planning; Parks & Recreation; Economic Development Advisor	2004/05 & review/update as necessary
<b>3.1.3.3 Safety, Enforcement &amp; Regulation</b>		
<b>a) Take on board regulations, standards and guidelines to increase safety of cyclists</b>		
<ul style="list-style-type: none"> <li>• Invite speaker from LTSA to explain the new road regulations to Elected Councillors, Staff and the Kapiti Road Safety Consulting Group</li> <li>• Investigate home zones/living streets in new subdivision</li> <li>• Investigate the trials involving speed limit reductions e.g. such as that in Christchurch where a system of time zones were enforced before and after school</li> <li>• Inform and consult neighbourhoods re: appropriate speed limits.</li> </ul>	Road Safety Coordinator; District Planning; CWB Advisory Group	2003/04 & ongoing
<b>b) Encourage other roading authorities to provide for cyclist safety where a highway cuts through district communities</b>		
Negotiate safety corridors on state highways by approaching the authority responsible for implementing safety improvements.	Road Safety Coordinator & Operational Services: Roading & Transport	Ongoing
<b>3.1.3.4 Funding &amp; Resources</b>		
a) Set aside adequate funding and resources to allow implementation of cycling infrastructure programmes on an annual basis.	CWB Advisory Group, District Planning, Operational Services: Roading & Transport	2004/05 & Ongoing
<i>Refer also to 'Action Programme - Broad-level, 2.5.4'</i>		

## **3.2 Specific Strategies for Walking**

This sub-strategy is concerned with pedestrians and walkers, and includes people using mobility scooters, wheelchairs and other mobility aids.

### **3.2.1 Vision**

*The Kapiti Coast has two continuous north to south walkways: one urban/coastal and one in the Tararua foothills. These are interlinked with a network of pathways that provide safe, practical and environmentally aesthetic linkages between all significant areas in the District. All urban residents are able to walk from their home to a quiet park or open space within 15 minutes.*

### **3.2.2 Objectives & Policies**

#### **3.2.2.1 To improve and promote pedestrian facilities and amenities.**

- Identify and secure possible routes
- Improve signage where needed, including the symbol for access
- Produce comprehensive brochures on existing walkways
- Complete construction of Kapiti Coast District Coastal Walkway/Cycleway
- Establish guidelines/policy for walkway standards, including the design and upgrading of accessible sections for disabled people where appropriate
- Establish guidelines/policy for maintenance and monitoring of walkways.
- *Refer walking actions 3.2.3.1*

#### **3.2.2.2 To provide more opportunities and improved access for people with disabilities.**

- Design at least one accessible walkway in each of the five townships (i.e. Otaki, Waikanae, Paraparaumu, Raumati and Paekakariki) specifically for disabled people
- Ensure that unrestricted access is provided for when designing or upgrading walking facilities suitable for people using motorised scooters, wheelchairs and other mobility aids
- Where barriers are considered essential, establish a system to enable access for people using motorised scooters, wheelchairs, other mobility aids, baby buggies etc.
- *Refer walking actions 3.2.3.1 b) i), ii) & v)*

#### **3.2.2.3 To increase the numbers of people walking to and from work and school, as well as the number of people walking for recreation, health and fitness purposes.**

- Ensure brochures and maps are regularly updated and readily available.
- Promote walking as a healthy, environmentally friendly, convenient, safe and valid means of transport and recreation.
- Promote the social, environmental and economic benefits of pedestrian friendly communities.
- *Refer walking actions 3.2.3.1 a) & c); 3.2.3.2*

- 3.2.2.4 To improve the safety and security of all pedestrians, runners and recreational walkers.**
- Work for improved access and conditions for pedestrians e.g. appropriate walking surfaces, slower traffic flow/speeds and general safety.
  - Enhance road users' awareness and consideration of pedestrians.
  - *Refer walking actions 3.2.3.1 a), b) & c)*
- 3.2.2.5 To advocate for greater representation of walker and pedestrian concerns in district, land use and transport planning.** *Refer walking actions 3.2.3.3; broad-level action 2.5.1*
- 3.2.2.6 To ensure adequate funding is allocated for the development and maintenance of walkway facilities.** *Refer walking actions 3.2.3.5; broad-level action 2.5.4*

### 3.2.3 Action Programme - Walking

These actions will be subject to the Council's LTCCP process and may be updated and amended to reflect this process, its actions and timeframes.

