



Walking and Cycling Strategy

Appendices

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Appendix 1: Action Plan

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Goal 1: Connected and Integrated

Strategic Outcome: Our communities are connected by quality walking and cycling infrastructure that links people to key destinations

Action #	Enabling Action Ref	Action	Timeframe	Responsibility	Priority
1	1.1	<p>Urban Cycle Network Investigate primary urban cycling routes included within the Feilding urban cycle network plan. Evaluate potential projects against the prioritisation matrix and programme delivery of key urban routes through future phases of the LTP.</p>	2020 2021	MCD	Immediate
2	1.1.1.3	<p>New Footpath Programme Identify locations for new footpaths and evaluate potential projects against the prioritisation matrix. Adopt a prioritised programme for new footpath provisions on streets that currently have no pedestrian infrastructure where there is demonstrable demand (i.e. residential streets and destinations such as schools, retail areas etc)</p>	2020	MCD	Immediate
3	1.1.1.4	<p>Recreational Walkways through Parks and Reserves Identify and prioritise walking and cycling linkages through and to parks and open spaces based on the outcomes of the Reserve Management Plans (currently under revision).</p>	2020	MCD	Immediate
4	1.3	<p>Township Connections Identify opportunities to develop potential walking and cycling linkages between rural townships, prioritising projects that contribute to or link with identified regionally significant facilities.</p>	Ongoing	MCD Communities	Medium
5	1.2	<p>Supporting Future Growth Continue with the phased development of walking and cycling within key growth areas within the District (i.e. Precinct 4). Ensure a connected and integrated walking and cycling network is provided within future growth areas through the development of Structure Plans and consenting procedures.</p>	Ongoing	MCD	Medium
6	1.1, 1.4	<p>Township Connections Identify opportunities to develop potential walking and cycling linkages between rural townships, prioritising projects that contribute to or link with identified regionally significant facilities.</p>	Ongoing	MCD Communities	Business as Usual
7	1.4	<p>Pedestrian Crossing Programme Continue to investigate and deliver programmes of pedestrian crossing improvements, particularly on urban sections of the State Highway and arterial road network.</p>	Ongoing	MCD	Business as Usual
8	1.5	<p>Public Transport Integration Work in partnership with Horizons Regional Council to identify opportunities to support and enhance access to public transport when reviewing services within the District.</p>	Ongoing	MCD, HRC	Business as Usual

Goal 2: Safe and Accessible

Strategic Outcome: Our walking and cycling network is safe and accessible by people of all ages and abilities

Action #	Enabling Action Ref	Action	Timeframe	Responsibility	Priority
9	2.1, 2.3	Bicycle Parking Undertake a review of existing end-of-trip facilities at key trip destinations (i.e. town centres, public buildings, shopping districts) and develop a staged implementation programme for delivering bicycle parking facilities.	2020	MCD	Immediate
10	2.4	Branding and Wayfinding Develop consistent branding and wayfinding of key pedestrian and cycle routes to improve network legibility and access through the District.	2020	MCD	Immediate
11	2.1, 2.2, 2.3	Communities on State Highway Engage with NZTA in developing improved walking and cycling provisions on the State Highway network, particularly where they interact with local townships or villages.	Ongoing	MCD	Medium
12	2.1, 2.3	E-Bikes Investigate and identify the need for new facilities that support the growing use of e-bikes for commuting and leisure purposes (i.e. dedicated cycle parking, charging stations etc).	Ongoing	MCD	Medium
13	2.3	Mobility Parking Review existing mobility parking provisions within the District and identify opportunities to enhance access for mobility impaired users (i.e. accessibility ramps).	Ongoing	MCD	Medium
14	2.1, 2.2, 2.3, 2.5	Neighbourhood Accessibility Audits Undertake accessibility audits at key destinations (such as town centres). Identify and prioritise minor works programmes that support safe and accessible routes based on audit findings.	Ongoing	MCD	Medium
15	2.1, 2.2	Speed Limit Reviews Review opportunities to reduce existing speed limits on open roads and around sensitive land-uses (i.e. schools) to ensure consistency with the NZTA's Speed Management Guidelines. Investigate opportunities to reduce speed limits below 50km/hr in high pedestrian/cycle areas (i.e. town centres).	Ongoing	MCD	Medium
16	2.2, 2.3, 2.5	Cycle Training Routes Identify routes for long distance cycling and seek opportunities to increase width/seal shoulders during road rehabilitation/pavement reconstruction.	Ongoing	MCD	Future
17	2.1, 2.2	Traffic Calming Develop a policy for traffic calming within the District and identify priority routes for implementing initiatives.	Ongoing	MCD, HRC	Future
18	2.2, 2.2, 2.3	Liaison with Mobility Groups Engage with mobility groups to identify local issues or barriers to access. Identify, prioritise and implement improvements in minor works programme.	Ongoing	MCD	Business as Usual

19	2.1, 2.2	Safe Routes to School Continued delivery of road safety educational campaigns that raise awareness of safety issues for pedestrians and cyclists, in particular on rural roads.	Ongoing	MCD, HRC	Business as Usual
20	2.6, 2.1	Safety Education Develop consistent branding and wayfinding of key pedestrian and cycle routes to improve network legibility and access through the District.	2020	MCD	Business as Usual
21	2.3, 2.5	Footpath Widening Ensure all new footpaths and walkways are planned and designed to provide at least minimum widths outlined within best practice / MDC Engineering Standards. Ensure existing footpaths are widened to minimum standards (where practical) as part of maintenance and renewal works.	Ongoing	MCD	Business as Usual
22	2.1, 2.3, 2.5	Design for Accessibility Review suitability of existing and future footpath provisions for older age groups, including provisions for mobility scooters, drop-kerbs, sensory aids, path widths and grading. Provide additional supporting infrastructure and facilities (such as seating, rest stops, toilets, water fountains etc) on existing and future routes where appropriate. Ensure that best practice urban design principles are applied that create environments that support pedestrians and cyclists, particularly within high use spaces (such as town centres). Ensure CPTED principles are applied when developing walking and cycling infrastructure within the District	Ongoing	MCD	Business as Usual
23	2.3, 2.5	Routine Maintenance Ensure existing footpaths are maintained to the required levels outlined within the Asset Management Plan. Ensure cycleways and roads with high cycle demands are regularly maintained (i.e. road sweeping, edge seal conditions) to maintain a safe environment for users.	Ongoing	MCD	Business as Usual

Goal 3: Encourage and Support

Strategic Outcome: Our communities are encouraged and supported to walk and cycle more for work, wellbeing and recreation

Action #	Enabling Action Ref	Action	Timeframe	Responsibility	Priority
24	3.1, 3.2, 3.3, 3.4, 3.5, 3.6, 3.7	Strategy Co-ordinator Role Appoint a Walking and Cycling Co-ordinator to facilitate, administer and drive the implementation of the Strategy.	2020	MCD	Immediate
25	3.1, 3.2, 3.4	Communications / Promotion Plan Provide regular publicity on walking and cycling network and the benefits of cycling within the District to increase media coverage and raise community awareness.	2020	MCD	Immediate
26	3.1, 3.6	External Funding Opportunities Investigate potential funding streams for walking and cycling projects that could assist in delivering infrastructure improvements within the District, such as urban cycleways funding (UCF), provincial growth funding (PGF), Tourism Infrastructure Fund (TIF), charities	2020	MCD, NZTA	Immediate
27	3.3, 3.4	Access to Information Develop walking and cycling portal on the MDC website that provides current maps and information on existing facilities, and inform the community of future proposals and activities within the District.	2020	MCD	Immediate
28	3.5, 3.6	Monitoring Framework Establish baseline statistics and monitor performance annually against the following: <ul style="list-style-type: none"> Crash history and trends involving pedestrians and cyclists. Census data on mode choice for work Travel to school data Identify appropriate locations for installing counting stations (i.e. eco-counters) to review use-age and trends over time. As the network develops, undertake annual counts of pedestrians and cycle volumes on the strategic network.	Ongoing 2020 Ongoing	MCD MCD MCD	Immediate Immediate Immediate
29	3.3, 3.4	Behaviour Change Initiatives Develop a targeted programme of travel planning activities with local schools or workplaces that support walking and cycling within schools and local businesses, in co-ordination with infrastructure delivery to maximise the benefits of investment. Work collaboratively with partners to identify opportunities for developing a Bikes in Schools programme within the District. Investigate opportunities to work with the community to develop a programme of family focused walking and cycling activities within the District (i.e. Sunday Funday events).	2021/2024	MCD, Sport Manawatū	Medium
30	3.3	Community Initiatives Identify and support community led initiatives to develop walkways and cycleways identified within local township plans.	Ongoing	MCD	Medium

31	3.5, 3.6	<p>Review, Maintain and Update Strategy Ensure the Strategy is reviewed, published, promoted and updated on a regular basis. Review Strategy plans at three-year intervals and implementation plan annually in alignment with Council's LTP process.</p> <p>Provide annual updates on progress in delivering the strategy and trends relating to walking and cycling to Council and Regional Transport Committees.</p>	Ongoing	MCD	Medium
32	3.1	<p>District Plan Provisions Review provisions within the District Plan and consider revising performance standards to include cycle parking and/or trip end facilities as part of planning requirements.</p>	Ongoing	MCD	Future
33	3.4	<p>Cycle Maps and Brochures Develop information/brochures on walking and cycling within the District once a significant number of safe and connected are completed.</p>	Ongoing	MCD	Future
34	3.3, 3.4	<p>Behaviour Change - Skills Work collaboratively with other partners to provide educational programmes that develop and practice fundamental cycling skills within our communities.</p>	Ongoing	MCD, Sport Manawatū	Business as Usual
35	3.1, 3.6	<p>LTP Funding Ensure support is provided through the 2021/2024 LTP for walking and cycling initiatives identified through the Strategy. Determine key priorities, and make financial provision for implementation, maintaining a tri-annual implementation programme in line with LTP cycles.</p>	Ongoing	MCD	Business as Usual

Goal 4: Develop and Grow

Strategic Outcome: Our District offers a range of unique and diverse walking and cycling experiences for residents and visitors

