

Walking and Cycling Strategy

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Foreword

Whakarērea ngā manu ōna here kia hua mai ōna āhua ki te ao. Whakanikotia ki runga, takatakahia ki raro. Mai i ngā wai māori o Maewa ki ngā wairere o Te Awahuri, hīkina te tapu, hīkina te mauri a Tāne kia tū, kia oho, kia ora!

The birds have been freed from their bonds so their likeness may be seen in the world. Let the skies be adorned and the pathways below traversed. From the pristine waters of Maewa to the turning waters of the Awahuri, amplify the sanctity and the life force of our natural environment that we may arise, awaken, and thrive!



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1. Introduction

1.1 Purpose of Strategy

This Strategy provides a framework to increase participation in walking and cycling within the Manawatū District. Walking and cycling provides social, environmental, economic and health benefits that are well understood, and there is continuing growth in investment and support for developing walking and cycling at a local, regional and national level.

The previous Walking and Cycling Strategy (the “Manawatū Active Transport Strategy”) was developed in 2007. This Strategy was the first of its kind for the District, providing direction for the development of walking and cycling infrastructure and its promotion.

The 2019 Walking and Cycling Strategy (“the Strategy”) establishes a new set of visions and goals for walking and cycling within the Manawatū District over the next 10 years. The Strategy will assist Council in co-ordinating and prioritising the many requests for footpaths and cycleways received by the community, and enable a co-ordinated approach to delivering wider initiatives that will encourage people to travel by foot or by bike more often.

The strategy will also contribute towards Council’s vision and strategic objectives for developing a “Connected, vibrant and thriving Manawatū District”.

1.2 Developing the Strategy

The Strategy has been developed by the District Council through engagement with the local community and key partners including the NZ Transport Agency, Horizons Regional Council and Sport Manawatū.

Encouraging walking and cycling at a local and regional level is a key strategic priority for all partners, and this Strategy provides opportunities to improve co-ordination and delivery of walking and cycling initiatives between key regional stakeholders. Working in partnership will allow Council to maximise the benefit from its current and future investment in walking and cycling, by taking advantage of new opportunities as they arise.

The Strategy has also considered feedback from the community during the development of the Council’s Long-Term Plan (2018-2028), which included multiple requests for improved walking and cycling facilities across the District. The Strategy has also considered and responded to community views on issues and opportunities for walking and cycling within the District; in particular, barriers to walking and cycling identified through public consultation in April 2019.

1.3 What Will the Strategy Achieve?

The Strategy recognises the need to improve accessibility, connectivity and safety for those walking and cycling within the District. This will ensure Council responds to current and future transport demands, and encourage walking and cycling as a safe, enjoyable and healthy activity that becomes part of daily life whether for transport or recreation.

Through the development of the Strategy, the outcomes sought are:

- Encourage and support our communities to walk and cycle more for work, wellbeing and recreation
- Develop and grow a range of unique and diverse walking and cycling facilities and services to meet the changing needs of residents and visitors

- Improve safety and accessibility for cyclists and pedestrians of all ages and abilities within the community;
- Increase awareness and improve connectivity of the District’s recreational walking and cycling infrastructure; and
- Work collaboratively with key partners in delivering this Strategy, including other authorities, community organisations and the private sector.

2. Vision and Goals

The vision of the Walking and Cycling Strategy is:

“walking and cycling in the Manawatū District is attractive, safe and fun for our community and its visitors”.

Four key delivery goals and strategic outcomes have been identified to achieve the vision, these being:

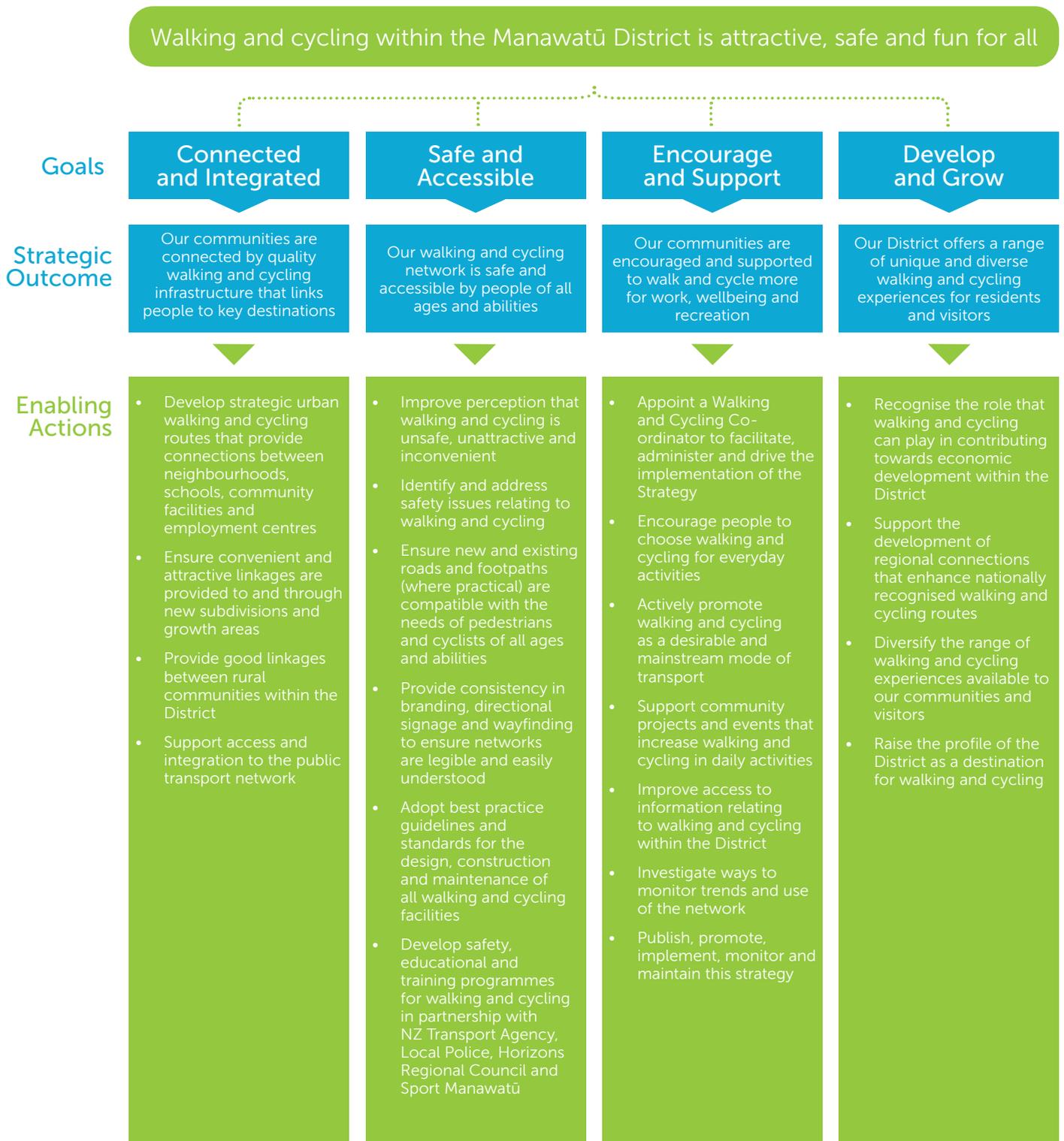
1 Connected and Integrated	Our communities are connected by quality walking and cycling infrastructure that links people to key destinations
2 Safe and Accessible	Our walking and cycling network is safe and accessible by people of all ages and abilities
3 Encourage and Support	Our communities are encouraged and supported to walk and cycle more for work, wellbeing and recreation
4 Develop and Grow	Our District offers a range of unique and diverse walking and cycling experiences for residents and visitors



