

KĀPITI COAST : CHOOSING FUTURES **CYCLEWAYS, WALKWAYS** **& BRIDLEWAYS STRATEGY**

Encouraging walking, cycling and horse riding in Kāpiti

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Foreword from Jenny Rowan Mayor, Kāpiti Coast District

Kāpiti's first Cycleways, Walkways and Bridleways Strategy was published in March 2004. It was a landmark document for our community. This updated 2009 strategy builds on the previous version by retaining the core elements of the vision, objectives and policies. These have been refreshed by a working group consisting of members of the Cycleways, Walkways and Bridleways (CWB) Advisory Group (who helped develop the original strategy), complemented by council staff and officials from a wide range of our partner agencies. The strategy is endorsed by the District Council but also includes activities of other agencies. Our vision for this strategy is – The Kāpiti Coast is renowned for walking, cycling and horse riding.

Supporting this vision are three objectives, and these are reinforced by a range of policies that spell out Kāpiti Coast District Council's intentions for walking, cycling and horse riding. There is also a series of measurable targets that will help us determine if we are making adequate progress on implementing this strategy.

Although significant work has been done over the last five years (for example Ōtaki Railway Station, Kāpiti Road and Otaihanga Road shared walking and cycling paths), greater emphasis is now placed on implementation. There is a focus on both transport as well as recreation. The strategy provides the strategic framework for improving walking, cycling and horse riding in Kāpiti, but the Implementation Plan (integrated within Council's Long Term Council Community Plan, or LTCCP) is the way that the ideals of the strategy will be translated into action.

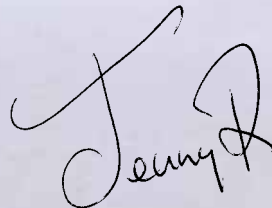
The strategy helps implement the Sustainable Transport Strategy and supports the use of Best Practice in all facets of urban design.

The original strategy focused on infrastructure, with key linkages established along the coast, across the flanks of the hills and into and between our towns. Considerably more work will be needed in

this area over the next few years, but new programmes in education, encouragement and enforcement will also be increasingly important. The Implementation Plan included in this strategy identifies these projects and programmes. Infrastructure components (both existing and proposed) are included on the network plans included in this strategy.

This strategy takes a broad view of walking so that people with physical or cognitive disabilities, limited or no vision or hearing and those in wheelchairs or on mobility scooters are included. Walking, cycling and horse riding are vital for healthy, happy individuals and safe, vibrant and sustainable communities. Providing facilities and support for these activities is a priority for the Kāpiti Coast District Council.

I particularly want to acknowledge the efforts of Leon Kiel, a visionary for access to public open space who contributed so much to our environment over many years. Leon, who was a key player in the development of the initial CWB Strategy, died after a short illness in March 2009. A large number of other people and organisations have assisted in bringing this strategy together, and I thank you all. Our continuing efforts will ensure that the Kāpiti Coast is renowned for walking, cycling and horse riding.



Jenny Rowan, QSO, JP.

Mayor, Kāpiti Coast District



1 Background

1.1 Purpose of this strategy

The purpose of this strategy is to:

- put in place a strategic direction for the future planning of cycling, walking and horse riding in Kāpiti;
- provide a strong foundation for the implementation of a cycleways, walkways and bridleways network that will enhance the experience of users with a variety of abilities

The focus of the strategy over the next 10 years is to improve travel connections for walking, cycling and horse riding between Kāpiti's major towns and key recreation routes.

In this strategy, a pedestrian (or someone who is walking) includes people on foot or in wheelchairs, and those with various visual, physical, cognitive or auditory impairments using the walking network.

The Cycle Network and Route Planning Guide (CNRPG) identifies five types of cycling, each with their own requirements:

- neighbourhood cycling
- commuter cycling
- sports adults
- recreation cycling
- touring cycling

This strategy affirms that all of these cycling types are valid and should be included in this strategy.

1.2 Previous CWB Strategy

The original Cycleways, Walkways and Bridleways (CWB) Strategy was adopted by Kāpiti Coast District Council in March 2004. This updated version of the strategy has a more overt transport focus than previously, while still retaining a recreation focus. Since the earlier strategy a number of changes to the context have occurred. The Council has adopted its sustainable transport strategy "Towards a Sustainable Transport System – A Strategy for Managing Transport on the Kāpiti Coast 2008". In addition, the Council is a signatory to the Urban Design Protocol and has become more focused on improving the quality of urban design in the District. This interest has been incorporated into council business through the "Subdivision and Development Principles and Requirements" document.

The previous strategy had considerable background material specific to the three modes. This has been largely consolidated to minimise duplication and help keep the strategy succinct. One further change to the context has occurred – the development of a number of national guidance documents in this area, including the implementation plan for "getting there – on foot, by cycle", the national walking and cycling strategy (2005), the NZ Transport Strategy 2008 (NZTS) and the Government Policy Statement on Land Transport Funding 2008 (GPS).

CWB, NZTS, GPS and other acronyms are defined in Appendix 1: Glossary of Terms.