Action #	Enabling Action Ref	Action	Timeframe	Responsibility	Priority
36	4.2, 4.3	Palmerston North to Feilding Cycleway Development of business case and confirmation of preferred route for the Palmerston North to Feilding cycleway. Currently proposed to be delivered as part of the 2021/22 financial year (subject to securing external funding).	2020	MCD, PNCC, NZTA	Immediate
37	4.1, 4.3	Recreational Facilities Investigate opportunities to expand the District's offerings for walking and cycling recreational facilities such as BMX, mountain bike tracks and other walking/cycling trails in the District.	Ongoing	MCD, Sport Manawātū	Medium
38	4.1, 4.3	Te Apiti Connections Investigate and identify potential opportunities to enhance recreational walking and cycling connections to the Manawātū Gorge / Te Apiti that complement current investment within the region.	Ongoing	MCD, HRC, PNCC	Medium
39	4.1, 4.2, 4.3	Regional Walking and Cycling Facilities Work collaboratively with community groups and other authorities to investigate the feasibility of developing new regional/ tourist cycling facilities using off-road or lightly trafficked routes (i.e. proposed Gorges to Sea Heartlands Ride and City to Sea Cycleways). Liaise with regional groups to identify local safety issues or potential enhancement opportunities to existing regional cycling facilities Investigate opportunities to provide improved walking/cycling linkages between regionally significant cycle routes and local communities/sites of interest. Work collaboratively with the Te Araroa Trail Trust and relevant agencies to support the development and enhancement of the national walking trail within the District.	Ongoing	MCD, MBIE, HRC, HDC, PNCC, Community Groups, Te Araoa Trust, NZTA	Medium
40	4.1	Economic Development Opportunities Support local enterprises and businesses in providing services that enhance regional walking and cycling tourism within the District (i.e. cycle hire, camp sites, accommodation etc).	Ongoing	MCD	Future
41	4.4	Promotional Events Continue to actively promote and encourage events that raise the profile of cycling within the District (i.e. Gravel and Tar).	Ongoing	MCD, Community Groups	Business as Usual
42	4.2	Regional Collaboration Continue to develop and strengthen relationships with other territorial authorities to identify cross-boundary opportunities, network integration and collaborative working opportunities.	Ongoing	MCD, MBIE, HRC, HDC, PNCC	Business as Usual
43	4.3	Community Groups Partner with local community groups to expand local walking and cycling networks (i.e. loop tracks, mountain bike parks) as identified within Community Plans. Provide assistance in the form of community grants and technical support/advice where appropriate.	Ongoing	MCD, Community Groups	Business as Usual
44	4.1, 4.4	Regional Marketing Work collaboratively with CEDA, other authorities in the promotion of the Manawātū District as a pedestrian and cycle friendly district.	Ongoing	MCD, HRC, CEDA	Business as Usual

Appendix 2: Plans and Strategies

New Zealand Transport Strategy, 2008

The New Zealand Transport Strategy 2008 (NZTS) is a government strategy that provides a future direction for the transport sector, looking forward to 2040.

The vision within the NZTS is: "People and freight in New Zealand have access to an affordable, integrated, safe, responsive and sustainable transport system". The following objectives are identified within the Strategy:

- Ensuring environmental sustainability
- Assisting economic development
- Assisting safety and personal security
- Improving access and mobility
- Protecting and promoting public health

Increasing the availability and use of public transport, cycling, walking and other shared and active modes is identified as one of seven key action areas for achieving the vision of the NZTS. A key target within the NZTS is to "increase walking, cycling and other active modes to 330 percent of total trips in urban areas by 2040".

Getting There - On Foot, by Bike (2005)

In February 2005, the Government released its strategy to advance walking and cycling in New Zealand transport, "Getting there – on foot, by bike" (Getting There). The "Getting There" Strategy recognises the importance of walking and cycling in contributing towards the NZTS vision and objectives, and recognises their importance not only for recreation, but as modes of transport.

The "Getting There" vision is: A New Zealand where people from all sectors of the community walk and cycle for transport and enjoyment.

The vision is supported by three goals:

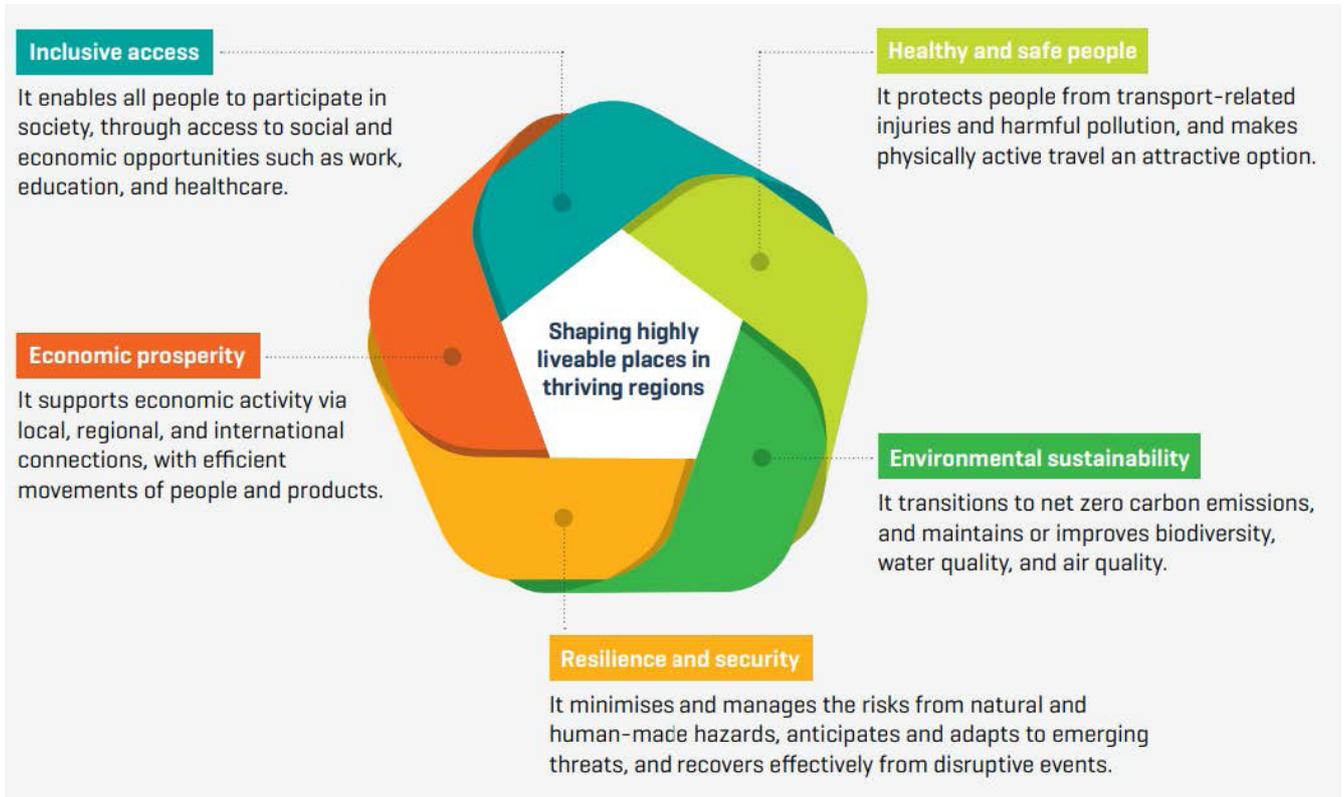
- Community environments and transport systems that support walking and cycling
- More people choosing to walk and cycle, more often
- Improved safety for pedestrians and cyclists



Statement of Intent (2018-2022) - Ministry of Transport

The Ministry of Transport's Statement of Intent sets out the organisation's strategic intentions for the next four years. The Statement of Intent identifies five core outcomes that Government is seeking from the transport system (shown below).

Figure A1: Core Outcomes within the Statement of Intent (MoT)



To achieve these outcomes, the Government has identified seven priority areas for focus over the next four years, these being:

- Delivering a mode neutral transport system to provide a more sustainable New Zealand
- Delivering liveable cities
- Ensuring that transport supports regional development outcomes
- Transitioning New Zealand to a low carbon future
- Enabling affordable and easy access to allow all New Zealanders to make the most of opportunities
- Delivering a transport system which is resilient, safe to use, and manages and promotes health and other social benefits
- Ensuring investment and regulatory settings further government priorities

Statement of Intent (2018-2022) - New Zealand Transport Agency

The Statement of Intent sets out the Transport Agency's approach and course of action for the next four years. The Statement of Intent continues to focus on "creating great journeys that are easy, safe and connected to keep New Zealand moving". To achieve this objective, the Statement of Intent identifies eight position statements and focus areas, of which transport safety, inclusive access and liveable communities which aim to make urban walking and cycling a safe, accessible and more attractive choice.

Government Policy Statement on Land Transport (2018-2028)

The GPS (2018-2028) outlines the Government’s strategy to guide land transport investment over the next 10 years. It directly guides the investment that the NZ Transport Agency makes in the land transport system. The GPS focuses on creating a safe, resilient, well-connected and multimodal transport system that enables new housing opportunities, liveable cities and sustainable economic development in regional New Zealand.

The four strategic priorities outlined within the GPS are safety, access, environment and value for money. The relevant objectives and intended outcomes outlined within the GPS, as summarised within Table A1.

Table A1: Walking and Cycling Objectives in 2018 GPS

Strategic Priority	Objective	Intended Outcomes
Safety	A land-transport system that is a safe system free of death and serious injury	<p>Short-Term: Cycling and walking is safer</p> <p>Long-Term: Significant reduction in deaths and injuries</p>
Access	A land transport system that provides increased access to economic and social opportunities	<p>Short-Term: A more accessible and better integrated transport network including public transport, walking and cycling</p> <p>Long-Term: Significant reduction in deaths and injuries</p>
	A land transport system that enables transport choice and access	<p>Short-Term: Improved good-quality, fit for-purpose walking and cycling infrastructure</p> <p>Improved real and perceived safety for both pedestrians and cyclists</p> <p>Increased proportion of journeys made using public transport and active modes of travel</p> <p>Expanded and better-connected walking and cycling networks both in urban and rural areas</p> <p>Long-Term: Increased mode shift from private vehicle trips to walking, cycling and public transport</p>
Environment	A land transport system that reduces greenhouse gas emissions, as well as adverse effect on the local environment and public health	<p>Short-Term: Increased uptake of active travel modes such as walking and cycling to support environmental and public health objectives</p> <p>Long-Term: Reduce transport’s negative effects on the local environment and public health</p>

New Zealand's Road Safety Strategy (2010-2020)

The Safer Journey Road Safety Strategy (SJRSS) provides the central cornerstone for developing road safety improvements between 2010-2020. The strategy provides a guide to improvements in road safety and sets the government’s long-term vision for the road safety in New Zealand as: “A safe road system increasingly free of death and serious injury”, which consists of four key elements (see Figure A2).