Figure 2-1: Goals and Strategic Outcomes

The enabling actions to support the delivery of the Strategy’s goals and strategic outcomes are shown within Table 2-1.

Vision, Goals and Enabling Actions



3. Context of the Strategy

3.1 Strategic Context

The vision for the Strategy aligns strongly with Council’s overarching vision for the Manawatū District as outlined within the Long-Term Plan (2018-2028), which is:

Connected, Vibrant and Thriving Manawatū District – the best lifestyle in New Zealand

In delivering on its goals, the Strategy strongly aligns with the desired outcomes of the 2018-2028 Long Term Plan, as shown in Table 3-1.

Table 3-1: Long Term Plan (LTP) 2018-28 Community Outcomes

LTP 2018-28 Community Outcomes



Manawatū District protects the natural environment through stewardship of the District's natural and physical resources.



Manawatū District attracts and retains residents and business.



Manawatū District develops a broad economic base from its solid foundation in the primary sector.



Manawatū District is connected via quality infrastructure, services and technology.



Manawatū District's built environment is safe, resilient and attractive.



Manawatū District Council is a customer-focused and efficient organisation.

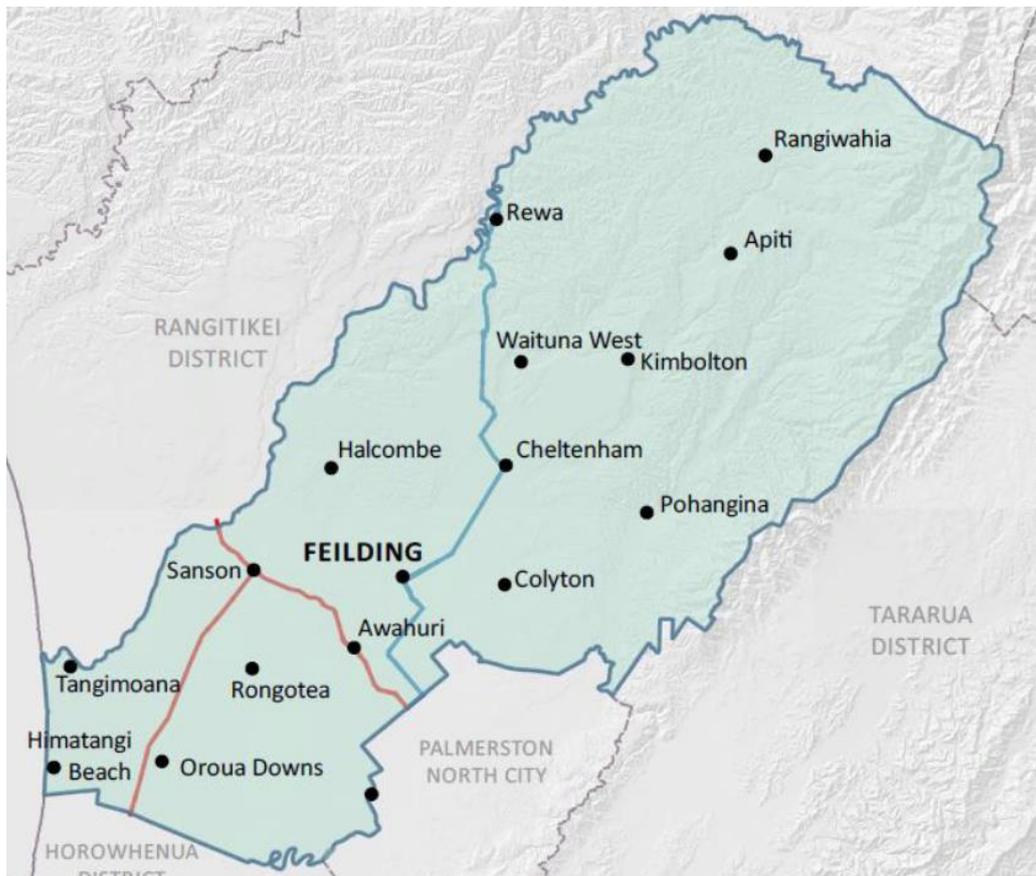
In addition to the LTP, Council’s planning for cycling and walking takes place within the context of a number of national, regional and local strategies and plans.

The relevance of a number of these documents to the Strategy are summarised within Appendix 2.

3.2 The District

The Manawatū District covers an area of 256,300 hectares, stretching from Rangiwahia in the north to Himatangi Beach and Palmerston North in the south. The western boundary is the Rangitikei River (see Figure 4-1). In 2018 the Manawatū District had an estimated population of 30,800. Approximately half of the population lives in Feilding (the largest town and main service centre for the district), with the remainder dispersed across townships, villages and rural communities.

Figure 3-2: The Manawatū District



3.3 Existing Walking and Cycling Network

Additional detailed information on this section can be found in Appendix 3.

Cycling in the District

Most of the Manawatū area is relatively flat which lends itself to being conducive for cycling. The existing cycle network within the Manawatū District is relatively undeveloped, however since the development of the 2007 Strategy progress has been made to increase the amount of cycle facilities provided in urban areas.

Much of this has centred within Feilding as the primary urban area where the most cycling for transport purposes is undertaken. Despite investment in these routes, the existing network within Feilding is fragmented and lacks connectivity (See Appendix 3, Figure 3A).