ACTION	WHO	TIMEFRAME
<b>3.2.3.1 Walking Facilities &amp; Amenities</b>		
<b>a) Increase connectivity and linkages</b>		
i) Construct and connect pedestrian routes between significant areas/key destinations across the district, including heritage sites, shops, public transport, recreational facilities, community facilities, rivers and beaches etc	Operational Services: Roading & Transport; Parks & Recreation Dept (in conjunction with District Planning Dept & CWB Advisory Group)	High Priority - Ongoing
ii) Complete construction of the Kapiti Coast District Coastal Walkway/Cycleway from Peka Peka through to Otaki	Parks & Recreation Dept	By 2010
iii) Identify and plan for a Tararua Foothills Walkway from Paekakariki to Otaki	Parks & Recreation Dept	By 2007
iv) Construct, or adapt current walkways, to provide routes suitable for people using motorised scooters, wheelchairs and other mobility aids.	Parks & Recreation Dept; Operational Services: Roading & Transport	Ongoing
v) Introduce a system to enable people using motorised scooters, wheelchairs and other mobility aids, or baby buggies to gain access to suitable pathways.	District Planning; Parks & Recreation; CWB Advisory Group	Commence 2004/05 - ongoing
vi) Apply the 'pedshed' concept to all urban areas in the District to improve overall walkability of communities and access to facilities - <i>refer 'Action Programme - Broad-level', 2.5.2 a) iii).</i>		
<b>b) Engineering design and layout</b>		
i) Council adopts best practice guidelines and standards for the development, maintenance and upgrading of footpaths, walkways and other walking facilities (e.g. seating, toilets etc) for the wide range of users. Promote these guidelines to	All of Council; CWB Advisory Group	Ongoing

developers and other relevant groups.		
ii) Ensure ease of access to walkways for all walkers, including children, disabled people, people using motorised scooters, wheelchairs and other mobility aids, and the elderly. Identify major barriers to access, traffic speeds along roadways, location of safe crossings etc.	Operational Services: Roading & Transport; Parks & Recreation Dept; & CWB Advisory Group	Ongoing
iii) Encourage locally sourced, designed and manufactured amenities e.g. seating, drinking fountains, toilets	Operational Services: Roading & Transport; Parks & Recreation; CWB Advisory Group	Ongoing
iv) Implement the recommendations for the Review of the Code of Practice for Subdivision and Development, including the development of guidelines relevant to pedestrian facilities/amenities	District Planning Dept, Operational Services: Roading & Transport; Parks & Recreation Dept & CWB Advisory Group	2005 & Ongoing
v) Ensure local consistency with any national guidelines and standards relevant to pedestrian facilities	All Depts & CWB Advisory Group	Ongoing
<b>c) Maintenance, upgrading and signage</b>		
i) Develop a walkways maintenance programme (in conjunction with the network plan) with the main objective of maintaining and improving District walking facilities - <i>refer 'Action Programme - Broad-level, 2.5.2 a) ii)'</i>		
ii) Maintain the path along the Waikanae River and the Kotuku track to ensure a consistent good quality surface for walking	Parks & Recreation	Ongoing
iii) Ensure all walking routes are clearly marked, graded and have appropriate signage, including the international symbol for access if relevant	Parks & Recreation; District Planning; CWB Advisory Group	Ongoing
iv) Regularly survey walkers on their satisfaction with walkway signage and marking across the District	District Planning; CWB Advisory Group; Parks & Recreation; Road Safety Coordinator	Ongoing
<b>3.2.3.2 Promotion, Education &amp; Encouragement of Walking</b>		
a) Produce clear maps of all the walking routes in the District, including indication of track surfaces, difficulty level, facilities/amenities available on the route, and accessibility etc	District Planning; Information Services	Begin 2004/05 & ongoing.
b) Promote the District's walkways in relevant publications (including tourist information), the Council's website, etc c) Promote the Kapiti Coast District Coastal Walkway/ Cycleway	District Planning Dept in conjunction with Information Services & Public Relations Advisor	Ongoing. Walkways maps on Council's website by end 2004/05
c) Ensure the regular review and update of the publication " <i>Kapiti Coast Walks</i> ".	Parks & Recreation Dept; CWB Advisory Group	Ongoing
e) Promote the benefits of walking through specifically designed promotion/education campaigns	CWB Advisory Group; District Planning; Road Safety Coordinator	Ongoing. First campaign 2004/05
f) Develop and implement programmes with schools to promote walking as a method of getting to and from school, e.g. Safe		