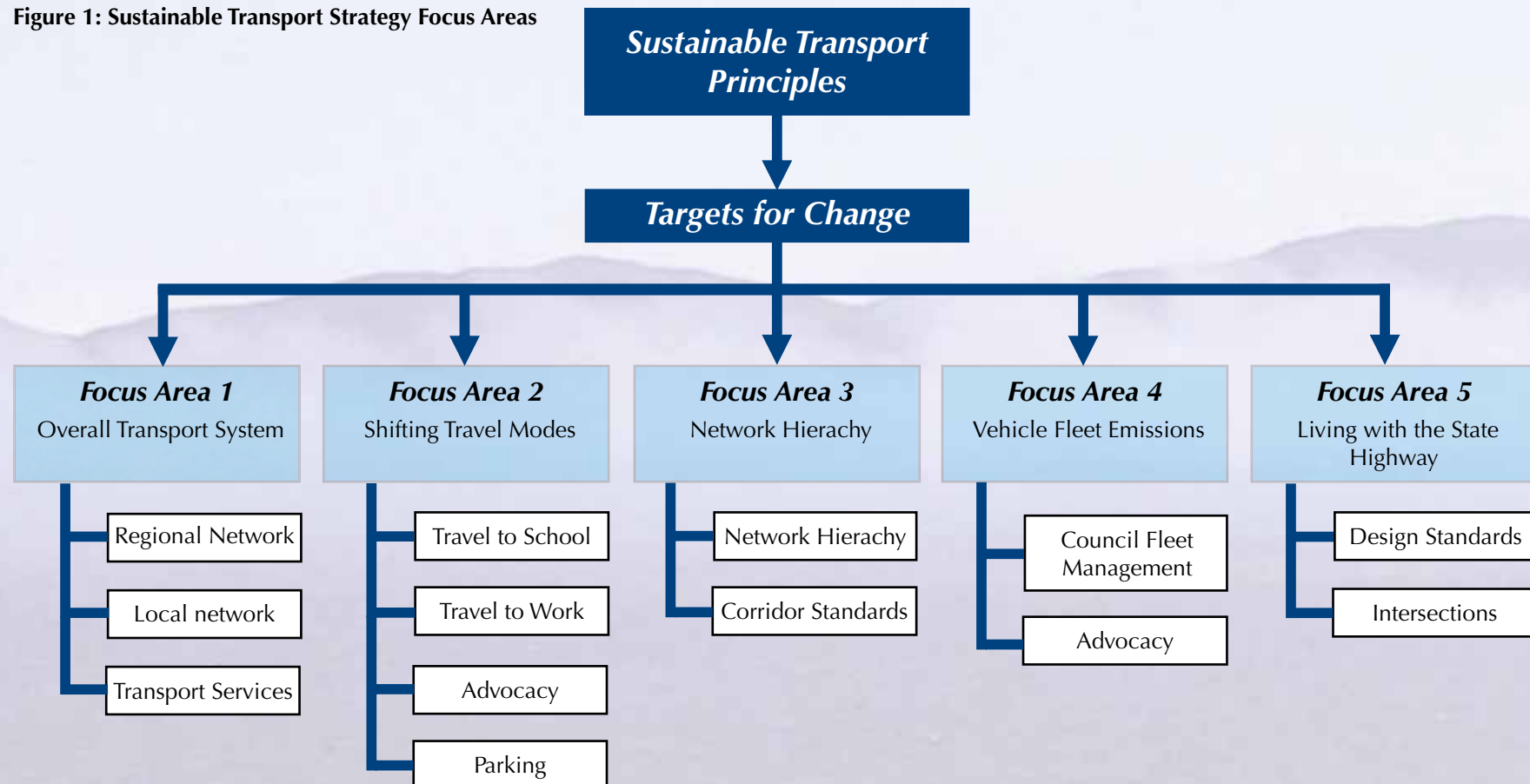
Design manuals and guidance documents for walking, cycling and bridleways are identified in Appendix 2: Relevant Standards and Guidelines.

1.3 Supporting framework

There are numerous strategies, policies, plans and guidelines at the local, regional and national levels which encourage cycleways, walkways and bridleways, and which help set the context for this Strategy. These are listed in Appendix 3: Relevant Strategies, Policies and Plans. Figure 1 shows the structure of the Sustainable Transport Strategy. The CWB contributes to each of the five Transport Focus Areas of the Sustainable Transport Strategy and Principles.

The CWB contribution to the five Focus Areas are outlined in Section 4 Objectives and Action Points and in the strategy targets and implementation plan.

Figure 1: Sustainable Transport Strategy Focus Areas



1.4 Strategy review process

The preparation of the initial strategy (published in 2004) was driven by the Cycleways, Walkways and Bridleways Working Group. This group was formed by the Council in November 2002 and consisted of key community and advocacy group representatives for cycling, walking and horse riding issues. One of the recommendations of the working group was the establishment of a CWB Advisory Group, which provided substantial input to the development of the current and previous versions of the strategy.

The review of the 2004 strategy was undertaken by a working group established for this purpose by the Council. It comprised members of the Advisory Group and many of our key partner agencies. The group had three meetings between December 2008 and March 2009. The terms of reference of the CWB Advisory Group are contained in Appendix 4: CWB Advisory Group Terms of Reference.