A comprehensive cycle network has been identified within Feilding that would provide connections between existing and future residential growth areas and key local destinations such as centres of employment, schools, and recreational spaces (See Appendix 3, Figure 3B).



The Feilding cycling network will include:

- Urban Cycle Routes: cycle routes that are generally within the road reserve which may include: on-road marked cycle lanes, shared off-road cycle/pedestrian facilities, treatments at intersections, parking restrictions and signposting of key routes.
- Recreational Routes: walking and cycle facilities that are generally located within parks and reserves; and
- Cycle Touring Routes: routes that provide connections to rural recreational, sporting or touring routes.

Table 3-3: Future cycle routes identified within the Feilding urban area

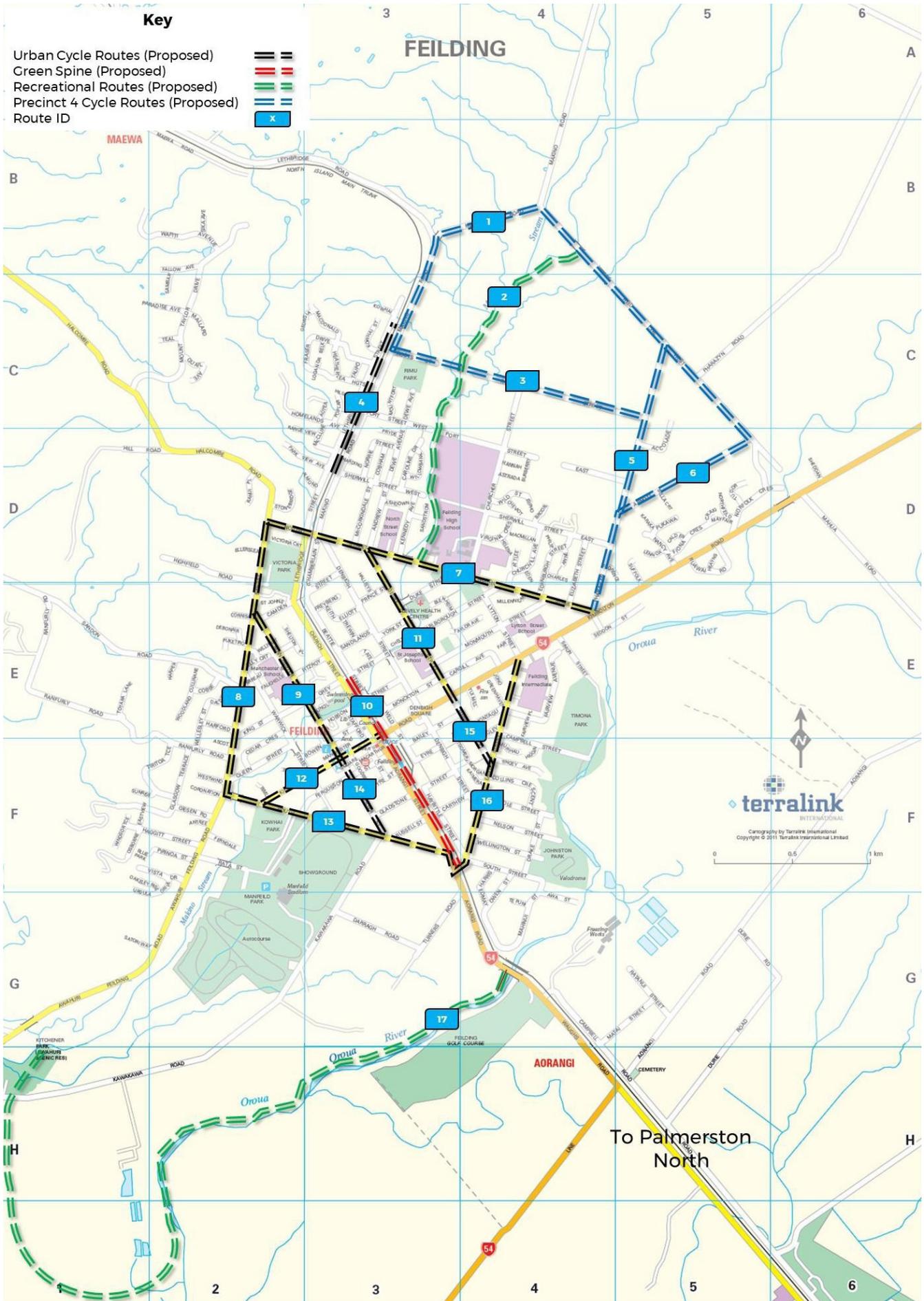
Routes	Map ID	From	To
Makino Road / Reid Line Connection (Precinct 4)	1	Lethbridge Street	Arnett Street
Makino Stream Walkway (Precinct 4)	2	Reid Line	North Street
Roots Street	3	Pharazyn Street	Makino Road
Lethbridge Street	4	Almond Grove	Makino Road
Pharazyn Street	5	North Street	Reid Line
Arnett Street	6	Pharazyn Street	Reid Line
North Street	7	West Street	Kimbolton Road
West Street	8	South Street	North Street
Manchester Street	9	West Street	Kimbolton Road
Aorangi Street (Green Spine)	10	Grey Street	East Street
Derby Street	11	North Street	Kimbolton Road
Kimbolton Road (West)	12	South Street	Manchester Street
South Street	13	West Street	Aorangi Street
Manchester Street	14	Kimbolton Road	South Street
Derby Street	15	Kimbolton Road	East Street
East Street	16	Kimbolton Road	Aorangi Street
Oroua River Walkway	17	Aorangi Street	Kitchener Park

Other Cycle Route Requests

Routes	From	To
Feilding to Palmerston North Cycleway	Feilding	Palmerston North
City to Sea Rail Trail Cycleway	Palmerston North	Himatangi Beach
Cheltenham to Feilding Cycleway	Cheltenham	Feilding
Halcombe to Feilding Cycleway	Halcombe	Feilding
Kitchener Park Cycleway	Loop Track through Kitchener Park Reserve	
Manawatū Village Loop	Loop track linking villages through Manawatu District	

Beyond Feilding, provisions for cyclists in rural areas are generally limited to direction signage with few dedicated cycling facilities provided within or between rural townships; however, new cycle facilities have recently been developed in some rural communities to support safe access to school, including the development of a shared path facility within Hiwinui.

Figure D1: Identified Future Feilding Routes



Pedestrian Network

The District has over 132km of formed footpaths. Feilding has a well-developed network of footpaths, with a programme of new footpaths identified within the Precinct 4 residential growth area. There are opportunities to enhance access and safety of existing facilities through improved pedestrian crossing facilities, upgrading footpaths and crossing points to modern standards and providing improved linkages to residential areas located within the urban fringe or future growth areas.