Routes to School - refer 'Action Programme - Broad-level, 2.5.3 b)'		
g) Develop and implement safety campaigns and road user awareness campaigns, with an emphasis on pedestrian safety	Road Safety Coordinator; CWB Advisory Group; District Planning	Ongoing
h) Implement pedestrian safety initiatives contained in the Council's Road Safety Plan	Road Safety Coordinator	Ongoing
i) Investigate and implement appropriate pedestrian safety measures where appropriate and necessary e.g. speed restrictions, pedestrian crossings, refuge islands	Operational Services: Roading & Transport, CWB Advisory Group, District Planning Dept	Ongoing
j) Work with the Police to enforce speed restrictions, no parking on walkways/footpaths and pedestrian crossings.	Road Safety Coordinator	Ongoing
<b>3.2.3.3 Consultation &amp; Involvement</b>		
a) Ensure pedestrians and walkers are represented on the Cycleways/Walkways/Bridleways Advisory Group	CWB Advisory Group	Ongoing
b) Compile a list of key pedestrian/walking contacts & groups; review/update annually	District Planning	2004/05. Update regularly
c) Ensure pedestrian/walking representatives are consulted early on projects which will impact on walkers/pedestrians, e.g. roading projects, urban development & subdivision projects, walkway construction, preparation of promotion materials etc	CWB Advisory Group; Operational Services: Roading & Transport; District Planning; Parks & Recreation	Ongoing
<b>3.2.3.4 Monitoring</b>		
a) Undertake regular surveys of pedestrians/walkers on the state of the District's walking facilities, satisfaction with walking route surfaces/signage/ safety/maps, obstacles/barriers to access, priority areas for further work	CWB Advisory Group; Operational Services: Roading & Transport; District Planning	Every three years (or as required)
b) Complete pedestrian counts as required to assess walkway route usage, types of users etc	CWB Advisory Group; Operational Services: Roading & Transport	Ongoing
c) Survey schools to establish safe routes to school (incorporate with safe cycling routes)	CWB Advisory Group; Operational Services: Roading & Transport	Ongoing
d) Undertake regular safety audits of walking facilities	Operational Services: Roading & Transport; Parks & Recreation	Ongoing
e) Collect walkways information in the Council's Environmental Monitoring Strategy e.g. number and length of walkways, new walkways constructed, number of facilities for wheelchairs/mobility aids etc - Refer 'Action Programme - Broad-level, 2.5.2 d) ii)'		
<b>3.2.3.5 Funding &amp; Resources</b>		
Refer 'Action Programme - Broad-level, 2.5.4'		

### **3.3 Specific Strategies for Bridleways**

This sub-strategy is concerned with the provision of tracks/pathways (termed ‘Bridleways’) and facilities for horse-riding.

#### **3.3.1 Vision**

*Horse-riding is an important and valued recreation activity on the Kapiti Coast. There are defined, well-marked and safe bridleways throughout the District that are accessible to riders, linking a variety of open spaces such as beaches, rivers and hills.*

#### **3.3.2 Objectives & Policies**

##### **3.3.2.1 Encourage participation and network building**

- Encourage horse-riders to have a say in any issues that may affect their ability to ride within the District (e.g. Park Management Plans - Greater Wellington and KCDC; resource and subdivision consents; District Plan changes, etc)
- Encourage the development of linkages between horse-riders in the District and the clubs/commercial establishments that they belong to/use.
- *Refer broad-level actions 2.5.1; 2.5.2 c) ii)*

##### **3.3.2.2 Promote horse-riding as an important and valued activity and increase public awareness and understanding**

- Promote horse-riding as an important and valued activity on the District’s roads, beaches, rivers and parks
- Inform and educate the general public on the benefits of having a viable horse community in the District (e.g. tourism, economic, educational, health benefits).
- *Refer bridleways actions 3.3.3.4; broad-level action 2.5.3*

##### **3.3.2.3 Develop and implement best practice guidelines and standards for bridleways**

- Develop minimum bridleway requirements and guidelines e.g. surfaces, track width, signage, grading, users, access barriers, parking for horse floats, etc.
- *Refer bridleways action 3.3.3.3; broad-level action 2.5.2 b)*