Image courtesy Stuart Ayres

1.5 Bridleways and horse riding in Kāpiti Coast District

Most walking and cycling strategies in New Zealand do not explicitly include bridleways and horse riding. The previous (2004) CWB strategy specifically included horse riding and bridleways because horse riding is a valued recreation activity on the Kāpiti Coast. In addition, some residents may wish to use horses more for transport. There are a number of shared facilities available for horse riding in the District that link beaches, rivers and hills, but many more are desired. While significant NZTA funding is available for walking and cycling projects and programmes, funding for bridleways is only currently available from the Council's Cycleways, Walkways and Bridleways capital budget. Bridleway requirements may also be considered during the subdivision planning processes but this rarely translates into dedicated bridleway facilities in a completed subdivision.



2 Key Issues for Cycling, Walking and Horse riding

2.1 Incomplete networks for cycling, walking and horse riding

The networks of pathways and facilities between and within the District's communities are incomplete and disconnected. Community feedback has indicated that these networks do not yet provide adequately for the needs of different users.

There are opportunities to improve the attractiveness of walking and cycling by providing greater accessibility through our urban areas by, ensuring that walking and cycling are more direct and convenient than travel by car. These issues can be summarised as:

- walking, cycling and bridleways networks are incomplete and disconnected, especially in urban areas but also between them;
- new routes (both off-road and on-road) will be needed to complete the networks;
- there is a need to establish greater accessibility for walking, cycling and horse riding to give a competitive advantage over driving; and
- both recreational and day-to-day users need to be accommodated.

This strategy has an objective “to develop networks that improve cycling, walking and horse riding access and linkages throughout Kāpiti” and underlying policies that stress the importance of completing these essential transport networks.

2.2 Demographic and land use changes

The population of Kāpiti Coast District has grown steadily over the last 15 years and at the 2006 Census, the population was over 46,000, with growth rates above both the regional and national averages. Twenty-three percent of the District's population is aged over 65, and 77% of the population lives in the urban areas of Waikanae, Paraparaumu and Raumati.

An aging population needs easy walking and cycling transport options and access to a variety of land uses and destinations without the need to drive. Land development has not always been accompanied by improvements to the walking and cycling environment. These issues can be summarised as:

- population growth rates are high and active transport infrastructure will need to accommodate new users;
- many residents are retired and desire walking and cycling access; and
- land use patterns are low density and dispersed, making it hard for many to walk or cycle to community services or between towns.

This strategy has an objective “to encourage local, regional and national co-ordination and collaboration in the planning and provision of walking, cycling and horse riding opportunities”. This objective and its related policies should help ensure better integration of land use and transportation planning. Managing urban sprawl will assist in providing better access for walking and cycling. The strategy's other objectives (promoting walking, cycling and horse riding and providing CWB networks) will also help the integration of land use and transportation.

2.3 Safety concerns

Road crashes are recorded by police in a national database which allows trends in walking and cycling crashes to be monitored. Ideally, crash rates are best understood in the context of the amount of walking and cycling done, or “exposure”. If the numbers of walking and cycling trips (or distance travelled) increase, the numbers of crashes might also increase, even though crash rates per kilometre might decline, all things being equal. We have a poor understanding of the distances travelled by walking, cycling and horse riding, so analysing crash rates by “exposure” is difficult. Relevant numbers and percentages of crash casualties are shown in Table 1.

Table 1: Pedestrian and Cyclist Casualties 2003 – 07

	Total Casualties (all modes)	Ped No.	Ped %	Cycle No.	Cycle %	Combined Ped & Cycle %
Council Roads – Urban	236	40	17%	27	11%	28%
Council Roads – Rural	71	0	0%	4	6%	6%
State Highway – Urban	70	5	7%	5	7%	14%
State Highway – Rural	271	4	1%	5	2%	3%
Total	648	49	8%	41	6%	14%

Safety issues can be summarised as:

- 14% of all road crash casualties in Kāpiti District were pedestrians and cyclists (8% and 6% respectively);
- 28% of all crash casualties on urban roads were pedestrians and cyclists (17% and 11% respectively);
- 14% of all crash casualties on urban state highways were pedestrians and cyclists (7% each);
- the strategy must result in improved safety for walkers, cyclists and horse riders.

All three objectives of this strategy incorporate the word “safe” to reinforce the importance of safety with respect to walking, cycling and horse riding in Kāpiti District.



2.4 Declining levels of walking and cycling to work and school

The New Zealand Census records the “main means of travel to work”¹ for the full time and part time workforce. This is a useful data series for documenting long term trends in walking and cycling, both for individual districts and for the country as a whole. Relevant data are illustrated in Figure 2. Relevant data and associated issues can be summarised as:

- Kāpiti District has low levels of walking and cycling to work relative to other parts of NZ because most workers travel considerable distances to their employment. For example, Paraparaumu is about 50 km from the Wellington central business district by road;
- walking levels have declined in Kāpiti District from 7.3% in 1986 to 4.5% in 2006, a drop of 37%;
- nationally, a similar decline in walking to work is evident, although the average level of walking is higher across New Zealand than in Kāpiti;
- cycling has declined in Kāpiti District from 4.1% to 1.8% (a 52% drop);
- nationally, cycling levels have also fallen substantially, but Kāpiti has less cycling to work than the national average;
- overall, walking and cycling for the trip to work in Kāpiti have declined 44% in the last 20 years;
- better data are needed for other kinds of walking and cycling trips to understand trends in use.