Existing footpath provisions within rural communities are varied. Where footpaths are not provided, pedestrians are required to walk on grass berms or share the road with vehicles. This raises both perceived and actual safety concerns and can be particularly challenging for more vulnerable road users such as the elderly or children.

Recreational Network

The District has over 200 hectares of parks, reserves and open spaces for community use that are administered and managed through Reserve Management Plans.

Significant investment has been undertaken in recent years to improve walking and cycling connectivity to and through these spaces, such as the recent development of the Timona Park to Johnston Park and the Makino Stream walkways. Opportunities to further enhance the walking and cycling recreational network are currently being considered through the Reserve Management Plan review process.



Regional Network

The District is well connected to walking and cycling routes of regional significance (see Figure 4-4). The Nga Haerenga The New Zealand National Cycle Trail is a set of premiere grade Great New Zealand Rides and Heartland Rides developed by the Ministry of Business, Innovation and Employment (MBIE) that will develop a nationwide cycling network, enabling locals and international visitors to explore all of New Zealand by cycle.

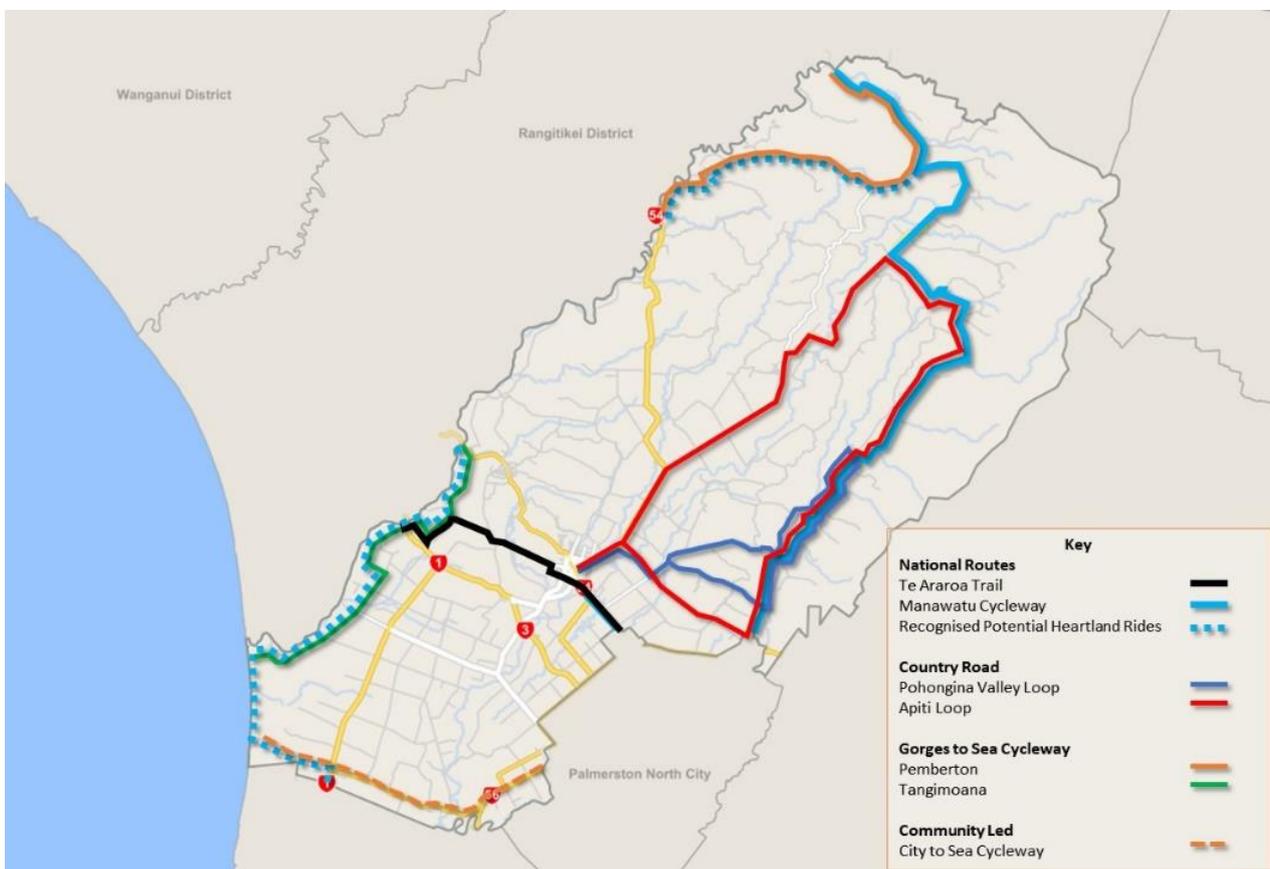
The Manawatū Cycleway is identified as a “Heartland Ride” within the New Zealand Cycle Trail (NZCT). The route follows the official Manawatū Scenic Route between Mangaweka (on SH1) and Palmerston North, and forms part of the Tour Aotearoa route. The route provides a link to other adjacent or nearby Heartland Rides, including Gentle Annie to Hawke’s Bay, the Ohakune to Taihape Trail, and the Tararua Traverse which heads over to the northern Wairarapa.

Potential future Heartland Rides within the District include the Gorges to Sea Cycleway, which would provide linkages between the Manawatū Cycleway and Himatangi (via Ohakea, Tangimoana and Himatangi Beach).

The Te Araroa Trail is a walking route of national significance that passes through the District. The Te Araroa Trail is a 3,000km walking route from Cape Reinga (North Island) to Bluff (South Island). Within the Manawatū District the route primarily runs along local roads from Bulls to Palmerston North via Feilding. It is estimated the route had 1,000 people walking its full length, with many more walking individual sections each year.

The proposed City to Sea Cycleway is a 30km route that would connect existing cycling facilities between Longburn and Palmerston North city centre to Himatangi Beach. The project is currently being driven by the Baines and Districts Community Development Trust. Although Council has not allocated any funding to this project, it is supportive of the proposal to construct a cycleway from the City (Palmerston North) to the Sea (Himatangi). Requests for funding will be considered in the future as the plans become finalised.