##### **3.3.2.4 Ensure provision for bridleways within the access network**

- Subdivision and land development proposals provide for bridleways where appropriate
- Ensure horse-riders are specifically provided for in the corridor of the Western Link Road

- Ensure that the District Plan planning maps, and any other planning documentation, clearly identify bridleways and grazing areas, as is appropriate.
- *Refer bridleways action 3.3.3.1; broad-level action 2.5.2 a)*

### 3.3.2.5 Encourage better access to bridleways and linkages to key areas

- Improve horse-riding access and linkages to areas such as pony/horse-riding club grounds, grazing areas, beaches, rivers, hills and parks
- Support the public ownership of bridleways to ensure continued access to such tracks
- *Refer bridleways actions 3.3.3.1 & 3.3.3.2; broad-level action 2.5.2*

### 3.3.2.6 Promote rider safety by working with horse riders, other recreational users of pathways, vehicle drivers and providers/owners of tracks

- Promote the establishment of a Trekking Code for horse-riders in the District (see Bridleways NZ Code as an example)
- *Refer bridleways action 3.3.3.5; broad-level action 2.5.3*

### 3.3.2.7 Provide riders with information on riding within the District (e.g. rules and regulations affecting them, available routes and their requirements, maps of where to ride, etc.)

- Promote the District Equestrian Calendar
- Research District statistics on horses and their riders (e.g. number of horses, riders; clubs operating; commercial activities etc).
- *Refer bridleways action 3.3.3.4; broad-level action 2.5.3*

## 3.3.3 Action Programme - Bridleways

These actions will be subject to the Council's LTCCP process and may be updated and amended to reflect this process, the actions and timeframes.

ACTION	WHO	TIMEFRAME
<b>3.3.3.1 Map and formalise bridleway routes</b>		
a) Finalise the district strategic land mapping exercise and incorporate bridleways into the District Plan, reserve management plans and other Council policy/plans as appropriate (2003/04) - refer 'Action Programme - Broad-level, 2.5.2 a)'.  		
<b>3.3.3.2 Develop bridleways</b>		
a) Council to undertake the review of the Otaihanga Reserve Management Plan as a priority activity.	Parks & Recreation	2003/04
b) Council to investigate, and if feasible, develop a bridleway along the south side of the Waikanae River with access gained through Otaihanga Reserve.	Parks & Recreation; District Planning	Investigate 2003/04; develop 2004/05 onwards
<b>3.3.3.3 Develop and implement guidelines and standards</b>		
a) Council to develop and implement specific guidelines and standards for the construction of bridleways which address for example, track surface, track width, signage, grading,	Parks & Recreation; CWB Advisory Group	2004/05 & ongoing

consideration of other users, access barriers, parking for horse floats, etc.		
<b>3.3.3.4 Promote horse-riding and produce maps &amp; information on bridleways</b>		
a) Council to produce maps, information brochures and signage for bridleways in Kapiti, e.g. rules and regulations, horse-riding routes, codes of conduct.	District Planning in conjunction with Public Relations Officer & horse-riding groups	2004/05 & ongoing
b) Promote the District Equestrian Calendar - include in relevant Council publications	Public Relations Officer	Ongoing
<b>3.3.3.5 Promote horse-rider safety</b>		
a) Promote horse-rider safety by working with horse riders, other recreational users of pathways, vehicle drivers and providers/owners of tracks.	Council depts as appropriate, in conjunction with horse-riding groups	Ongoing
b) Provide information to, and raise the awareness of, the general public on the benefits of having a viable horse community in the District (e.g. tourism, economic, educational, health benefits). <i>Refer also 'Action Programme - Broad-level, 2.5.3'.</i>	Council depts as appropriate, in conjunction with horse-riding groups	Ongoing
<b>3.3.3.6 Funding &amp; Resources</b>		
<i>Refer 'Action Programme - Broad-level, 2.5.4'</i>		

## PART 4: Monitoring, Evaluation and Review

The Strategy needs to be monitored and evaluated in order to determine if the objectives are being met and to assess the rate of progress towards achieving the desired outcomes. In this way, any shortcomings in the Strategy will become apparent and can be addressed when it is reviewed.