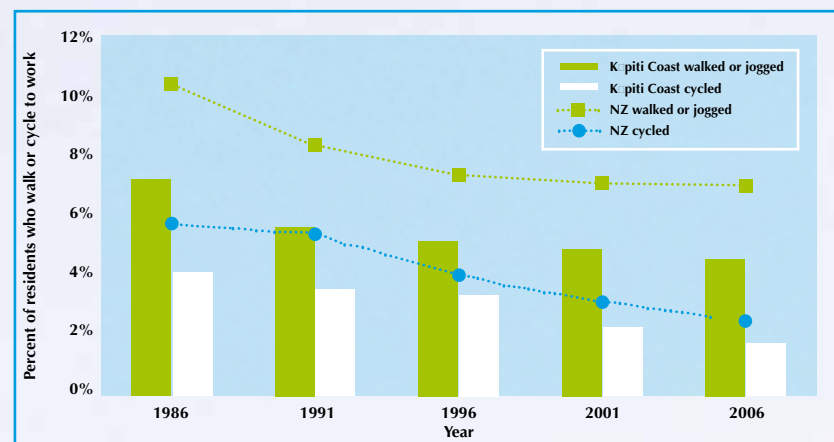


Figure 2: Census Travel to Work Data 1986 – 2006

This strategy has an objective “to promote cycling, walking and horse riding as safe, everyday modes of transport and recreation” to help reverse the decline in walking and cycling activity. The two other objectives also are expected to support increased use of these modes of travel.

¹ “Main means of travel to work” is the method by which the respondent, aged 15 years and over, travelled the longest distance to work on Census day (7 March in 2006), for example by bicycle, bus, train, car, walking or jogging.

2.5 Global issues

In an era of global oil price uncertainty, supply volatility, “peak oil” and climate change, provision of a more diverse transport system with options for transport that do not depend on fossil fuel makes good sense (economically and environmentally) for individuals and communities. According to the NZ Transport Strategy (2008):

- greenhouse gas emissions from transport increased by 64% in the period 1990 – 2006 and currently make up 18% of New Zealand’s total emissions;
- harmful vehicle emissions in New Zealand have been estimated to contribute to the premature mortality of approximately 500 people per year.

Meeting the objectives of this strategy will ensure that Kāpiti Coast helps respond to these national and international concerns.



5 Vision and Objectives

The Sustainable Transport Strategy notes: “within the overall District vision, the primary transport objective for the Kāpiti Coast is to create a physical transport system that is attractive, affordable, connected, responsive, safe and offers effective mode choice so that it enables people to act in a sustainable way.”

The vision of the CWB strategy for cycling, walking and horse riding is consistent with this:

The Kāpiti Coast is renowned for walking, cycling and horse riding

To realise this vision, this strategy has the following three objectives:

- 1** To **promote** walking, cycling and horse riding as safe, everyday modes of transport and recreation.
- 2** To **develop safe networks** that improve walking, cycling and horse riding access and linkages throughout Kāpiti.
- 3** To encourage and improve local, regional and national **co-ordination, co-operation and collaboration** in the planning and provision of safe walking, cycling and horse riding **opportunities**.



4 Objectives and Action Points

The following action points expand on the three objectives and link them to the implementation plan (Section 7).

Objective	Action Points
<p>Objective 1: To promote cycling, walking and horse riding as safe, everyday modes of transport and recreation.</p>	<ul style="list-style-type: none"> 1.1 Encourage and promote walking, cycling and horse riding for day-to-day trips, tourism, recreation and health. 1.2 Lead the community by example through the Council actively supporting walking, cycling and horse riding in its day-to-day operations. 1.3 Support safety, education and enforcement programmes for pedestrians, cyclists, horse-riders and motorists.
<p>Objective 2: To develop safe networks which improve cycling, walking and horse riding access and linkages throughout Kāpiti.</p>	<ul style="list-style-type: none"> 2.1 Expand and enhance walking, cycling and horse riding networks and facilities. 2.2 Adopt best practice guidelines and standards for walking, cycling and horse riding in the planning, design, construction and maintenance of all transport facilities. 2.3 Aim to provide footpaths on both sides of major and minor arterial roads. 2.4 Make new and existing roads and footpaths compatible with the needs of pedestrians and cyclists of all ages and levels of ability. 2.5 New subdivisions provide convenient and attractive linkages for active transport through and between subdivisions. 2.6 New urban roads are built to the specifications described in the Streetscape Design Guide and relevant design guides. 2.7 Traffic calming and local area traffic management plans support walking and cycling. 2.8 Provide cycle lanes on both sides of all arterial roads in addition to off-road cycle paths where feasible. 2.9 Maintain and enhance the Council’s safety management system for roads and provide for the safety needs of pedestrians, cyclists and horse-riders. 2.10 Identify and develop off-road and on-road facilities and links that integrate the walking, cycling and horse riding networks within the District and with surrounding districts.
<p>Objective 3: To encourage local, regional and national coordination and collaboration in the planning and provision of safe walking, cycling and horse riding opportunities.</p>	<ul style="list-style-type: none"> 3.1 The strategy is consistent with regional walking and cycling plans. 3.2 Consult with the CWB Implementation Group over network implementation and construction programmes and proposed new subdivision, development and transport projects. 3.3 Publish, promote, implement, monitor and maintain this strategy.