Figure 4-4: Manawatū District’s Regional Walking and Cycling Network



4. Challenges and Opportunities

The Strategy recognises the following key challenges and opportunities relating to the role of walking and cycling within the District:

- Reversing declining participation rates in walking and cycling for transport purposes;
- Increasing physical activity and supporting the health and wellbeing of the community;
- Responding to changing mobility and access needs of an aging population;
- Supporting sustainable population growth through the provision of transport choices;
- Improving the perceived and actual safety of walking and cycling;
- Leveraging the economic potential of regionally significant walking and cycling routes within the District

4.1 Issues and Trends

Walking and Cycling as a Mode of Transport

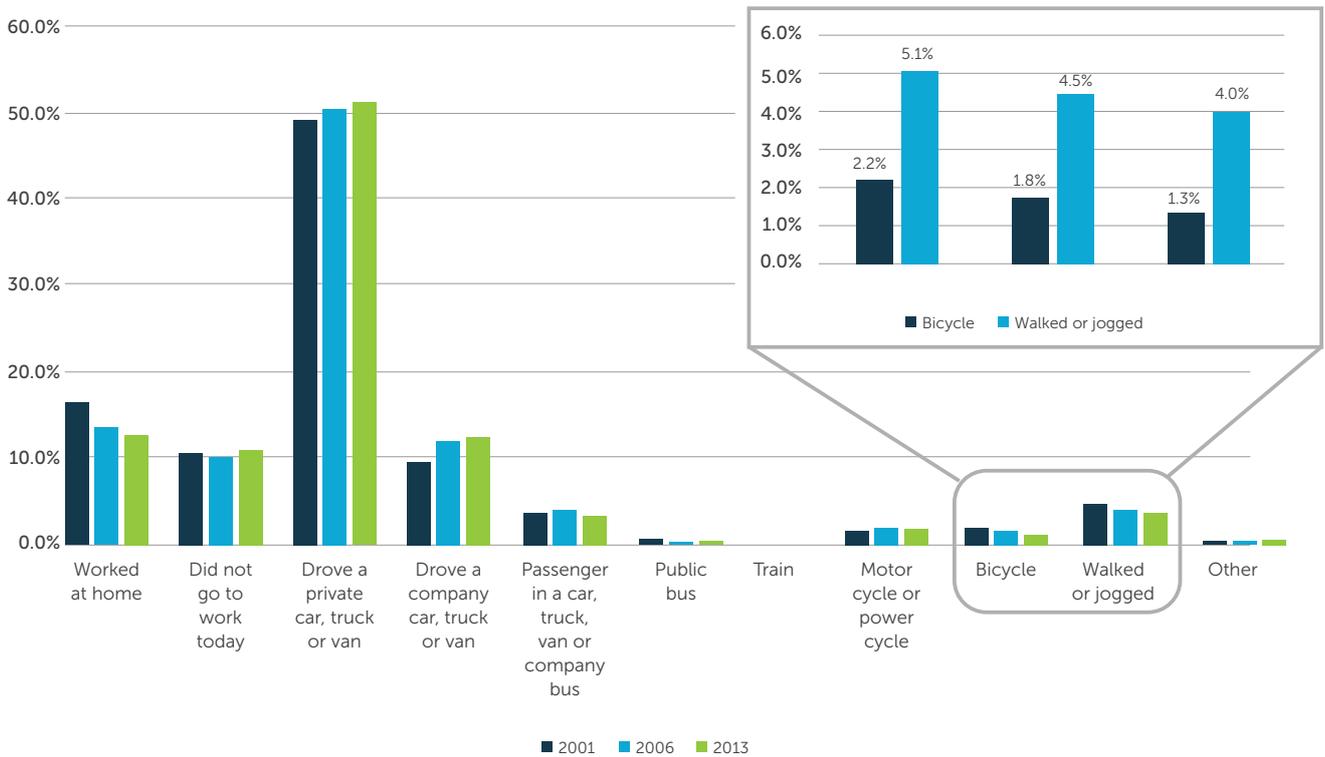
Walking and cycling as a mode of transport has declined over the past 20 years both at a local and national level. Lifestyle changes have played a part, and the convenience and availability of low-cost vehicles and consequent traffic growth have contributed to this decline.

The community perception that active modes are unattractive, unsafe and inconvenient means they are not effectively contributing to the overall transport system, despite the overwhelming health and other benefits of travelling by this mode. The dispersed nature of the community and large commuting distances means there is a greater reliance on private car for day-to-day access to key services, including employment, shopping, leisure, health and education.

As of the 2013 Census, walking and cycling in the District as a mode of travel for work comprised 5.3% of all trips, significantly lower than the national average of 7.8%. Census data indicates that walking and cycling to work within the District has steadily declined since 2001, when 7.3% of all commuter trips were undertaken by these modes (see Figure 5-1). In contrast, vehicle ownership and the use of private vehicles for commuting has increased over this period (see Appendix 5).

National travel surveys have also shown a dramatic reduction in children travelling to school by foot or by bike. In 1990, 54% of children travelled to school by these modes, compared with 31% in 2014. Within the Mid-Central District, approximately 48% of children aged 5-14 years of age travel to school by foot or on bike.

Figure 5-1: Percentage of Manawatū Residents Walking and Cycling to Work (2001 to 2013)



Safety

Perceived and actual safety for users is a key barrier for encouraging uptake of walking and cycling within the District. In consulting with the community, safety was identified as the primary barrier to people walking and cycling more often. The perception of poor safety is not unique to the District, with the Cycling Safety Panel’s Safer Journeys for People who Cycle (2014) notes:

“cycling surveys consistently state the number one reason people do not cycle, or do not let their children cycle, is they believe it is too dangerous”.

Whilst the District is not identified as an area of concern area compared with other Districts at a national level³, any crashes involving vulnerable road users are undesirable, and safety concerns will deter people from travelling by foot or on bike.

³ NZTA Communities at Risk Register 2018



Since 2008, 74 reported crashes involving pedestrians or cyclists have resulted in an injury within the District, of which six resulted in a fatality and 16 resulted in serious injuries. Vehicle speeds are a significant factor in the severity of injuries, with all recorded fatalities involving pedestrians and cyclists occurring on high speed, open rural roads.

More information on the issue of safety can be found in Appendix 4.

Population Growth

The resident population of the Manawatū District as of 2018 is estimated to be 30,800. The District is expected to experience steady population growth for the foreseeable future, with medium population growth projections forecasting the District's population will increase to 40,300 by 2048. In response, household growth is expected to increase from 12,300 households in 2018 to 17,500 households by 2048. Most future growth is expected to be centred within Feilding, however, strong growth has also been experienced in recent years in rural townships.