Potential variables that should be monitored include:

- Progress made towards implementing the cycle/pedestrian/horse-riding networks (e.g. number of new facilities/kilometres of new routes installed) since Strategy adoption
- The condition of existing cycle/pedestrian/horse-riding facilities, e.g. the amount of maintenance undertaken (dollars spent), audit results, complaints received
- Numbers and travel patterns of cyclists, pedestrians and horse riders
- Collision rates involving cyclists, pedestrians and horse riders, their causes and locations
- Reduction in cycle and pedestrian injury or death involving a motor vehicle
- Public opinions regarding cyclists, pedestrians and horse riders in the Kapiti Coast District
- Cyclists, pedestrians and horse-riders perception of safety on Kapiti Coast District roads
- The numbers of children cycling and walking to school.

Information is to be gathered by various methods e.g. surveys, questionnaires (schools, user groups, general public), audits, census data, Council's annual plan/LTCCP reports, road safety information and the Council's Environmental Monitoring programme. The information collected would be held in a specific database (e.g. the Council's Environmental Monitoring database).

It is also important that the Strategy is responsive to the outcomes of other Council activities such as the Long Term Council Community Plan (called 'Choosing Futures'), and the changing needs and desires of both the community and Council. This is a key driver for the regular review and updating of the Strategy. As identified in the '*Action Programme - broad-level*', it is intended to review the Strategy every three years.

## APPENDIX 1: Supporting Framework

### Key Agencies/Organisations/Groups

Local level	Regional level	National level
<ul style="list-style-type: none"> <li>▪ Kapiti Coast District Council</li> <li>▪ Iwi</li> <li>▪ Kapiti Cycling Inc and other cycling groups</li> <li>▪ Walking advocacy groups</li> <li>▪ Horse-riding groups &amp; pony clubs</li> <li>▪ Kapiti Environmental Action (KEA)</li> <li>▪ Schools</li> <li>▪ Police</li> <li>▪ Kapiti Disability Reference Group</li> <li>▪ Sport Kapiti</li> <li>▪ Other sporting &amp; recreational groups</li> </ul>	<ul style="list-style-type: none"> <li>▪ Greater Wellington - the Regional Council</li> <li>▪ Regional Health Authorities</li> </ul>	<ul style="list-style-type: none"> <li>▪ Ministry of Transport</li> <li>▪ Transit NZ</li> <li>▪ Energy Efficiency &amp; Conservation Authority</li> <li>▪ Transfund NZ</li> <li>▪ NZ Police</li> <li>▪ Land Transport Safety Authority</li> <li>▪ Accident Compensation Corporation</li> <li>▪ Ministry of Health</li> <li>▪ National Heart Foundation</li> <li>▪ CAN (Cycle Aware NZ)</li> <li>▪ SPARC</li> <li>▪ Bike NZ</li> <li>▪ Department of Conservation</li> </ul>

### Key Statutes, Policies, Plans & Guidelines

Local level	Regional level	National level
<ul style="list-style-type: none"> <li>▪ Strategic Plan (2000)</li> <li>▪ Annual Plan/LTCCP</li> <li>▪ District Plan (1999)</li> <li>▪ Road Safety Strategy</li> <li>▪ Reserves Acquisition Strategy (2003)</li> <li>▪ Long Term Council Community Plan 'Choosing Futures' document</li> <li>▪ Sustainable Subdivision and Development on the Kapiti Coast: Discussion paper 1</li> <li>▪ Heritage Trail upgrade</li> <li>▪ District Strategic Land Aquisition Mapping Project</li> </ul>	<ul style="list-style-type: none"> <li>▪ Wellington Regional Policy Statement</li> <li>▪ Regional Land Transport Strategy</li> <li>▪ Wellington Regional Pedestrian Strategy</li> <li>▪ Wellington Regional Cycling Strategy</li> <li>▪ Wellington Regional Parks Strategy</li> <li>▪ Department of Conservation: Kapiti Area Office: Visitor Access Facility Review</li> </ul>	<ul style="list-style-type: none"> <li>▪ Resource Management Act (1991)</li> <li>▪ Transit New Zealand Act (1989)</li> <li>▪ Transfund Act (1996)</li> <li>▪ Transport Act (1962) and Traffic Regulations (1976)</li> <li>▪ Walkways Act (1990)</li> <li>▪ Environment 2010 Strategy (1995)</li> <li>▪ New Zealand Land Transport Strategy</li> <li>▪ Land Transport Management Act 2003</li> <li>▪ National Cycling &amp; Walking Strategy (Ministry of Transport)</li> <li>▪ Road Safety 2010</li> <li>▪ Pedestrian &amp; Cyclist Safety Framework (LTSA)</li> <li>▪ Cycle Design Guide (Transit NZ)</li> <li>▪ Guidelines for facilities for blind and vision-impaired pedestrians RTS 14 (LTSA)</li> <li>▪ Cycle Planning Guide (LTSA)</li> <li>▪ NZ Disability Strategy</li> <li>▪ Local Government Act 2002</li> <li>▪ NZ Energy Efficiency and Conservation Strategy</li> <li>▪ Subdivision for people and the environment (Standards NZ, HB 44:2001)</li> </ul>