Figure A2: Safe Systems Approach



The strategy focuses on improved safety for active modes through improved facilities (safer roads and roadsides) and education (safe road use) that will contribute towards reducing death and serious injuries involving these modes.

The Government has announced the development of a new road safety strategy for New Zealand, replacing the current Safer Journeys strategy, which ends in 2020.

Regional Strategies / Policies

Horizons Regional Land Transport Plan (2015-2025)

Horizons Regional Council is responsible for developing the Regional Land Transport Plan (RLTP) which sets the strategic direction for land transport in the Horizons region over the next 10 years. The RLTP outlines how land transport within the Horizons region will be managed, prioritised and funded over the period to 2025.

The RLTP notes that there is the need for an integrated walking and cycling network within the region (Section 5.4), that supports economic growth and productivity, and improves capacity through mode shift. The RLTP continues to promote walking and cycling as convenient and healthy methods for short trips, as well as trips connecting main urban centres, including an ongoing programme of infrastructure improvements in order to facilitate growth.

Policy 4: Encourage the uptake of walking and cycling as transport modes and for recreation, by

- Providing new infrastructure that caters for safe walking and cycling, where appropriate
- Maintaining current walking and cycling facilities to appropriate standards
- Encouraging safe walking and cycling through driver and travel behaviour change programmes, and promotional and educational activities
- Providing facilities which enable transfer between modes, such as bike parking at bus terminals and cycle carriers on buses
- Developing and promoting recreational walkways and cycleways where appropriate
- Promoting the role of cycling in tourism and recreation in the region
- Encourage the adoption of cycle ways and walkways as a preferable mode of transport through transport planning

This strategic priority will deliver on the following objectives in the RLTP:

- An optimised road, rail and public transport network that provides efficient, reliable access and movement for people [and freight] to and from key destinations, within and outside the region.
- A safe land transport system increasingly free of death and serious injury.
- A reliable multimodal transport system with less modal conflict, including walking and cycling, that mitigates potential environmental effects and improves environmental outcomes.
- A transport system that provides for the increase in low carbon emission vehicles and other practices to reduce carbon emissions and environmental effects associated with transport.

Manawatū-Whanganui Economic Action Plan (2016)

The Economic Action Plan (EAP) is the practical 'road map' to accelerate social and economic growth in the region through to 2025. The goal is to increase job opportunities and quality of life in the Manawatū-Whanganui region by connecting people, business, iwi, and the environment.

The EAP identifies nine key recommended actions, with the most relevant to the Walking and Cycling Strategy being Recommended Action 1 – Tourism and Visitor Services. The recommended action seeks leverage from natural and cultural assets of the Tongariro-Whanganui area and the national growth of international tourism.

The recommended action includes the development of nationally significant facilities outside of the Manawatū District, that may contribute to the regions cycling publicity and increase potential for cycle tourism in the region, including the Manawatū Gorge Cycle Trail and Mountain to Sea Cycle Trail.

Manawatū-Whanganui Regional Sports Facility Plan (2018)

The Manawatū-Whanganui Regional Sports Facility Plan provides a strategic framework for sport and recreation facility planning across the region. The Plan provides a stocktake of current assets and the analysis of existing national and regional strategies and issues to help determine regional priorities.

The Strategy notes the primary bicycling facilities in the Manawatū District are:

- Himatangi Beach BMX Track;
- Timona Park BMX Track; and
- Johnston Park Track Circuit.
- To maintain and develop a sustainable and accessible facility network, the Plan recommends:
- Assess current facilities for potential future changes in use due to the growing and aging population, and sports participation trends;
- As demand warrants it, assess facility rationalisation /optimising opportunities (particularly with the asphalt velodrome); and
- Look at partnership options for BMX/Pump tracks with schools and MTB/Touring tracks with clubs.

Manawatū District Council Long Term Plan (2018-2021)

The Long Term Plan (LTP) details the Council's plans for the next 10 years (2018-2028), including how Council intends to fund its ongoing programmes and capital works projects to achieve its vision of a "connected, vibrant and thriving Manawatū District – the best lifestyle in New Zealand".

The Walking and Cycling Strategy contributes to all the Strategic Outcomes for the District outlined within the LTP, being:

- Manawatū District protects the national environment through stewardship of the Districts natural and physical resources;
- The Manawatū District attracts and retains residents and businesses;
- Manawatū District develops a broad economic base from its solid foundation in the primary sector;
- Manawatū District is connective via quality infrastructure, services and technology;
- Manawatū District's built environment is safe, resilient and attractive; and
- Manawatū District Council is a customer-focussed and efficient organisation.

Funding with the LTP includes the development of network improvements (including utilities and walkways) to support residential growth within Precinct 4, as well as targeted local improvements in existing urban areas within Hiwinui and Feilding. The Strategy also identifies potential regional linkages, including the Palmerston North to Feilding and the City to Sea cycleway.

A key deliverable of the LTP includes the development of the Walking and Cycleway Strategy outlining the future walkway and cycleway development in the Manawatū District, assisting Council to coordinate and prioritise requests for walkways and cycleways received.

Manawatū District Council - Economic Development Strategy (2018-2028)

The vision of the MDC Economic Development plan is: In 2028, the District economy of Manawatū is prosperous and diverse, offering a high quality of life for all residents. Visitors/tourism is identified as one of seven key sections that council will focus on in implementing the Strategy. In relation to visitors and tourism, the Strategy seeks to:

- Attract more visitors to enjoy the outstanding rural landscape and the Country Road; and

- Encourage development of additional visitor/tourism infrastructure.

Feilding Urban Growth Framework (2013)

The Feilding Urban Growth Framework provides a blueprint for future urban growth and development within Feilding, considering the type of urban environment that will best meet the community's future needs. The Framework Plan is a reference for the District Plan provisions. For each growth precinct it describes conceptual spatial plans that apply principles for good urban planning.

The framework outlines the following principles relevant to the development of walking and cycling connections within growth precincts:

- Developing a well-connected system of streets that provide good internal connections as well as connections adjoining Growth Areas.
- Streams and high value gullies should be utilised and restored as environmental corridors, and accessible through the development of a network of footpaths and cycleways.
- Develop a system of footpaths and cycleways running along the streets, major parks, the railway corridor, Manfield Centre and the proposed recreational corridors to provide opportunities for walking and cycling as a mode of transport and for recreational activities.

Indicative connections for dedicated walkways and cycleways within growth areas are outlined in detail within the framework plan.



Appendix 3: Existing Walking and Cycling Network – Additional Information

Cycling in the District

Manawatū District Council is currently developing a detailed business case for the Palmerston North to Feilding cycleway. This is a proposed off-road shared path facility that will provide a cross boundary link between Manawatū and Palmerston North, for leisure, recreation and commuting purposes. The route will also provide regional benefits, as it forms part of the Te Araroa Trail. Subject to funding, the route is currently proposed for delivery in 2021/22.

High traffic speeds and narrow road widths limit the attractiveness of cycling on the rural road network for less confident users; however, they are well used by many sports or leisure cyclists for training, racing and recreational travel. Many of the regionally recognised training routes are focused around the Pohangina Valley Road (the “Country Road”) such as the Apiti Loop and Pohangina Valley Loop.

Recreational Network

With the support of Council, communities have also identified and developed local walkways and loop tracks through Community Plans that provide increased opportunities for safe recreational walking and cycling within rural communities. Recent examples of projects delivered through Community Plans include the Sanson Domain Walkway and the Halcombe Walkway.

The District has numerous walking tracks that showcase the landscape and natural features. The Ruahine and Tararua Ranges offer walks, hikes and multi-day tramps for all abilities.

These include tracks within Pohangina, Rangiwahia, Apiti and Halcombe, as well as neighbouring areas such as Ashhurst.

The primary recreational biking facilities within the Manawatū District include the Himitangi Beach and Timona Park BMX tracks and the Johnston Park track circuit¹. The Sport New Zealand² review of regional sports Facilities within the Manawatū-Whanganui region has

identified potential opportunities to expand the District’s recreational cycling offerings, including further developing of BMX/pump tracks in partnership with schools and mountain biking/touring tracks in partnership with clubs. In addition to providing greater access to recreational activities for the local community, these would also present opportunities for recreational tourism within the District.