Further population growth combined with a high level of dependency on private motor vehicles will lead to adverse impacts on the efficiency and safety of the network if not adequately planned for. Population growth will also increase demand for local recreational opportunities, including walking and cycling. Increasing participation and accessibility for walking and cycling both as a mode of transport and for recreation is important in supporting an efficient, sustainable and affordable transport system.

Aging Population

The Manawatū District is expected to experience an increase in population of elderly residents (aged over 65 years), from 17.8% of the District's population in 2018 to over 28% by 2048.

Elderly populations have different access needs to the rest of the community. They are generally less mobile, more susceptible to trip hazards and more vulnerable when crossing the road; in particular those with declining vision, hearing or cognitive functions. Older communities are also less likely to have access to private vehicles, increasing reliance on travelling by foot or other modes such as public transport for day to day activities; therefore, being able to walk or cycle safely can mean access services and retain social connections.

As the growing population continues to age, there will be greater need for improved pedestrian facilities that are accessible and provide transport options to ensure residents do not become socially excluded. This places additional emphasis on maintaining footpath conditions, ensuring safe and effective crossings are provided and footpaths that are wide enough to support wheelchairs or other walking aids.

Changing technology and the growing use of mobility scooters and e-bikes has the potential to significantly change the way communities travel. There is the potential for e-bikes to change the demographics of cyclists by making cycling more accessible to a wider age group. As the prevalence of, and access to, new technologies increase there is a need to consider how best to adapt infrastructure to safely support this developing technology.

Health and Wellbeing

The New Zealand Health Survey (2018) is an annual survey that provides a snapshot of community health over time. The surveys indicate that the community is less physically active compared with national averages; only 33% of responses within the Mid-Central District population stated they are physically active compared to 50.2% nationally.

Physical activity within the Mid-Central District also appears to be declining; in 2012, 53% of responses noted they were physically active. The surveys also show more adults than national average are overweight or obese, and suffering from conditions such as high blood pressure, heart disease, diabetes and mood or anxiety disorders.

Tourism and Economic Growth

The Manawātū District Economic Development Strategy seeks to actively grow tourism and visitation to the District by attracting more visitors to enjoy the outstanding rural landscape and the Country Road, and encouraging development of additional visitor/tourism infrastructure that supports economic growth.

There is a growing focus on the development of walking and cycling tourism at a national level. Statistics provided by Tourism New Zealand indicate 73% of holiday visitors participate in walking or hiking and nearly 10% participate in some form of cycling whilst in New Zealand. These visitors generally stay longer, visit more regions and spend more in the economy .

Studies of other national cycle routes within New Zealand indicate the development of cycle trails have assisted in revitalising small communities, increased and expanded the number of local businesses, and created new jobs close to the locality of the trails . Evidence from other cycle trails within New Zealand indicate international visitors spend between \$60-\$330 per person, per day when travelling on nationally recognised cycleways .

The Manawātū is well situated to leverage the economic benefits of the growing demand for walking and cycling tourism. There are several regionally significant walking and cycling routes that pass through the District; however, Manawātū District is not realising the benefits of these facilities to their full potential. For example, feedback from the Te Araroa Trust suggests as many as 50% of those walking the full route avoid sections in the Manawātū due to the high proportion of roadside walking .

4.2 Opportunities

Providing safe and convenient walking and cycling networks that are connected and coherent will increase the attractiveness of walking and cycling both as a mode of transport and for leisure.

It is also recognised that to successfully develop a culture change where more people choose to walk or cycle, a more holistic approach is required beyond the delivery of infrastructure. Delivering educational, behaviour change and promotional activities that complement infrastructure development will inform, encourage and support communities in choosing to travel on foot or by bike, and help to maximise the benefits of investing in the network.

The opportunities and identified strategic responses to identified issues within the District are summarised within Table 5-1.



Table 5-1: Identified Opportunities and Strategic Responses

Issue	Opportunities	Strategic Responses
<p>Declining numbers of people travelling to work on foot or by bike across the District</p>	<p>Towns and villages are relatively flat and compact, meaning walking and cycling can be an attractive and practical option for shorter journeys</p> <p>Delivering a connected and integrated network will increase the convenience and attractiveness of walking and cycling.</p> <p>There is significant potential to grow commuter cycling within Feilding, with more than half of its residents commuting short distances to employment destinations within the town.</p> <p>Beyond Feilding, there are opportunities to deliver critical links within the walking and cycling network that create barriers for communities travelling to local destinations such as schools, workplaces and recreational facilities.</p> <p>There are also opportunities to provide better walking and cycling connections between urban areas with growing populations.</p>	<p>Connected and Integrated</p> <ul style="list-style-type: none"> Provide a connected network of safe and convenient cycle paths within Feilding and between Feilding and Palmerston North. Provide walking and cycling connections between townships; in particular, where they support regionally significant facilities. Deliver footpath improvements in townships that connect the “missing gaps” in the network, and minimise the need for walking or cycling on the road. <p>Safe and Accessible</p> <ul style="list-style-type: none"> Deliver wayfinding signage and bicycle stands that support access to key destinations.
<p>Declining number of children travelling to school on foot or by bike across the District</p>	<p>Motivating school age to walk and cycle creates lifetime travel habits. Road skills that can have a long-lasting effect on future travel choices and encourage younger communities to be more active and lead more healthier lifestyles.</p> <p>Encouraging more children to walk and cycle can reduce congestion and improve safety outside the school gates.</p>	<p>Safe and Accessible</p> <ul style="list-style-type: none"> Provide safe cycle and walking routes around schools. <p>Encourage and Support</p> <ul style="list-style-type: none"> Develop school travel plans and training programmes to support increased walking and cycling amongst school children.

Declining health and wellbeing within the District

Enabling more people to use active modes can contribute to improved health outcomes as people regularly incorporate active travel into their daily life, increasing levels of physical activity.

Improved fitness lowers the risks of health-related issues such as obesity, heart disease and diabetes, and can positively impact on mental health.

Improved fitness is also beneficial to the economy, with studies showing increased productivity within the workforce and a reduction in staff absences at work.

Support and Encourage

- Promote the benefits of walking and cycling for health to our communities.
- Provide improved access to information about walking and cycling within the District.

Develop and Grow

- Work with communities to deliver local walkways and loop tracks identified in Community Plans.
- Enhance access to parks and reserves through recreational walking and cycling routes.
- Explore new recreational opportunities such as mountain biking and BMX tracks.

Changing access and mobility needs of an ageing population

Ensuring that walking and cycling networks are inclusive and accessible (including the promotion of disability access for all members of the community) will support mobility to services and retain social connections.