5 Targets

The strategy will address the trends identified in Section 2 by achieving targets that will determine if the strategy is succeeding. They are based on “SMART” principles – measurable, achievable, realistic and time-related. The targets are intended to be consistent with and help achieve the NZTS target that 30% of trips should be by walking and cycling by the year 2040. It is anticipated that nationwide NZTS targets will soon be determined regionally according to current walking and cycling levels (i.e. some regions will have targets greater or less than 30%). A toolbox of initiatives are required to attain a target, typical treatments might include building a new pathway, installing signage, barriers or refuges, running a focused education campaign or remarking of the carriageway.

The following targets will be used to track progress on this strategy.



Image courtesy Greater Wellington Regional Council



Focus Area	CWB Strategy Action Targets	Regional Land Transport Strategy Targets to 2016
Transport Network	<p>Increase the length of on-road cycle lanes, wide road shoulders or marked off-road cycle paths by 2 km per year.</p> <p>Increase the length of footpaths or exclusive walking tracks by 2 km per year.</p> <p>Increase the length of bridleways or tracks able to be used by horse riders each year.</p> <p>All medium and large businesses within the Kāpiti Coast district have a workplace travel plan in place by 2013. 10% of the remaining businesses have a Travel Plan by 2013.</p>	<p>The entire strategic cycle network provides an acceptable level of service.</p> <p>Nearly all urban road frontages are served by a footpath.</p> <p>Active modes account for at least 15% region-wide journey to work trips.</p>
Achieving Mode Shift	<p>All schools within the District have a school travel plan by 2013.</p> <p>All relevant road safety works within participating school catchments have been addressed within 5 years of finalising plans.</p> <p>Increase the proportion of people walking to work (as recorded in Census “Travel to Work” data1) from 4.5% in 2006 to 6% by 2011 and 12% by 2016.</p> <p>Increase the proportion of people cycling to work (from Census data) from 1.8% in 2006 to 3% by 2011 and 8% by 2016.</p> <p>Increase the proportion of students walking to Secondary Schools with Travel Plans from 28% in 2009 to 31% by 2011.</p> <p>Increase the proportion of students walking to Primary Schools with Travel Plans from 19% in 2009 to 22% by 2011.</p> <p>Increase the proportion of students cycling to Secondary Schools with Travel Plans from 12% in 2009 to 15% by 2011.</p> <p>Increase the proportion of students cycling to Primary Schools with Travel Plans from 13% in 2009 to 16% by 2011.</p>	<p>Reduce the reliance on private motor vehicles for short trips.</p> <p>Reduce the reliance on private motor vehicles for short trips.</p> <p>Encourage the uptake of cycling and pedestrian travel, particularly for short trips.</p>
Management of Road Corridor including SH 1	<p>All major road improvements are undertaken in accordance with a hierarchy of road design (categories from 31 December 2009.)</p> <p>Reduce the proportion of pedestrian crashes below 8% (average level for 2003-07) for 2009-11.</p> <p>Reduce the proportion of cycle crashes below 6% (average level for 2003-07) for 2009-11.</p>	<p>Fewer than 100 pedestrians injured in the region per annum.</p> <p>Fewer than 75 cyclists injured in the region per annum.</p>

6 Cycling, Walking and Bridleways Networks

Developing “safe networks that improve cycling, walking and horse riding access and linkages throughout Kāpiti” is one of the three objectives of this strategy. Potential linkages will be identified to provide guidance and direction for future planning and provision for cycleway, walkway and bridleway routes.

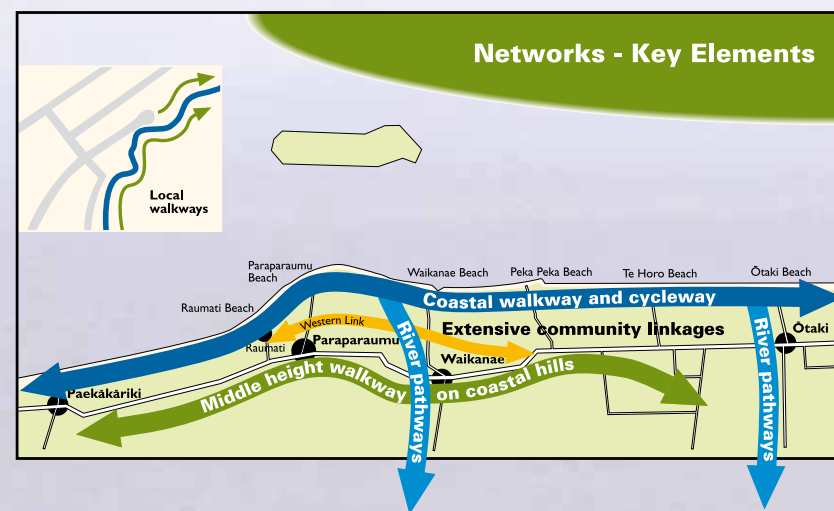
Routes need to be continuous and link to destinations where people want or need to go, such as schools, places of employment, recreation and community facilities (including parks and reserves, libraries, swimming pools, Council offices, beaches), public transport stops and stations, heritage sites and shopping areas. Routes for recreation are also needed. Differences in the requirements of different types of users need to be recognised and accommodated. The cycleways, walkways and bridleways network will provide a range of different route types including:

- cycle routes – both on- and off-road;
- pedestrian and walking routes – both on- and off-road, and routes for people with disabilities; and
- horse riding routes – separated from cycling and walking routes where possible and linked to areas of open space and grazing areas.