¹ Facilities within neighbouring districts include Santoft and Raumai Trails in the Rangetikei, Awapuni Mountain Bike Park and Te Apiti in Palmerston North and Foxton Beach

² <https://sportnz.org.nz/assets/Uploads/AAA-FINAL-MANAWATŪ-SUMMARY-REPORT-March-2019.pdf>

Figure 3A: Existing Feilding Cycle Network

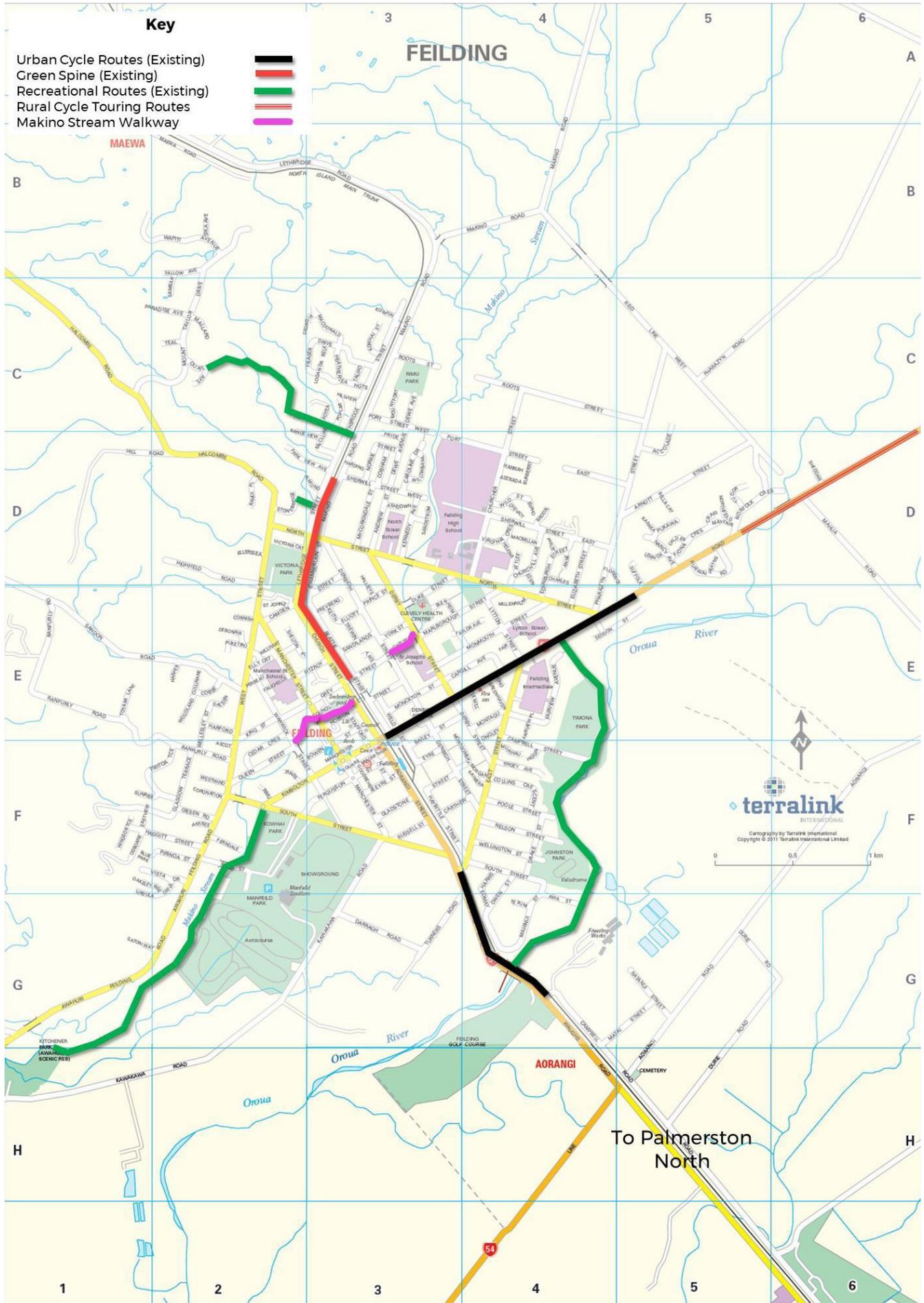
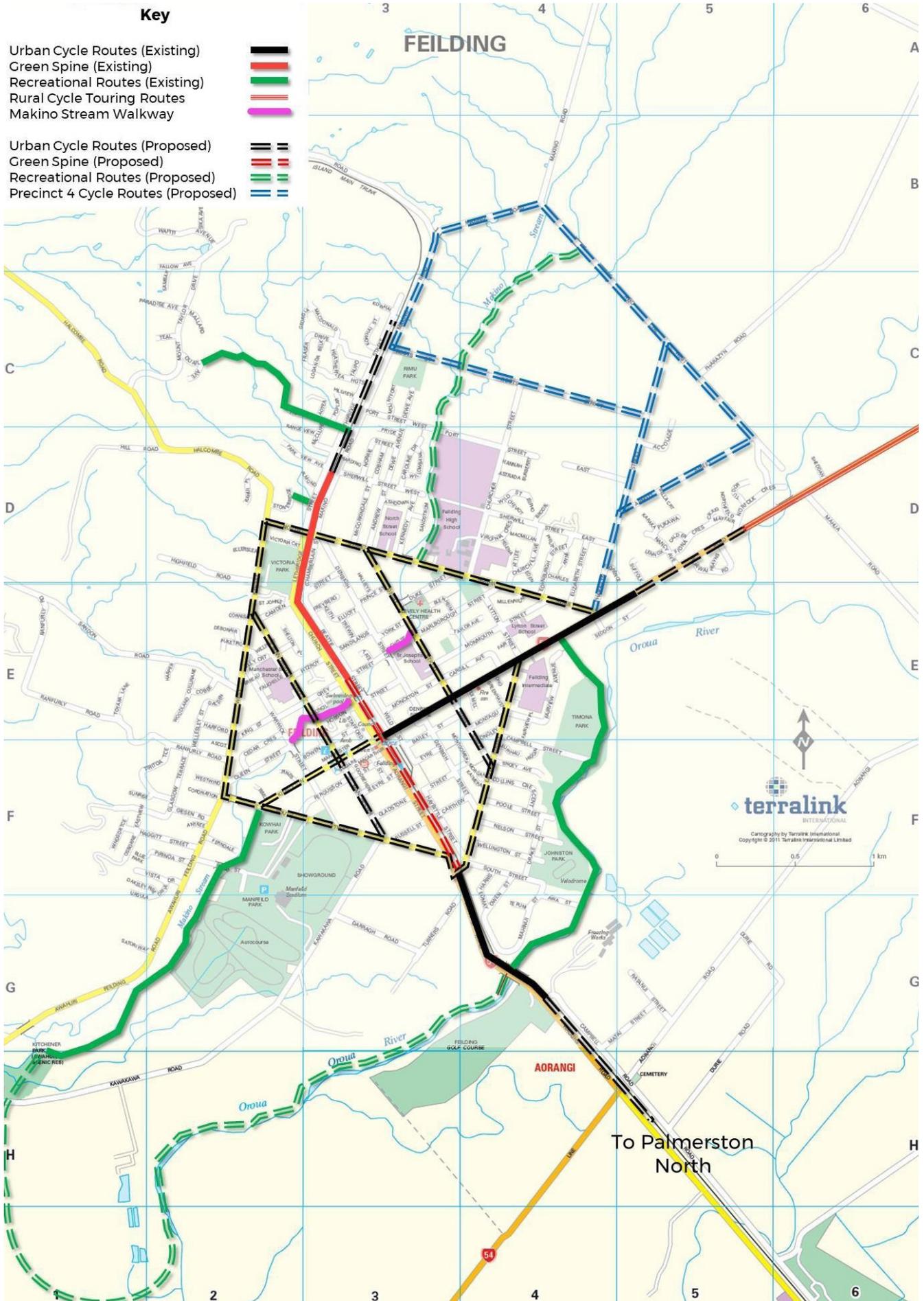


Figure 3B: Proposed Feilding Cycle Network

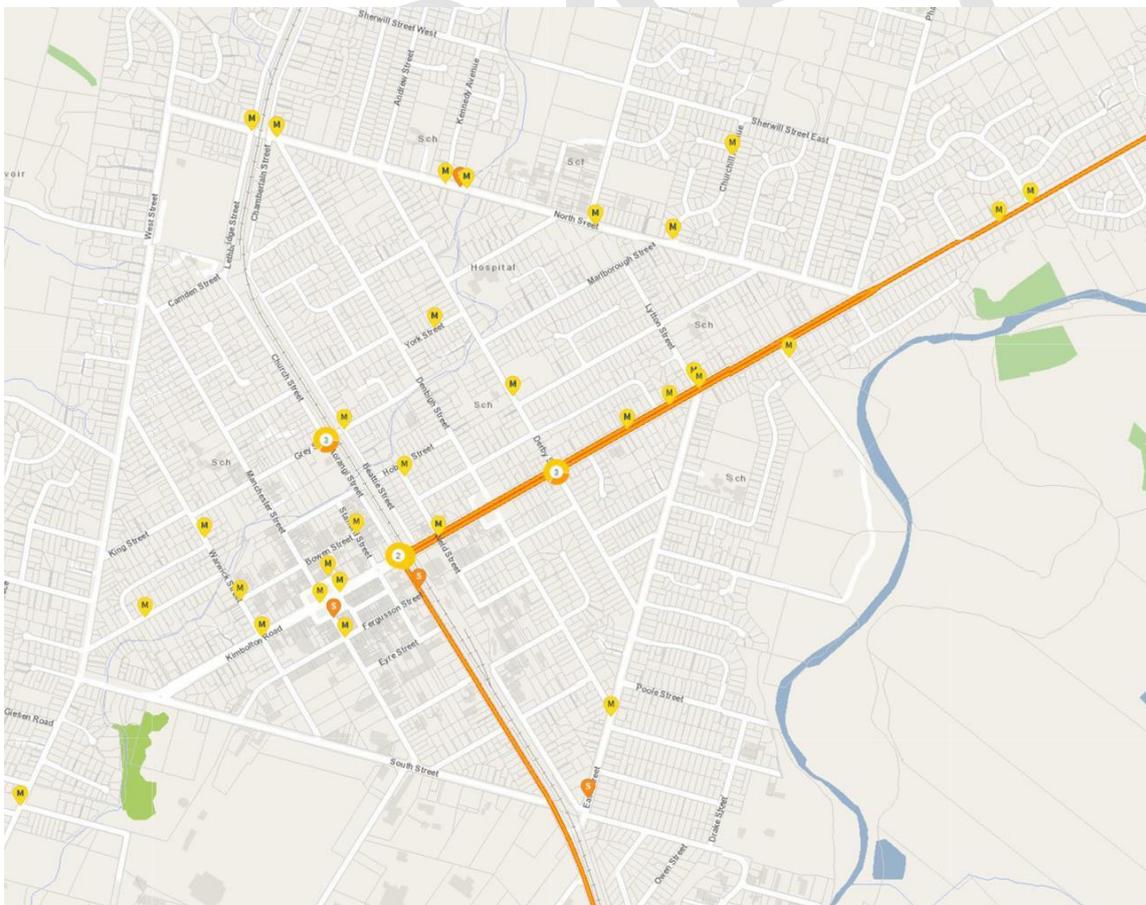


Appendix 4: Safety

Key findings from the review of existing crash history involving pedestrians and cyclists between 2008 and 2018 include:

- 74 reported crashes involving pedestrians or cyclists have resulted in an injury, of which six resulted in a fatality and 16 resulted in serious injuries. All fatalities have occurred on high speed, open rural roads;
- Although pedestrians and cyclists only account for 4% of all crashes in the District, they account for 7% of all death and serious injuries on the network.
- 65% of crashes involving pedestrians and cyclists have occurred within urban areas of Feilding township. Crashes within Feilding are primarily focused on arterial roads where active mode users interact with busier roads;
- The elderly and young are over-represented in crashes involving pedestrians and cyclists, with 40% of active mode crashes involving these user groups.