Applying best practice design standards in developing new infrastructure or future maintenance and renewal work will ensure the transport network is compatible with the needs of all users.

Responding to future changes in mobility and growing use of technology (scooters and e-bikes) has the potential to significantly change the way aging communities travel.

Safe and Accessible

- Plan, design and maintain the built environment to cater for future changes in mobility, including the provision appropriate amenities (i.e. seating, rest stops).
- Engage with mobility groups and undertake accessibility audits in key destinations (i.e. town centres) to identify and resolve local issues or barriers to access.
- Review and enhance access to mobility parking provisions within the District.
- Investigate and identify the need for facilities that support the growing use of e-bikes.

Supporting and enabling sustainable growth

Providing connected and integrated walking and cycling networks within future growth areas provides communities with transport choices, access to recreational opportunities and support in reducing the impacts of future growth on the transport network.

Working closely with developers and key service delivery partners will ensure connected and integrated walking and cycling networks are achieved within future growth areas.

Key mechanisms for support sustainable growth include the District Plan, Structure Plans and other strategies (such as Town Centre Plans) to ensure land-use planning is effectively integrated with the existing and future transport network.

Connected and Integrated

- Implement proposed walking and cycling facilities identified within the Urban Growth Precinct Plan.
- Ensure new developments provide safe, convenient and attractive linkages for pedestrians and cyclists.
- Enhance access to public transport when reviewing services to future growth areas within the District.

Encourage and Support

- Review District Plan rules for new developments to promote end of trip facilities for cyclist and pedestrians in workplaces (i.e. cycle parking).

Improving the perceived and actual safety of walking and cycling

Improving the safety of cycling and walking is a key part of improving accessibility and encouraging uptake of cycling and walking as a transport mode and for leisure.

Investment in the provision of appropriately designed and maintained infrastructure and speed management is particularly important to increase access to, and uptake of, active forms of travel.

Other initiatives such as education, promotion and regulation activities can be delivered collaboratively with key partners, which could contribute towards improving the safety of travelling by these modes.

Safe and Accessible

- Develop and maintain safe and connected routes by applying 'best practice' urban design and engineering standards.
- Identify and undertake remedial work in areas with high crash or safety concerns.
- Provide safe crossing points for pedestrians on state highways, arterial roads and areas with high pedestrian activity (i.e. town centres).
- Review speed limits on open roads and around sensitive land uses such as schools and town centres.

- Enhance cycle touring routes through signage, shoulder widening and removal of pinch-points through future maintenance / renewal works.

Encourage and Support

- Promote and support safety for vulnerable road users through education, training and enforcement programmes.

Leveraging the economic potential of regionally significant walking and cycling routes

Enhancing, developing and promoting regionally significant walking and cycling routes, as well as diversifying the range of active mode activities available for visitors to the District, would attract more visitors and contribute towards fully realising Manawatū's economic potential.

Raising the profile of the District as a destination for walking and cycling through promotional activities that actively encourages residents and visitors to make use of the District's offerings.

Develop and Grow

- Deliver a shared path connection between Feilding and Palmerston North to support tourist opportunities (i.e. Te Araroa Trail).
- Provide connections to new recreational facilities proposed within Te Apiti as part of NZTA's Te Ahu a Taranga (Manawatū-Tararua Highway replacement project).
- Support the expansion of proposed regional cycle routes within the District, such as the City to Sea Cycleway and NZCT Heartland Rides.
- Provide connections between the regional cycle network and local townships, services and other key attractions within the District.
- Market the District's regional and recreational network in co-ordination with other agencies.

5. Action Plan

Appendix 1 identifies a range of prioritised actions that aim to take the vision identified within this Strategy through to an achievable reality. The Action Plan provides staged approach in achieving the overarching vision and supporting goals of the Strategy.

Actions identified within the Strategy are primarily the responsibility of Manawatū District Council, although it is recognised that some actions will be led, or require collaboration with, key strategic partners or community groups.

Each action identified within the Action Plan has been prioritised based on the following:

Priority	Description
Business As Usual	“Business as Usual” actions include activities, plans or policies that are already delivered by Council or other strategic partners. Continuing to deliver these actions will contribute towards achieving the strategic objectives.
Immediate Actions	<p>These include projects or initiatives that are proposed for immediate focus. Immediate actions include:</p> <ul style="list-style-type: none"> • Quick-win projects that could be implemented in the short-term. • Capital programmes that require additional investigation, planning and consultation in the short-term to inform an implementation plan for inclusion within the 2021-31 10 Year Plan. • Regionally significant projects that are currently programmed for delivery within Council’s 10 Year Plan.
Medium Priorities	<p>Medium priority actions are projects and initiatives that would strongly contribute towards the strategic objectives of the Strategy that could be delivered over the lifecycle of the next 10 Year Plan.</p> <p>These include complementary initiatives that could be delivered once strategic infrastructure improvements have been delivered to maximise the benefit of physical infrastructure investment (such as behaviour change programmes).</p>
Future Priorities	<p>Future priorities are actions that will contribute to the identified strategic objectives; however, they not considered critical within for delivery within the next three years and have been included to provide a future “line of sight”. The priority allocated to these actions may change in future revisions of the Strategy.</p>

6. Monitoring and Reporting

Monitoring is important in evaluating the progress of the Strategy in achieving the vision and the desired strategic outcomes for the District. The success in delivering the vision of the Strategy will be assessed against a range of measures, including walking and cycling participation; health related indices; pedestrians and cyclist safety trends on the network; and resident satisfaction relating to existing facilities. Progress towards realising the vision, goals and objectives of the strategy will be measured by the following indicators:

Goal		2019 Figure ⁸	Metric
Walking and Cycling Participation	Increase in the number of people who travel to work by foot or by bike.	Total Active Modes: 5.3% Walking: 4.0% (2013) Cycling: 1.3% (2013)	NZ Census
	Participation rates for walking and cycling within the Manawatū District (weekly).	Walking – 57% Running – 34% Road Cycling - 21% Mountain bike/BMX – 15%	Annual Active NZ Surveys
	Increase in numbers of children cycling and walking to school.	Benchmark to be established	Annual Reporting
	Percentage completion of the strategic cycle network.	Benchmark to be established	Annual Reporting
	Increase in pedestrians and cyclist volumes on key strategic routes (once counting stations have been established).	Benchmark to be established	MDC Monitoring
	Increase in the number of visitors who cycle or walk on key regional facilities in the Manawatū District.	Benchmark to be established	Counting Stations Annual Surveys
	Health	Decrease in levels of obesity within the Manawatū District.	36.2% (2017)
Safety	Decrease in the proportion of crashes involving pedestrians and cyclists, relative to all crashes within the	36.2% (2017)	NZ Health Annual Surveys