The cycleways, walkways and bridleways network forms the basis of the CWB Implementation Plan although other projects and programmes (such as promotions, education and monitoring) are also included. The network includes the following key features:

- a coastal walkway, cycleway and bridleway from Paekākāriki to Ōtaki and north (the Millennium Walkway and the Millennium Cycleway);
- extensive linkages to schools, town centres, community facilities, public transport and key natural features;
- safe access within and across the State Highway and Western Link corridors;
- relatively easy “middle height” access along the coastal escarpment and lower hills; and
- good access up into the back country.

Opportunities to extend the current network arise through subdivision and development, negotiations with private



landowners and the development of land already owned by the Council. Purchasing of land and accessways by the Council may be the only option for creating key linkages to extend the Millennium Walkway and Cycleway beyond Peka Peka from Paetawa Road to Te Hapua Road and at Te Waka Road to the Ōtaki River south bank. A partnership with the Greater Wellington Regional Council is required to create a commuter cycleway between Paekākāriki and Raumati South through Queen Elizabeth Park.

The CWB network changes over time, as different opportunities are identified and facilities are provided. Accordingly, the network maps are not included in this strategy (which will be valid for the next five years) but are appended to the Implementation Plan.



7 Implementation Plan

To achieve the vision, objectives and policies of this strategy and meet its targets, a number of actions need to be implemented. The Implementation Plan (IP) identifies projects and programmes to put this strategy into practice. These actions are updated and amended on an annual basis by the CWB Implementation Co-ordinator following consultation from the CWB Advisory Group, and may be included in the Council's draft LTCCP.

The capital funds for CWB implementation are identified under the Access Roading and Transport budget in the Annual Plan. Construction projects eligible for NZTA subsidy for cycleway construction can be viewed on the NZTA's LTP online website and accordingly are not contained in this strategy.

8 Monitoring, Evaluation and Review

This strategy needs to be monitored, evaluated and reviewed to determine if the objectives are being met and to assess the rate of progress towards achieving the targets.

The targets, network plans and the Implementation Plan will be reviewed at least annually to confirm that progress is being made at the desired rate and to take appropriate action otherwise. It is intended to review the strategy every five years.

Appendix 1: Glossary of Terms

Accessible	Able to be reached by any member of the community (including those with mobility, sensory or cognitive disabilities) within an acceptable amount of time, money and effort	Cycle route	A recommended route for cyclists comprising cycle lanes, cycle paths, signposting, pavement markings or other walking and cycling facilities
Active transport	Transport by walking, cycling or horse riding	Footpath	A path usually beside a road for use by pedestrians (see “pedestrian”)
Annual Plan	Sets out the levels of service and the levels of funding relating to the annual plan year and discloses any variations to what is in the LTCCP	Implementation Plan	Programme of proposed walking and cycling projects and activities
Bicycle	A cycle with two wheels (see cycle)	LTCCP	Long Term Council Community Plan – a ten year planning document required for each local authority under the Local Government Act 2002
Bridleway	A physically separated, off-road path for horse riders to which motor vehicles do not have access. Cyclists and pedestrians may be allowed shared use	Mode	A method of transportation (e.g. walk, cycle, horse riding, bus, private motor vehicle, etc.)
CCDHB	Capital and Coast District Health Board	Network plan	Plan of existing and proposed walking, cycling and bridle path facilities
CWB	Cycleways, Walkways and Bridleways	NZ Transport Agency	Responsible primarily for road safety, state highways and transport funding in New Zealand since August 2008. The Agency has resulted from the merger of Transit New Zealand and Land Transport New Zealand
Cycle	A vehicle designed to be propelled solely by the muscular energy of its driver(s) through pedalling	ONTRACK	Owns NZ’s rail network and manages it on behalf of the NZ government
Cycle lane	Part of a roadway allocated specifically for cycle use but which may occasionally be used by motor vehicles (e.g. for turning at intersections or driveways or manoeuvring into parking spaces)	Pedestrian	Any person on foot or who is using a powered wheelchair or scooter or a wheeled means of conveyance propelled by human power, other than a cycle (as defined in the Pedestrian Planning and Design Guide, Land Transport NZ 2008). Includes persons affected by any disabilities
Cycle network	A network of cycle routes represented on a publicly available plan		
Cycle path	A physically separated, off-road path for cycles to which motor vehicles do not have access		