Figure 4A: Location of Recorded Pedestrian and Cycle Injury Crashes in Feilding (2008-2018)



Appendix 5: Trends

Census Data

- Walking and cycling in the Manawatū as a mode of travel for work comprises of 5.3% of travel, less than the 7.8% of all commuter trips at a national level.
- In general, mode share for commuting by car in the Manawatū District roughly aligns with national figures.
- A higher percentage of the population works at home (13.1%) compared with national figures (8.8%), reflective of the rural nature of much of the District.
- The use of walking and cycling for commuter travel has steadily declined since 2001, where it represented 7.3% of all commuter trips. In particular, the percentage of trips undertaken by bicycle has more than halved.
- Within the Feilding township, walking and cycling represents 6.9% of all commuting trips. This is not surprising given that approximately 50% of Feilding's residents live and work within Feilding's urban area.
- Whilst Manawatū has seen a decline in the proportion of commuters travelling by foot or on bikes, commuter trips within Feilding township has experienced an increase in cycle use whilst travel by foot has remained stable.
- The highest use of walking and cycling for commuting purposes was recorded within the Feilding Central meshblock (9.2% of all trips).

Table B1: Mode Share for Travel to Work (2013 Census)

Mode	NZ	Manawatū
Worked at Home	8.8%	13.1%
Didn't got to Work	10.8%	11.1%
Drove a Private Vehicle	61.3%	63.6%
Passenger in Pravate Vehicle	4.0%	3.3%
Public Bus	3.3%	0.5%
Train	1.3%	0.1%
Motor Cycle	1.4%	2.2%
Bike	2.3%	1.3%
Walked or Jogged	5.5%	4.0%
"Other"	1.0%	0.7%

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

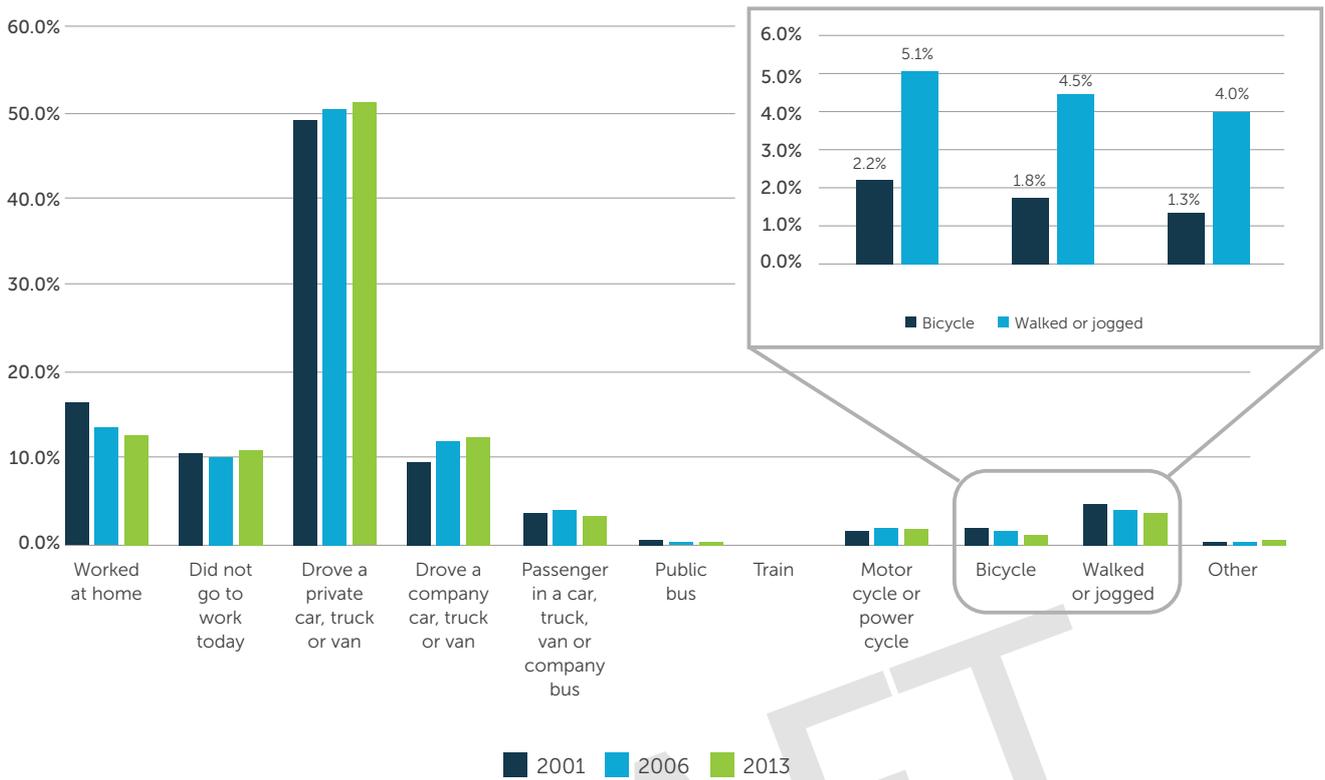
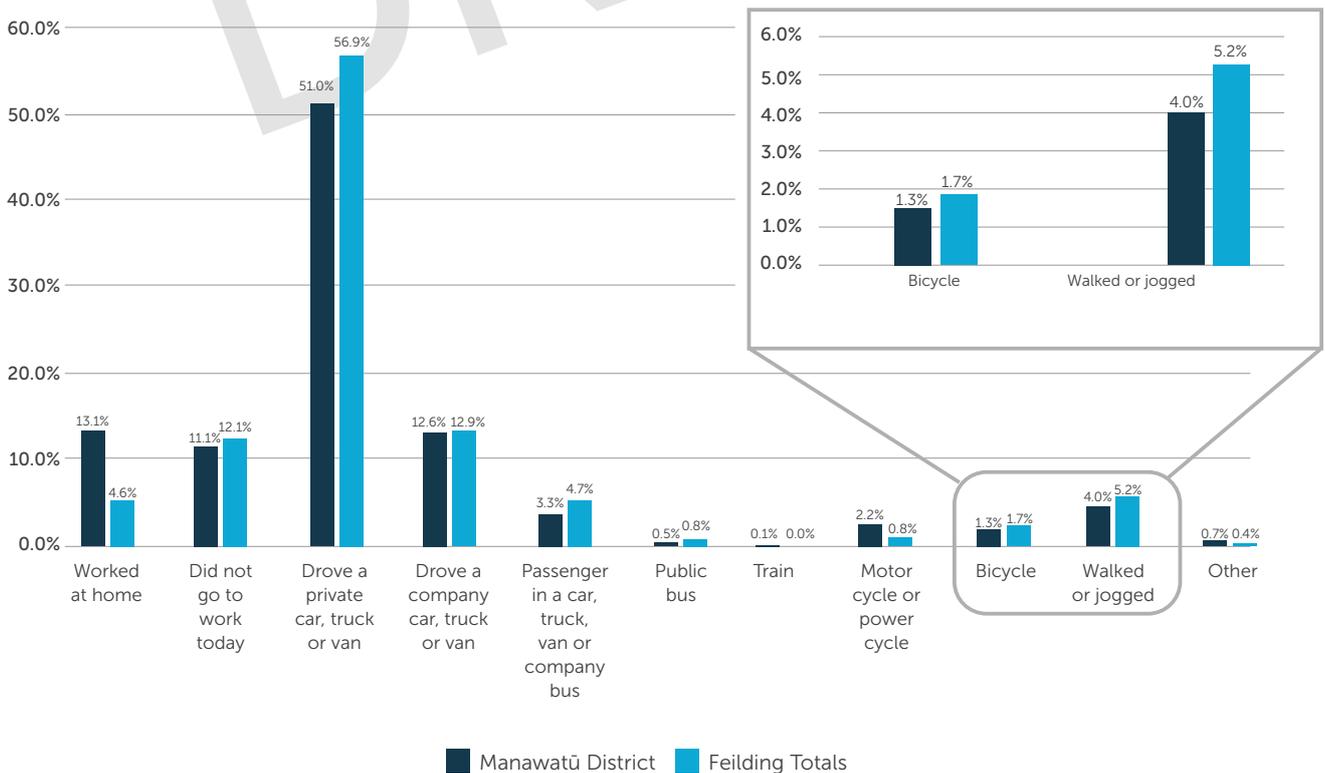


Figure B1: Mode of Transport for Commuting Purposes to Work in Manawātū – 2001-2013 (Source: Census Data)



Car Ownership (2013 Census)

Vehicle ownership has generally remained relatively steady within the Manawatū District since 2001, although current rates are higher in the Manawatū compared with national levels, particularly for households owning two or more cars.