Safety	District. Reduction in the number of crashes involving pedestrians and cyclists	8.7 crashes per annum (2008-2018)	NZTA Crash Database
Resident satisfaction	Increase in the level of satisfaction expressed by residents regarding active transport infrastructure	Walkways / Cycleways – 72% (2017) Footpaths/ Crossings – 65% (2017)	Annual Resident Surveys
	Increase in resident perception of safety for walking and cycling within the District	Benchmark to be established	Resident Surveys
Network Condition	Percentage of footpaths within the District classified as complying with defined level of service	95% of the District's footpaths are within acceptable defect levels	Activity Management Plan Target

In developing the benchmarks, it is recognised that the availability of baseline data on the number of people walking and cycling within the District is relatively limited. The collation of baseline and on-going data is essential in monitoring the progress of the Strategy in achieving its intended objectives. Census data provides a useful snapshot of information and uptake of walking and cycling at a local, regional and national level; however, there are limitations in using this data (i.e. data is only collated at 5-year intervals). Other data, such as annual counts of pedestrian and cycling volumes on key strategic routes could be collated and reviewed on an annual basis.

⁹ Potential third party funding opportunities may include existing or future funding sources such as the Urban Cycleways Funds, Provincial Growth Funds, charitable funds or community funding where applicable.



7. Next Steps

7.1 Implementation Plan

Priorities for walking and cycling are set around the 3-year review cycles of the Ten Year Plan (10YP). The LTP sets out the direction of Council and the funding needed over a 10-year period. Setting the walking and cycling priorities to the LTP cycle ensures that projects and infrastructure requirements coincide with Council's major funding rounds.

The implementation of physical infrastructure and supporting programmes is dependent on funding availability, based on Council's capital expenditure budget (from rates) as well as other sources such as NZTA funding contributions (through the National Land Transport Fund), or (where eligible) other Government or third party funding sources⁹.

A key next step in delivering the Strategy is the development of an Implementation Plan, which will provide the framework for identifying specific projects and budgeting requirements for inclusion within future Long Term Plans. The Implementation Plan will focus primarily on delivering projects identified as immediate and medium priorities within the Action Plan. The Implementation Plan will be reviewed and assessed annually, in line with Council's annual plan process.

Larger programmes of capital work identified within the Strategy will require further investigation, feasibility and costing before schemes are programmed for inclusion within the next LTP (2021-2024). Programmes of work identified within the Strategy that require planning and prioritisation in the immediate short-term to inform future implementation plans include:

- Planning and delivering the urban cycle network within Feilding
- Planning and delivering a district-wide programme of new footpaths; and
- Planning and delivering a district-wide programme of recreational walkway projects

7.2 Scheme Prioritisation

In delivering these immediate priorities, a proposed prioritisation matrix has been developed to assist in assessing the benefits and relative merits offered by proposed new walking and cycling facilities (see Appendix 6), to ensure future funds are spent on projects that achieve the greatest community benefit. The matrix will also allow Council to re-evaluate and/or re-prioritise projects when new or additional projects are identified, or formal requests for facilities are received by the community.

The intention of the prioritisation matrix is to:

- Score and rank walking and cycling projects into a prioritised list
- Identify higher priority footpaths/cycleway projects for inclusion within future 10YPs
- Ensure funds are spent on projects that achieve the greatest community benefit
- Provide a consistent and transparent system for assessing projects
- Provide prompt feedback from Council on the likely status of any community requests.

The prioritisation approach allows identified projects to be assessed against the following:

- Project cost (based on rough order estimates)
- Prioritisation score (based on prioritised criteria)
- Additional factors, such as availability of external funding

The scores established through the prioritisation matrix will provide an indication of the relative priority that

could be afforded to projects for future delivery programming; however, in prioritising routes, some may be given additional priority as a result of:

- **External Funding Availability** – where projects attract external funding (i.e. NZTA subsidy) and would reduce delivery costs for Council, additional priority could be given to these projects.
- **Works Integration** – where wider work is being undertaken on the network (such as road renewals and maintenance), walking and cycling projects could be accelerated for cost and delivery efficiencies.

The prioritisation matrix is intended to operate as a “live” database for future improvements. It enables Council to consider new facilities at any time, and also allows the priority of any route to be easily re-evaluated if circumstances change (e.g. new bus stops are provided). The prioritisation matrix therefore should only be used as an indicator of project priority and should be reviewed on an ongoing basis as projects are identified for inclusion.

Footpath Prioritisation Criteria

Table 8-1 outlines potential assessment criteria that could be used in the development of the proposed footpath prioritisation matrix. Further detail of proposed criteria and potential scoring system is outlined within Table 6A in Appendix 6.

Table 8-1: Proposed Footpath Project Prioritisation Criteria

Criteria	Factor
Road and Land Use Environment	<ul style="list-style-type: none"> • Likely pedestrian demand • Road function • Posted speed limit • Safety record
Existing Pedestrian Provisions	<ul style="list-style-type: none"> • Presence of existing footpath provisions • Connections to existing footpaths (i.e. completes a link)
Implementability	<ul style="list-style-type: none"> • Availability of berm space • Terrain or engineering complexity
Connections to Destinations	<ul style="list-style-type: none"> • Proximity to local schools • Proximity to key community facilities • Connectivity to the public transport network • Linkages to regionally significant routes or tourism routes • Linkages to identified growth areas

Cycleway Prioritisation Criteria

Table 8-2 outlines potential assessment criteria that could be used in the development of the proposed cycleway prioritisation matrix. Further detail of proposed criteria and potential scoring system is outlined within Table 6B in Appendix 6.

Criteria	Factor
Road and Land Use Environment	<ul style="list-style-type: none"> • Likely usage • Likely user type • Traffic volumes on route • Traffic speeds/heavy vehicle presence • Safety record
Strategic Alignment	<ul style="list-style-type: none"> • Recognised strategic route • Connections to existing cycleways (i.e. completes a link) • Existing route barriers
Implementability	<ul style="list-style-type: none"> • Proximity to local schools • Proximity to key community facilities • Linkages to regionally significant routes or tourism routes

7.3 Strategy Review

It is expected that the Walking and Cycling Strategy will be reviewed every three years, in alignment with the review process of the 10 year plan. This will ensure that the Strategy remains aligned with national and regional policy, and allow Council to monitor the effectiveness of the projects delivered through the Strategy against its strategic outcomes.





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