## **APPENDIX 2: Benefits of cycling, walking and horse-riding**

Cycling, walking and horse-riding and their encouragement can have many important benefits to individuals, the wider community, the local economy, transport in general and the environment.

### **a) Individual benefits**

Individuals derive benefits from cycling, walking and horse-riding, including:

- ④ Physical activity improves health and fitness, and mental ability
- ④ Individuals (including school children, elderly and the disabled), especially those without access to a car, can move about independently without relying on others therefore increasing mobility
- ④ These modes of transport cost little compared to other forms of transport, and can be enjoyable, particularly when combined with leisure
- ④ Provide increased opportunities to observe and experience the Kapiti Coast's scenery and environment
- ④ Cycling and walking are available to the majority of residents, are available door-to-door, and are therefore convenient ways for people to move around.

### **b) Community benefits**

- ④ The presence of cyclists, pedestrians and horse-riders in an area can contribute to community well-being and an increased sense of community
- ④ People can derive benefits from seeing individuals on cycles, horses and walking as they appear more connected to the community than vehicle drivers. These benefits include:
  - Increased visibility of people
  - An increase in perceived security
  - Potential reduction in the occurrence of crime
- ④ Cycling, walking and horse-riding can increase people's awareness of their neighbourhoods and communities, the landscape and natural environment values, and general overall knowledge of the District
- ④ The provision of improved facilities for cyclists, pedestrians and horse-riders improves the amenities available to local residents, e.g.
  - Enhanced recreation opportunities through the development of better pathways, off-road paths
  - Better linkages/access to community and recreational facilities, shopping centres, schools, public transport
  - Potential reductions in traffic speeds within neighbourhoods
  - Provision of safer play areas
  - Promotion of civic pride.

### **c) Environmental benefits**

Alternative modes of transport like cycling, walking and horse-riding can improve the quality of our natural environment because they are sustainable, resource efficient, don't rely on the consumption of fossil fuels and help reduce vehicle congestion. This in turn results in less air pollution and reduced run-off of contaminants into streams and waterways. Good cycling, walking and horse-riding facilities also help increase people's awareness and appreciation of the natural environment around them.

#### **d) Transport benefits**

- ④ Potential benefits are available through reducing the number of trips made by cars. These include savings in:
  - Fuel consumption
  - Construction and maintenance of roads (less wear and tear and reduced need for construction of additional roads)
  - Provision of vehicle parking facilities.
- ④ Can be combined with public transport options, making cycling, walking, horse-riding and public transport more accessible and viable.
- ④ More cycling, walking and horse-riding would make the transport system more sustainable, with more short trips being cycled, walked or ridden by horse, rather than driven in cars. This helps reduce congestion and reliance on cars.
- ④ Cost-effective and efficient - spending on cycling and walking facilities in particular could enable the movement of large volumes of people for relatively little outlay. It costs less to develop facilities for cycling and walking than new roads and infrastructure.

#### **e) Economic benefits**

Cycling, walking and horse-riding are also beneficial for the local economy. Better facilities for cyclists, walkers and horse-riders and active encouragement and promotion of these facilities (e.g. promotion of cycle tourism, the Millennium Walkway/Cycleway) will help bring more visitors and tourists into the District. This will have economic benefits for local businesses, shops, restaurants, cafes, accommodation providers and the like. Individuals health would also improve thereby reducing health costs and leaving people more money to spend on other goods and services.