Figure B3: Car Ownership within the Manawatū District (Left) and Nationally (Right)

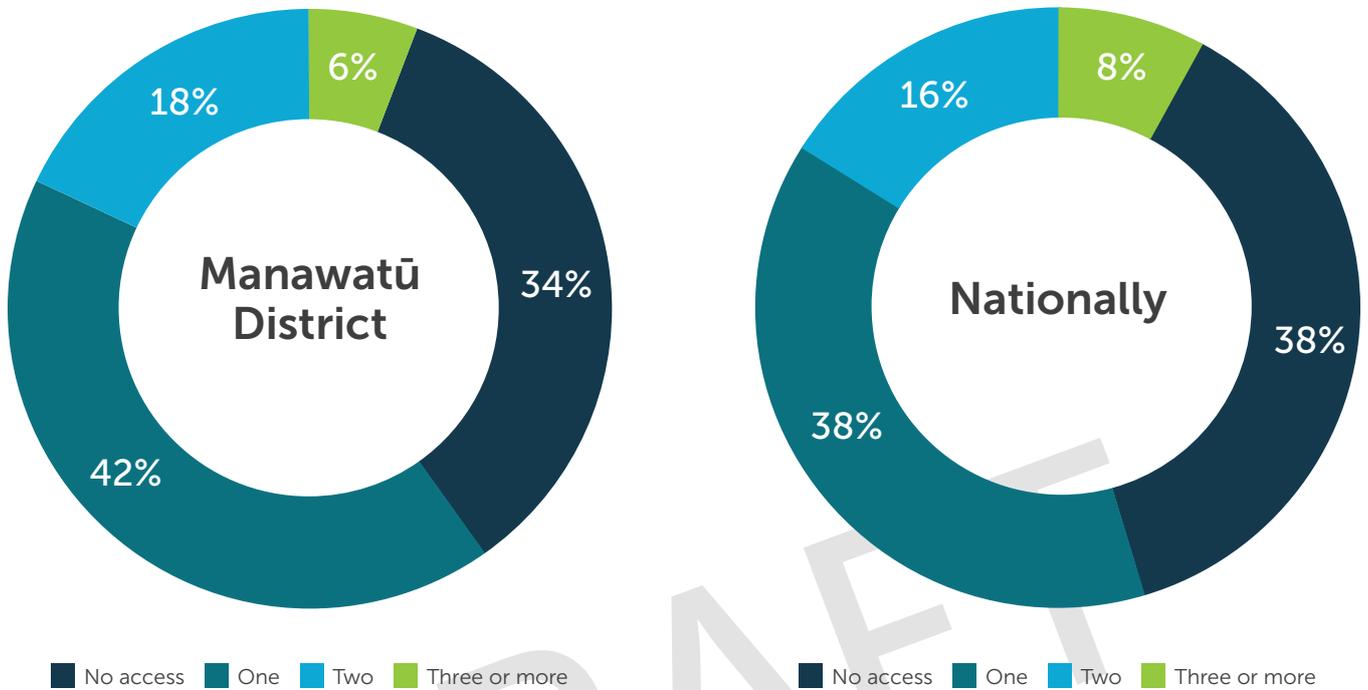
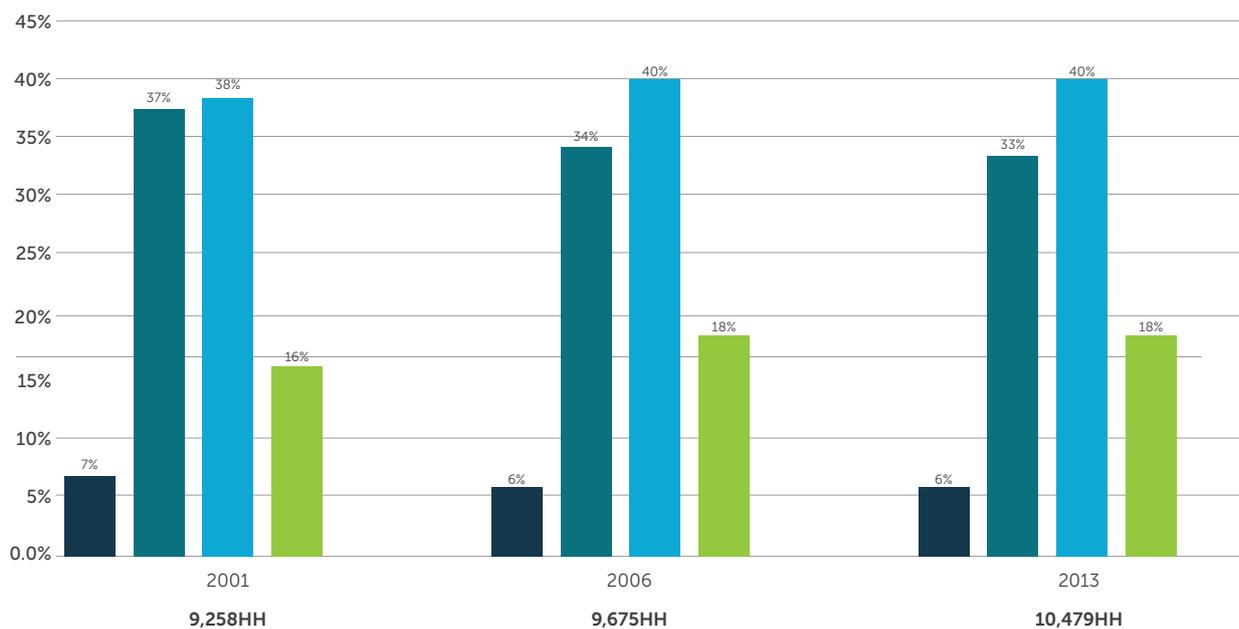


Figure B4: Change in Car Ownership within the Manawatū District between 2001-2013 (Source: Census Data)



NZTA Crash Data (2008-2018)

NZTA Crash data has recorded a total of 96 crashes involving pedestrians and cyclists since 2008, equating to 8.7 recorded crashes per year.

A total of 50 crashes involving pedestrians were recorded within the Manawatū District in the 11 year period between 2008 and 2018. 47 crashes resulted in a pedestrian injury, of which 16 crashes resulted in fatal or serious injuries.

A total of 46 crashes involving cyclists were recorded within the Manawatū District between 2008 and 2018. Of these, 32 resulted in injury crashes, with one fatality and six serious crashes.

Crashes involving pedestrians and cyclists comprises of 4% of all recorded crashes, but account for 7% of all deaths and serious injuries on the network. This indicate the vulnerability of pedestrians and cyclists when involved in a crash.

Table B2: Total Injury Crashes in Manawatū District (2008-2018)

User	Fatal	Serious	Minor
Cyclists	1	6	25
Pedestrains	6	10	31

Figure B5: Injury Crashes involving Pedestrians and Cyclists Per Year in the Manawatū District (2008-2018)

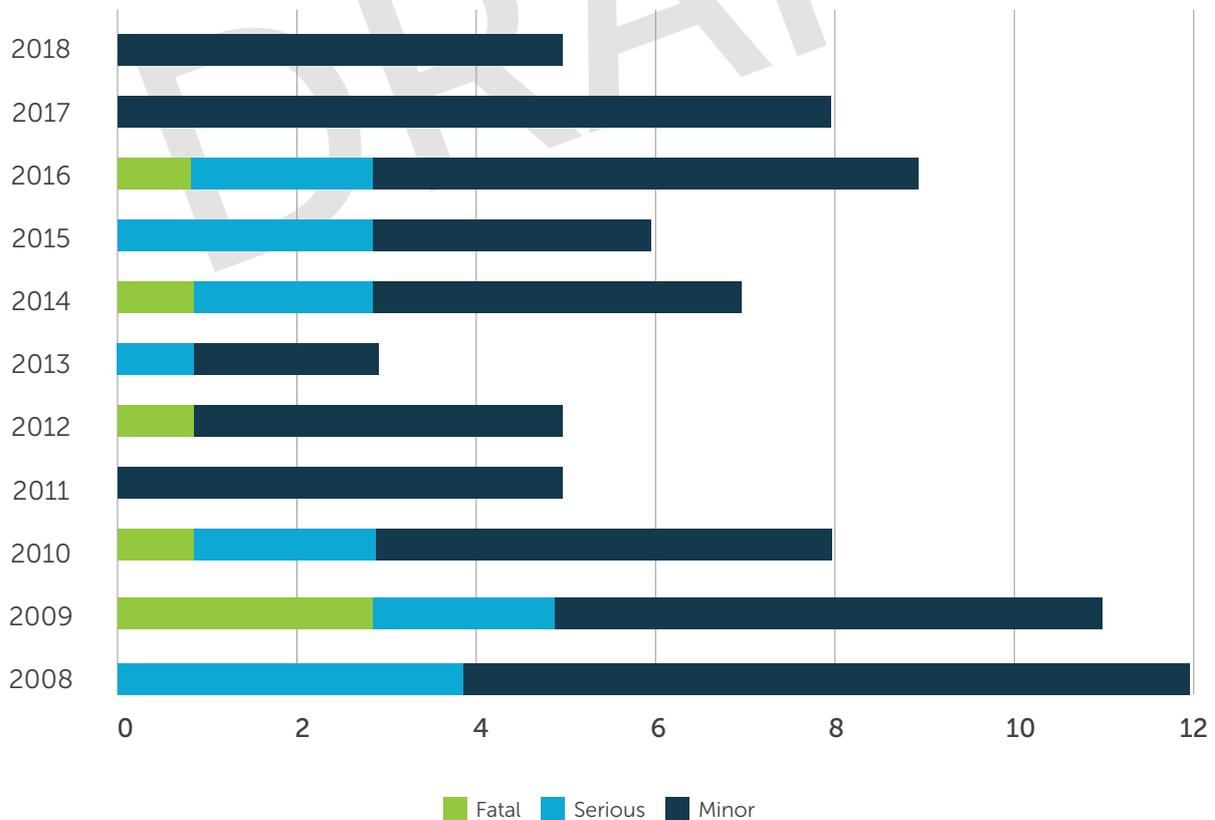


Figure B6: Crashes involving Pedestrians and Cyclists as a Percentage of all Crashes in the Manawātū District (2008-2018)