Public health	<p>The physical wellbeing of the population In the context of transport system, it is concerned with:</p> <ol style="list-style-type: none"> 1. conditions and diseases caused by traffic related problems of noise, air pollution and vibrations and injury due to crashes 2. conditions and diseases caused by obesity and inactivity 3. the health benefits available through greater use of active transport modes 	Safety Management Standards	<p>Contains strategies, policy standards and procedures for road safety</p>
Rail corridor	<p>The land, owned by ONTRACK, surrounding the railway line. In some locations throughout NZ rail corridors are used to provide walking and cycling paths</p>	Shared path	<p>A physically separated path for pedestrians, cyclists and possibly horse riders to which motor vehicles do not have access</p>
Regional Land Transport Programme	<p>A prioritised programme of transport activities desired by the region for which national funds are sought in the following three years plus an indication of significant activities in the three years after that and a ten year financial forecast. An RLTP is required every three years on the same cycle as an LTCCP</p>	State Highway	<p>A road of national importance, managed by NZTA</p>
RLTS	<p>Wellington Regional Land Transport Strategy 2007-2016</p>	Street furniture	<p>Objects that are placed in the road reserve or pedestrian areas. Examples include street lights, benches, street trees, public rubbish bins, planting boxes and bollards</p>
Rūnanga	<p>Te Rūnanga o Āti Awa ki Whakarongotai, Te Rūnanga o Raukawa, Te Rūnanga o Toa Rangatira</p>	TA	<p>Territorial Authority (city or district council); an authority constituted under the Local Government Act 2002</p>
		Urban	<p>Concerning towns and cities (not rural); includes “suburban”. Urban roads have speed limits of 70 km/h or less; rural roads have speed limits greater than 70 km/h</p>
		Walking	<p>The act of self-propelling along a route, whether on foot or on small wheels, or assisted by additional aids</p>
		Walkway	<p>A designated walking route, usually off-road</p>

Appendix 2: Relevant Standards and Guidelines

Document

Web Address (if available)

Austroroads Guide to Traffic Engineering Practice Part 13: Pedestrians (1995)

Austroroads Guide to Traffic Engineering Practice Part 14: Bicycles (1999)

“Bikeability” Cycle Training UK

Cycle Network and Route Planning Guide, LTSA (2004)

Cycle Skills Training Guide and Newsletter, NZTA

Fundamentals of Planning and Design for Cycling,
Training Course Notes, Transfund NZ 2004

Manual of Traffic Signs and Markings (MOTSAM)

NZ Cycle Skills Training, Cycling Advocates’ Network

NZ Standard 4121:2001: Design for Access and Mobility:
Buildings and Associated Facilities, Standards NZ (2001)

NZ Supplement to Austroroads Part 14: Bicycles (2005)

NZTA Research Report No. 274: New Zealand walking and cycling
strategies - best practice, LTNZ (2005)

Pedestrian Planning and Design Guide, Land Transport NZ (2008)

RTS 14 Guidelines for Blind and Vision Impaired, LTSA (2004)

The Geometric Design of Pedestrian, Cycle and Equestrian Routes.
Design Manual for Roads and Bridges, UK Highways Agency (2005)

Trail Building Guidelines, International Mountain Bike Association

<http://www.bikeability.org.uk/index.php>

[http://www.landtransport.govt.nz/road-user-safety/
walking-and-cycling/cycle-network/](http://www.landtransport.govt.nz/road-user-safety/walking-and-cycling/cycle-network/)

[http://www.landtransport.govt.nz/road-user-safety/walking-and-
cycling/cyclist-skills-training/index.html](http://www.landtransport.govt.nz/road-user-safety/walking-and-cycling/cyclist-skills-training/index.html)

http://viastrada.co.nz/pub/fundamentals_course_notes

<http://www.transit.govt.nz/technical/manuals.jsp>

<http://can.org.nz/cycle-training>

[www.transit.govt.nz/technical/view_manual.jsp?content_
type=manual&=edit&primary_key=43&action=edit](http://www.transit.govt.nz/technical/view_manual.jsp?content_type=manual&=edit&primary_key=43&action=edit)

<http://www.landtransport.govt.nz/research/reports/274.pdf>

www.ltsa.govt.nz/consultation/ped-network-plan/index.html

<http://www.ltsa.govt.nz/roads/rts/rts-14-2003.pdf>

<http://www.standardsforhighways.co.uk/dmrb/vol6/section3/ta9005.pdf>

http://www.imba.com/resources/trail_building/index.html

Appendix 3: Relevant Strategies, Policies and Plans

Document	Web Address (if available)
Conservation Management Strategy (2001)	www.eeca.govt.nz/eeca-library/eeca-reports/neecs/report/national-energy-efficiency-and-conservation-strategy-01.pdf
Getting There – On Foot, By Cycle (2005)	http://www.transport.govt.nz/getting-there-index/
Getting There Strategic Implementation Plan 2006-09 (2006)	http://www.transport.govt.nz/getting-there-index/
Government Policy Statement on Land Transport Funding 2009/10 – 2018/19 (2008)	www.transport.govt.nz/assets/Downloads/GPS-final-4-August-2008.pdf
Healthy Eating – Healthy Action (2004)	www.moh.govt.nz/healthyeatinghealthyaction
MOH Health Strategy (2000)	
National Energy Efficiency and Conservation Strategy (2007)	http://www.eeca.govt.nz/about/national-strategy/index.html
National State Highway Strategy (2007)	http://www.transit.govt.nz/content_files/news/NSHS-2007.pdf
No Exceptions – SPARC (2005)	http://www.sparc.org.nz/partners-and-programmes/no-exceptions
NZ Disability Strategy (2001)	www.odi.govt.nz/documents/publications/nz-disability-strategy.pdf
NZ Transport Strategy (2008)	http://www.transport.govt.nz/new-zealand-transport-strategy-2/
Road Safety to 2010 (2003)	www.ltsa.govt.nz/strategy-2010/docs/2010-strategy.pdf
Transit NZ State Highway 10 Year Plan (2007)	http://www.transit.govt.nz/planning/forecast/forecast-07-08.jsp
Urban Design Protocol (2005)	http://www.mfe.govt.nz/issues/urban/design-protocol/index.html
SNZ HB 8603:2004 Tracks & Outdoor Visitor Structures	
Wellington Regional Policy Statement	http://www.gw.govt.nz/story_images/6218_ProposedRegiona_s12220.pdf
Regional Land Transport Strategy	http://www.gw.govt.nz/story_images/4361_Recommended_RLTS_s8634.pdf
Wellington Regional Walking Plan	http://www.gw.govt.nz/story_images/5771_RegionalWalking_s11454.pdf
Wellington Regional Cycling Plan	http://www.gw.govt.nz/story_images/5938_CyclingPlan2wit_s11794.pdf
Greater Wellington Road Safety Investigation	http://www.gw.govt.nz/council-reports/pdfs/reportdocs/2009_169_2_Attachment.pdf
Wellington Regional Road Safety Strategy	http://www.gw.govt.nz/council-publications/pdfs/Regional%20Transport_20020903_083940.pdf
Department of Conservation: Kāpiti Area Office: Visitor Access Facility Review	