## **APPENDIX 3: Cycleways/Walkways/Bridleways Working Group Details**

### **KAPITI COAST DISTRICT COUNCIL**

#### **CYCLEWAYS/WALKWAYS/BRIDLEWAYS WORKING GROUP**

##### **TERMS OF REFERENCE**

##### **Fields of Activity**

1. To develop a strategy for cycleways, walkways and bridleways within the Kapiti Coast District in consultation with key community groups, advocacy groups, relevant agencies and other interested parties.
  - The strategy will need to adequately meet the requirements and desires of intended users.
  - It will need to be consistent with key community values.
  - It will need to have a clear vision, a set of objectives, and measurable targets.
  - The strategy must also include the fundamental elements such as encouragement, enforcement, engineering and education (often referred to as the 4 E's).
2. Initiate and contribute to the development of a preferred network for cycleways, walkways & bridleways within the District.
3. Provide advice to Council on cycling, walking & bridleways, including advice on policy and planning, design and standards, promotion and encouragement, education and enforcement.
4. Provide comments/feedback on development/management plans, and other areas of interest, as appropriate.
5. Initiate and contribute to a public education system.
6. To provide feedback on a funding plan for the above.

##### **Membership**

The Cycleways/Walkways/Bridleways Working Group shall consist of:

**Chairperson:** Councillor Alan Tristram

##### **Members:**

Cr. Peter Ellis, Leon Keil, Ardis O'Connor, Rick Schimpf, Mary Dobbie, Liz Mikkelsen, Chris Glover, Anna Carter, Andrew Francis, Penny Redward, Ferial Falconer, Anthony Dreaver, Anne Molineux.

Councillors, District and Regional Council officers, and representatives from other agencies will be invited to attend Working Group meetings. Their main role will be as technical advisors to the Group, rather than decision-making.

Note: If any of the Working Group members can not be present at a meeting, they can select someone else to stand-in for them.

The Working Group will report on a regular basis to the Council's District Development Committee.

##### **Quorum**

A quorum at any meeting of the working group should be half of the Working Group members (or their chosen representatives).

## APPENDIX 4: User Group Identification Table

Purpose of Route	Walkers/Pedestrians	Cyclists	Horses
<b>Safe school routes</b>	<p><b>Primary User Groups:</b> School children/students &amp; teaching staff</p> <p><b>Key Destinations:</b></p> <ul style="list-style-type: none"> <li>• Schools/colleges/polytech</li> <li>• Train station or bus stops</li> </ul>	<p><b>Primary User Groups:</b> School children/students &amp; teaching staff</p> <p><b>Key Destinations:</b></p> <ul style="list-style-type: none"> <li>• Schools/colleges/polytech</li> <li>• Train station or bus stops</li> </ul>	N/A
<b>Commuter &amp; Utility routes</b>	<p><b>Primary User Groups:</b> Adults walking to work, public transport interchanges, local shops, community facilities, parents with baby buggies</p> <p><b>Key Destinations:</b></p> <ul style="list-style-type: none"> <li>• Train station/bus stops</li> <li>• Shops (local)</li> <li>• Library, community facilities etc</li> <li>• Local workplaces</li> </ul>	<p><b>Primary User Groups:</b> Adults cycling to work, public transport interchanges, local shops, community facilities</p> <p><b>Key Destinations:</b></p> <ul style="list-style-type: none"> <li>• Train station/bus stops</li> <li>• Shops (local)</li> <li>• Library, community facilities etc</li> <li>• Local workplaces</li> </ul>	<p><b>Primary User Groups:</b> Mainly adult riders</p> <p><b>Key Destinations:</b></p> <ul style="list-style-type: none"> <li>• Seminars &amp; training sessions (run by Western Riding Club)</li> <li>• Learning centres e.g. Ferndale</li> </ul>
<b>Recreation &amp; Fitness routes</b>	<p><b>Primary User Groups:</b> Various - adults, children, elderly, parents with baby buggies, joggers, disabled people, people using mobility aids, dog walkers</p> <p><b>Key Destinations:</b></p> <ul style="list-style-type: none"> <li>• Local streets</li> <li>• Local parks &amp; open spaces</li> <li>• Beaches</li> <li>• River corridors, waterways</li> <li>• Historic sites/heritage trails</li> <li>• QE Park</li> </ul>	<p><b>Primary User Groups:</b> Various - adults, children, elderly, mountain bikers, road cyclists, BMX riders</p> <p><b>Key Destinations:</b></p> <ul style="list-style-type: none"> <li>• Residential recreation - local streets, parks, beaches, river corridors (including kids after school using local roads)</li> <li>• Road racing circuits - arterial roads &amp; SH1</li> <li>• BMX tracks/parks</li> <li>• Mountain biking tracks - Tararua foothills &amp; ranges</li> <li>• QE Park</li> </ul>	<p><b>Primary User Groups:</b> Various - adults, children, elderly</p> <p><b>Key Destinations:</b></p> <ul style="list-style-type: none"> <li>• Adult Riding Club</li> <li>• Everyday 'pleasure' circuits</li> <li>• Beaches, river corridors, waterways</li> <li>• Training areas - beaches; pony clubs; open areas</li> <li>• Back country/more remote areas</li> <li>• Grazing areas</li> <li>• QE Park</li> </ul>
<b>Tourist routes</b>	<p><b>Primary User Groups:</b> Tourists &amp; visitors to Kapiti, trampers</p> <p><b>Key Destinations:</b></p> <ul style="list-style-type: none"> <li>• Coastal/scenic areas - beaches, river</li> </ul>	<p><b>Primary User Groups:</b> Tourists &amp; visitors to Kapiti, including cycle tourists, weekend/homestay tourists/ visitors; both on- &amp; off-road</p>	<p><b>Primary User Groups:</b> Tourists &amp; visitors to Kapiti</p> <p><b>Key Destinations:</b></p> <ul style="list-style-type: none"> <li>• Beaches, river corridors, waterways</li> <li>• 'Back country'/more</li> </ul>