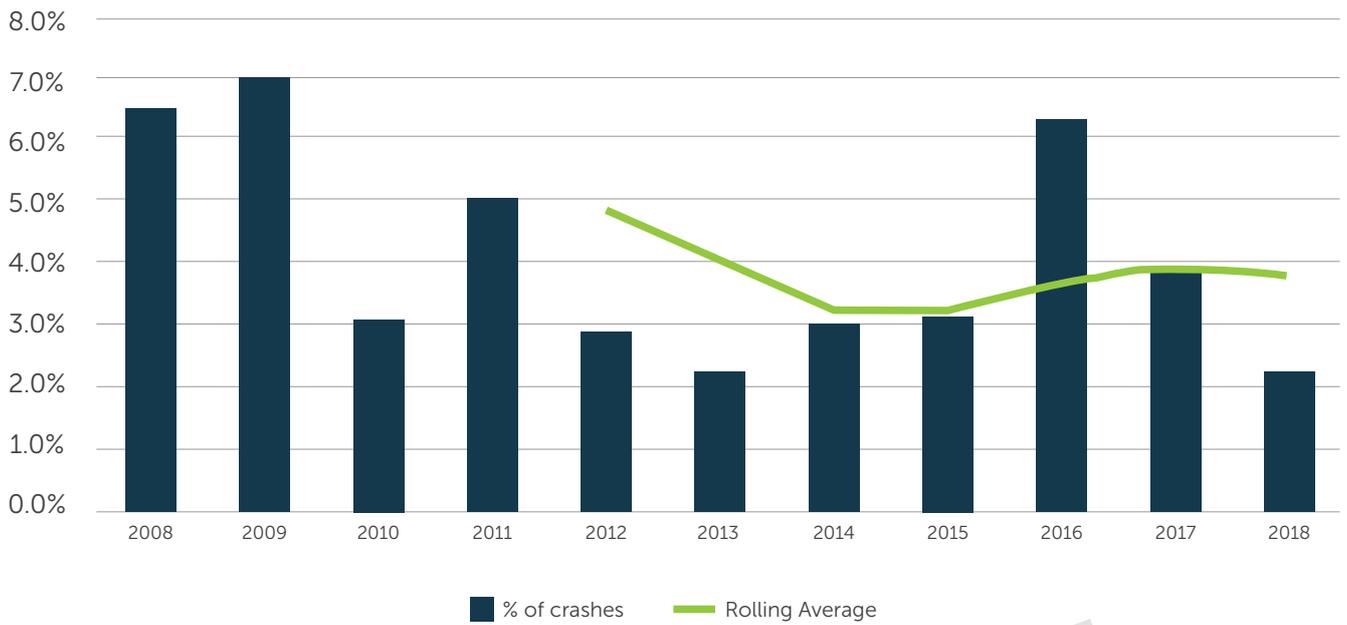
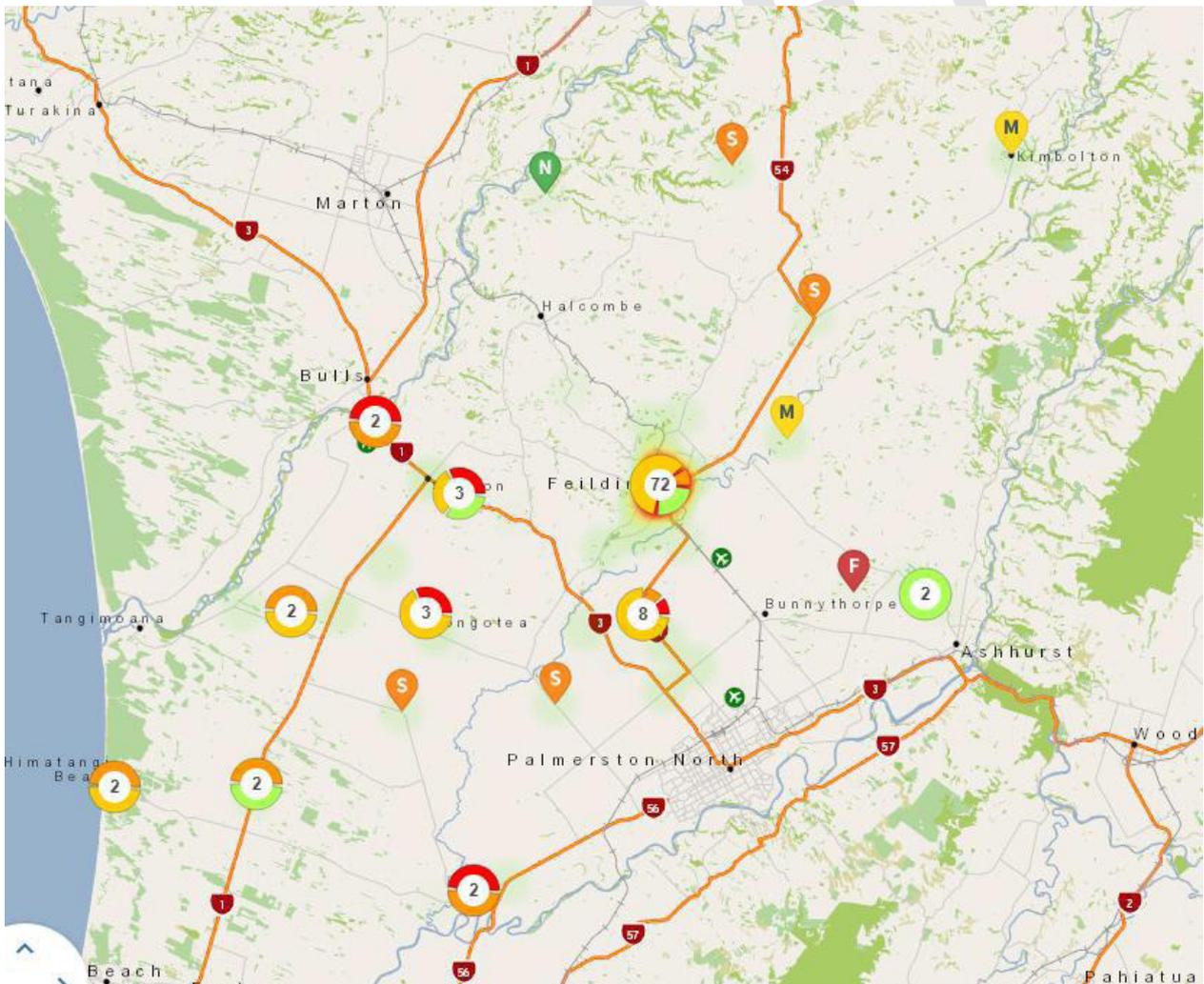


Figure B7: Location of All Crashes involving Pedestrians and Cyclists in the Manawātū District (2008-2018)



Appendix 6: Route Prioritisation Matrices

Manawatū District Council has received multiple requests for new footpath and cycling facilities throughout the District from the community. At present, there is no mechanism for prioritising requests. The draft prioritisation matrix provides Council with a tool to assess plan for future network improvements, and respond to both current and future requests based by the Community.

The prioritisation matrix will allow Council 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

Prioritisation Approach

As part of the development of the Walking and Cycling Strategy, a register of new footpath requests received by Council. These potential routes have formed the basis of the prioritisation matrix.

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 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 Matrix

The need for footpath provisions are dependent on a range of factors, including the roadside environment, connectivity to other footpaths or the presence of existing alternatives, the practicality of implementing the facility and the nature of pedestrian demands on the street.

The identified assessment criteria that have been developed for the proposed prioritisation matrix include:

- Road and Land-Use Environment
 - Likely pedestrian demand
 - Road function
 - Posted speed limit
 - Safety record

- Existing Provisions
 - Presence of existing footpath provisions
 - Connections to existing footpaths (i.e. completes a link)
- Implementability
 - Availability of berm space
 - Terrain or engineering complexity
- Connections to Destinations
 - 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

Table C1 summarises the proposed criteria and scores for the footpath prioritisation matrix. The higher the score, the greater the benefit in delivering the footpath for that particular criteria. Where the facility provides no discernible benefits, no scores have been provided against that criteria.

Cycleway Prioritisation Matrix

The identified assessment criteria that have been developed for the prioritisation matrix include:

- Road and Land-Use Environment
 - Likely usage
 - Likely user type
 - Traffic volumes on route
 - Traffic speeds/heavy vehicle presence
 - Safety record
- Strategic Alignment
 - Recognised strategic route
 - Connections to existing cycleways (i.e. completes a link)
 - Existing route barriers
- Connections to Destinations
 - Proximity to local schools
 - Proximity to key community facilities
 - Linkages to regionally significant routes or tourism routes
 - Linkages to future growth areas

Table C2 summarises the proposed criteria and scores for the cycleway prioritisation matrix. Similarly to the footpath prioritisation matrix, the higher the score, the greater the benefit in delivering the cycleway for that particular criteria. Where the facility provides no discernible benefits, no scores have been provided against that criteria.

Developing Future Programmes

The prioritisation matrix will provide a “raw” score for each scheme by adding each of the scored criteria, providing a basic ranking of priority. The “raw” score assumes that all criteria in the prioritisation matrix are equally important. When developing future programmes, additional weighting could be applied to certain criteria, based on the strategic priorities outlined within the Strategy.

The final weighted 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), these could be accelerated for cost and delivery efficiencies.



Table 6A: Footpath Prioritisation Criteria and Scores

Footpath Evaluation Matrix				
Theme	Factor	Description	Criteria Score	
Road and Land Use Environment	Likely Demand	Takes account of the likely use of the route based on surrounding land-use context	Town/village centre 20 Residential/commercial surroundings 10 Remote/rural surroundings 0	
	Road Function (Arterial / Collector / Local Road)	Considers the type of road that is adjacent to the footpath. Criteria is directly related to traffic density and exposure (i.e. arterials have greater traffic volumes than local roads).	Arterial 20 Collector 10 Local 5	
	Speed Limit	Assessment criteria accounts for higher posted speed limits leading to greater the risk to pedestrians.	Cul-de-Sac 0 80 km/hr + 20 70km/hr 10 60km/hr 5 50km/hr 0	
	Safety Record	Assessment criteria accounts for crashes involving pedestrians over the past five years.	More than one crash involving pedestrians per km 20 One recorded crash involving pedestrians per km 10 No recorded crashes 0	
	Existing Provisions	Existing pedestrian provision on other side	Accounts for the provision of alternative footpaths on the route that can be used by most pedestrians.	Yes - existing alternative is provided -20 No existing facilities provided 20
		Connectivity to existing footpath segments (start and end)	Accounts for connectivity to wider network. Potential routes that provide connections between existing facilities, additional points are scored.	Both Ends 20 One End 10 None 0
		Availability of berm space	Assessment criteria assesses the relative ease of implementing the facility within the existing road corridor.	Sufficient Space 20 Some Space 10 None 0
	Implementability	Terrain	Terrain will impact on construction costs and complexity of implementing the facility.	Flat Cross Section / Low Complexity 20 Significant Earthworks / Medium Complexity 10 Extensive earthworks / High Complexity 0

Continued...