Kāpiti Coast District Council Documents

Annual Plan 2008 (AP)

District Plan (1999) (DP)

Long Term Council Community Plan 2009 (LTCCP)

Cycleways Walkways & Bridleways Strategy (March 2004)

Coastal Management Strategy 2007

Development Management Strategy 2007

Reserves Acquisition Strategy (2003)

Subdivision and Development Principles
and Requirements 2005

Best Practice Subdivision Guide

Towards a Sustainable Transport System

– A Strategy for Managing Transport on the Kāpiti Coast 2008

Streetscape Strategy & Guideline

All of these documents are available at our libraries, service centres and on www.kapiticoast.govt.nz under [documents](#). Also checkout [Road Safety](#) on the website.

Appendix 4: CWB Advisory Group to the Environment and Community Development Committee

Chairperson: Mayor, or an Elected Member or Appointment by Council

Membership: Other members as per Constitution (*refer paragraph 2 below*)

OBJECTIVE:

- 1 The Kāpiti Cycleway, Walkway and Bridleway (CWB) Advisory Group is a voluntary group which advises the Environment and Community Development Committee on cyclist, walking, and equestrian matters on the Kāpiti Coast.

CONSTITUTION:

- 2 The membership of the Kāpiti Cycleway, Walkway and Bridleway Advisory Group is as follows:

The Mayor and one member of the Environment and Community Development Committee

One representative from:

Community On Road Cycling Representative

Community Walking Representative

Community Equestrian Representative

Community Off Road Cycling Representative

Community Open Space Advocate

Community Disabilities Group Representative

Sports Trust

One representative from each of the following iwi with whom Council works under a Memorandum of Partnership:

Te Rūnanga o Toa Rangatira Inc

Āti Awa ki Whakarongotai Charitable Trust

Te Rūnanga o Raukawa Inc

Council officers who will work with the Advisory Group include the following:

Road Safety Co-ordinator

Roading Asset Manager

Leisure and Open Space Asset Manager

Cycleways/ Walkways/ Bridleways Implementation

Co-ordinator

- 2.1 The Advisory Group can also co-opt or invite members as agreed from other relevant groups, including but not limited to specialist community groups, environmental groups and Care Groups.

MEETING FREQUENCY:

- 3 Quarterly or as required.

QUORUM:

- 4 A quorum is four members of the Kāpiti Cycleways, Walkways and Bridleways Advisory Group (including at least one Elected Member).

OBJECTIVE:

- 5 The objectives of the Kāpiti Cycleways, Walkways and Bridleways Advisory Group are to:
 - 5.1 advise the Environment and Community Development Committee on priorities for implementing the Cycleway, Walkway and Bridleway (CWB) Strategy in the Kāpiti Coast District.
 - 5.2 make recommendations to the Chief Executive on new areas of consultation with the community on CWB matters.

SCOPE OF ACTIVITY:

- 6 The scope of activity for this Advisory Group is to:
 - 6.1 establish relationships with key community organisations with which this Advisory Group must work.
 - 6.2 provide focus and advise priorities for CWB Strategy coordination in the Kāpiti Coast District.
 - 6.3 achieve its objectives with the support of the Cycleway, Walkway, Bridleway Implementation Group.

ROLES AND FUNCTIONS:

- 7 The Kāpiti Cycleways, Walkways and Bridleways Advisory Group is delegated the following roles and functions:
 - 7.1 Authority to advise on projects and recommend funding priorities to the Kāpiti Coast District Council through the Environment and Community Development Committee.
 - 7.2 Authority to advise the Environment and Community Development Committee on proposals to New Zealand Transport Agency (NZTA) for Cycleway, Walkway, Bridleway network development funding.

- 7.3 To consider and make recommendations to the Environment and Community Development Committee and/or the Chief Executive on involvement in relation to events, issues, reports, plans and subdivisions in relation to encouraging cycling, walking and horse riding on the Kāpiti Coast. This advice includes the impact of dog walking on cycling, walking and horse riding on the Kāpiti Coast.
- 7.4 Report to the Environment and Community Development Committee on activities at the end of each financial year and/or as required during the financial year to scheduled meetings of that Committee.

Quality Assurance Statement

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