Purpose of Route	Walkers/Pedestrians	Cyclists	Horses
	<p>corridors, waterways (e.g. Millennium/Coastal Walkway)</p> <ul style="list-style-type: none"> <li>• Historic sites/heritage trails</li> <li>• Regional Parks (e.g. QE Park), Department of Conservation reserves (e.g. Hemi Matangi) &amp; significant local parks/reserves</li> </ul>	<p><b>Key Destinations:</b></p> <ul style="list-style-type: none"> <li>• Coastal/scenic areas - beaches, river corridors/ waterways (e.g. Millennium/Coastal Cycleway)</li> <li>• On-road urban/rural routes i.e. between urban areas</li> <li>• Historic sites/heritage trails</li> <li>• Regional Parks (e.g. QE Park), Department of Conservation reserves &amp; significant local parks/reserves</li> </ul>	<p>remote areas</p> <ul style="list-style-type: none"> <li>• Learning centres e.g. Ferndale</li> <li>• Home-stay horse-trekking routes</li> <li>• QE Park</li> </ul>
<b>Disabled People</b>	<p><b>Primary User Groups:</b> People using motorised scooters, wheelchairs and other mobility aids, and the elderly</p> <p><b>Key Destinations:</b></p> <ul style="list-style-type: none"> <li>• Train station or bus stops</li> <li>• Shops (local)</li> <li>• Library, community facilities etc</li> <li>• Local streets</li> <li>• Local parks &amp; open spaces</li> <li>• Beaches</li> <li>• River corridors, waterways</li> <li>• Historic sites/heritage trails</li> </ul>	<p><b>Primary User Groups:</b> Elderly</p> <p><b>Key Destinations:</b></p> <ul style="list-style-type: none"> <li>• Train station or bus stops</li> <li>• Shops (local)</li> <li>• Library, community facilities etc</li> <li>• Local streets</li> <li>• Local parks &amp; open spaces</li> <li>• Beaches</li> <li>• River corridors, waterways</li> <li>• Historic sites/heritage trails</li> </ul>	<p><b>Primary User Groups:</b> Elderly, visually impaired, special needs etc</p> <p><b>Key Destinations:</b></p> <ul style="list-style-type: none"> <li>• Learning centres e.g. Ferndale</li> <li>• Pony clubs/riding clubs</li> </ul>
<b>Adventure</b>	<p><b>Primary User Groups:</b> Orienteering; trampers</p> <p><b>Key Destinations:</b></p> <ul style="list-style-type: none"> <li>• River corridors</li> <li>• Foothills &amp; Tararua ranges</li> <li>• Forest areas</li> <li>• More remote areas</li> </ul>	<p><b>Primary User Groups:</b> Mountain bikers</p> <p><b>Key Destinations:</b></p> <ul style="list-style-type: none"> <li>• River corridors</li> <li>• Foothills &amp; Tararua ranges</li> <li>• Forest areas</li> <li>• More remote areas</li> </ul>	<p><b>Primary User Groups:</b> Adult riders</p> <p><b>Key Destinations:</b></p> <ul style="list-style-type: none"> <li>• Foothills &amp; Tararua ranges</li> <li>• More remote areas</li> <li>• Beaches</li> </ul>