Footpath Evaluation Matrix				
Theme	Factor	Description	Criteria	Score
Connectivity to Destinations	Proximity to Educational Institution	This criteria accounts for the proximity of the potential route to schools . 500m is considered a "walkable" distance from the nearest school. Higher points awarded if directly connecting to schools.	Direct Connection to School	20
			Located within 500m of School	10
			No connections	0
	Proximity to Community Destination	Criteria captures linkages to commercial developments, and other community facilities such as parks, sports fields, reserves, churches, care homes etc. Higher points awarded if directly connecting to commercial or community destination.	Direct Connection to Community Facility	10
			Located within 500m of Community Facility	5
			No connections	0
	Connections to Public Transport Network	Accounts for connections that footpaths provide to bus stops on the public transport network. Higher points awarded if directly connecting to bus stop.	Direct Connection to Bus Stop	20
			Within 500m of bus stop	10
			No connections	0
	Link to Tourist Facility / Point of Interest or Regionally Significant Route	Criteria accounts for alignment/linkages of the proposed route to nationally recognised tourism routes (i.e. Te Araroa Trail)	Forms Part of Recognised Route	20
Links to Route			10	
No connections			0	
Link to Recognised Growth Area	Criteria accounts for footpaths that provide connections to and within recognised growth areas within the District Plan	Forms part of future growth areas	20	
		Provides connections to future growth areas	10	
		No connections	0	

Table 6B: Cycleway Prioritisation Criteria and Scores

Cycleway Evaluation Matrix					
Theme	Factor	Description	Criteria	Score	
Road and Land Use Environment	Likely Demand	Takes account of the likely use of the route based on surrounding land-use context	Town/village centre	20	
			Residential/commercial surroundings	10	
			Rural residential areas or employment centres	0	
			Route provides for novice, children and commuter cyclists, and others (i.e. pedestrians and mobility scooters)	20	
		Likely User Type	Accounts for the likely user types that would benefit from providing the facility	Route will provide for novice/children or commuter cyclists	10
				Route will provide for either sports cyclists/recreational cyclists	0
Strategic Context	Road Function (Arterial / Collector / Local Road)	Considers the type of road that the proposed cycleway is located on. Criteria is directly related to traffic density and exposure (i.e. arterials have greater traffic volumes than local roads).	Arterial	20	
			Collector	10	
			Local	5	
			Cul-de-Sac	0	
		Speed Limit / Heavy Vehicles	Assessment criteria accounts for higher posted speed limits leading to greater the risk to cyclists, and greater exposure to risk from the presence of heavy vehicle traffic.	80 km/hr + or high volume of HCVs	20
				60-80km/hr or moderate volume of HCVs	10
	Safety Record	Assessment criteria accounts for crashes involving cyclists over the past five years.	50km/hr or less, or low number of HCVs	0	
			More than one crash involving cyclists per km	20	
			One recorded crash involving cyclists per km	10	
			No recorded crashes	0	
	Recognised Strategic Route	Accounts for routes that are currently identified as part of the recognised strategic cycle network.	Identified route within strategic network	20	
			Provides connections to strategic network route	10	
			No linkage / relevance to strategic network	0	
	Connection to Existing Cycleways	Accounts for connectivity to the existing wider network. Potential routes that provide connections between existing facilities, additional points are scored.	More than one existing connection	20	
			Provides single connection	10	
			None	0	
	Existing Route Barriers	Accounts for the potential barriers present on the network that impact on the attractiveness of cycling along the route (i.e. major intersections)	Major barriers for cycle use identified (i.e. major intersections)	20	
			Single or isolated barrier to cycle use identified	10	
			None	0	

Continued...

Cycleway Evaluation Matrix				
Theme	Factor	Description	Criteria	Score
	Proximity to Educational Institution	<p>This criteria accounts for the proximity of the potential route to schools. Higher points awarded if directly connecting to schools.</p> <p>Criteria captures linkages to commercial developments, and other community facilities such as parks, sports fields, reserves, churches, care homes etc. Higher points awarded if directly connecting to commercial or community destination.</p> <p>Criteria accounts for alignment/linkages of the proposed route to nationally recognised tourism routes (i.e. National Cycleways etc)</p>	Direct Connection to School	20
			Located within 500m of School	10
			No connections	0
Connectivity to Destinations	Proximity to Community Destination		Direct Connection to Community Facility	20
			Located within 500m of Community Facility	10
			No connections	0
	Link to Tourist Facility / Point of Interest or Regionally Significant Route		Forms Part of Recognised Route	20
			Links to Route	10
			No connections	0
	Link to Recognised Growth Area	Criteria accounts for footpaths that provide connections to and within recognised growth areas within the District Plan	Forms part of future growth areas	20
			Provides connections to future growth areas	10
			No connections	0



Appendix 7: List of Community Requests for Walking and Cycling Facilities

Community Footpath Requests

Area	Location	Start	End
Feilding and Surroundings	Sandon Road	Cobble Crescent	Ranfurley Road
	Colyton Road / Taonui road	Menzies Ford	Taonui Airport
	Ranfurley Road	Totara Lane	Sandon Road
	Halcombe Road	Mt Taylor Road	West Street
Halcombe	Halcombe Road	Hastings Street	Fergusson Road
	Monteith Street	Willoughby Street	Halcombe Walkway
	Halcombe Road - Footpath Extension	Stewart Road	Godley Street
	Stanway Road	Willoughby Street	Gilbert Street
	Willoughby Street / Tokorangi Rd - Footpath Extension	Beetham Street	Cessan Street
	Mt Stewart-Halcombe Rd /Mount Biggs Rd	James Road	Fergusson Road
	Mount Biggs Road	Fergusson Road	Kimber Street
	Kimber Street Walkway	Mount Biggs Road	Hastings Street
Himatangi Beach	Himatangi Street	Raukawa Street	Rauanui Street
Rongotea	Tamar Street	Humber Street	Thames Street
	Wear Street	Humber Street	Thames Street
	Avon Street	Humber Street	Thames Street
	Ouse Street	Humber Street	Severn Street
	Trent Street	Humber Street	Severn Street
	Douglas Square	Thames Street (East)	Thames Street (West)
Rural	Sanson to Mount Lees Walkway (Cemetery Rd/Mt Stewart Rd/Ngaio Rd)	Sanson Cemetery	Mt Lees
	Mount Stewart Sanson Road	SH3 (Memorial Lookout)	Sandon Road



Community Plans (Assorted)

The following table summarises actions relating to developing walking and cycling facilities within local communities as identified within community plans.

Community Plan	Themes	Actions
Apiti (2014)	Providing recreational opportunities and facilities for all	Establish and map walking tracks that start and finish in Apiti Make Apiti more of a destination for visitors by providing a choice of recreational opportunities Provide clear signage to recreation opportunities
Cheltenham (2017)	Community Recreational Areas	Investigate the possibility of a cycleway / walkway from Cheltenham to Feilding
	Infrastructure	Work with Council and NZTA to find a solution to speeding traffic passing through Cheltenham
Halcombe Community Plan (2013)	Environment	Prepare Vegetation Framework for Halcombe Village Plant street trees on Halcombe Road Enhance the railway corridor
	Village Heart	Improve the railway land and make it more of a community open space Improve the safety and perceived safety across the village
Himatangi Beach (2015)	Finish / Celebrate Projects that have Already Started	Complete new pedestrian access to the beach and dune contouring Create footpaths along Himatangi Street Progress with signage strategy including information and directional signs
	Prepare For The Future Whist Recognising The Past	Install educational signage on walkways Develop a track and walkway network to existing natural areas
Hiwinui (2017)	Rural Character	Work with MDC, landowners and the community to improve Watershed Road and Reids Line East Road to reflect a safe walkable rural community The Hiwinui community to work with the Hiwinui School, as required, to ensure the health and safety of children moving to and from school and any other opportunities for future development of facilities for the community's use
	Safe Movement for Everyone	Continue to review the speed limits for Hiwinui Investigate options to improve school entry and pick-up/drop off Work with MDC to progress the implementation of shared paths for walking and cycling Identify safe locations along walking paths for viewing the landscape and consider locating seating here Investigate recreation/walking tracks across private land

Kimbolton (2013)	Charisma	Upgrade and enhance Kimbolton Road through the village Create distinctive thresholds / entrances into and out of the village Identify and create special viewing points as part of a walkway / cycle network
	Facilities	Establish cycle / walk way across the village to the river and wider networks Develop a signage strategy for Kimbolton (including banners and heritage info)
Pohangina Valley (2014)	Our Community and Valley	Develop a public transport and access strategy Provide recreational opportunities & links to our water, landscape & adjoining waterways
	Our Local Vegetation and Open Space	Establish well connected local walkways, cycleways and horse tracks (e.g. Beehive) Investigate tree canopy walkways within open spaces Promote 'The 40km Loop' and provide look out points at key areas
Rongotea (2015)	Enhancing What We Have Got in Rongotea	Create a town walkway / loop by enhancing Waitohi walkway Enhance streetscapes with trees and vegetation
	Encouraging and Preparing for the Future	Establish a walking paths / tracks network strategy Design and build community fitness areas and exercise circuits
Sanson (2013)	We would like to develop and enhance new and existing walkways making them more accessible for locals and visitors.	Finish the Cemetery Road walkway Create a new pathway from the School to the Domain Improve pedestrian crossing points Upgrade footpaths along the residential streets Upgrade footpaths along the main streets
	We would like to ensure that future development and enhancements encourage links with Ohakea Airbase.	Design and install fitness trails / loops within Sanson Improve walk / cycleways between Sanson and Ohakea
Tangimoana (2017)	Improving our Community Facilities	Investigate options to fund improvements to existing Community Facilities as well as new Community Facilities e.g. a BMX Track
	Maintaining and Improving our Parks and Open Spaces	Design and plan for a cohesive cycleway / walkway for Tangimoana Beach Investigate opportunities to improve / reinstate safe vehicular and pedestrian access to the beach Design and Implement a comprehensive strategy for signage, including information for beach users Investigate a village threshold / entrance way





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