

# It's Our Place

## Draft Walking & Cycling Strategy

*Our Place : Our Strategy*

Ashburton District Council is refreshing its Walking & Cycling Strategy to reflect the work that has been undertaken since the 2008 version. This booklet includes a summary of the proposals and a submission form for your feedback.

**We are accepting feedback until 5pm, Monday 30 November 2020.**

# Introduction

Walking and cycling are activities enjoyed by many in our district. The benefits are vast, from the health benefits of increased exercise, through to creating more lively and connected communities. With the largely flat Canterbury Plains through to the hills in the west providing more challenging terrain, our district provides a range of opportunities to suit all.

Since the 2008 Draft Walking & Cycling Strategy was introduced, much has been done to support these two popular recreational activities in our district.

Ashburton township has been a hive of activity, with new cycle lanes being added and the creation of the Braided River Trail from Tinwald to Lake Hood. The Ashburton/Hakatere River trail to Hakatere on the north side of the Ashburton River has been completed, and the River Trail Loop which encloses this trail has also been developed.

We are also very fortunate to have motivated local volunteer groups who have taken the lead on developing and improving trails, such as the ACL Skills Park, Braided Waters Cycle Trail, the Methven Walkway and the Rakaia River Terrace Walkway.

With such momentum, we thought it timely to review the 2008 Strategy to reflect the progress made and to signal our focus for the future. Our Strategy is formed around the vision of more people, more active, more often, and includes an action plan to achieve this over the next ten years.

We look forward to hearing your thoughts on this strategy.



Neil Brown, Mayor

## Our vision:

**More people,  
More active,  
More often**

The full version of the Draft Walking & Cycling Strategy can be viewed at [ashburtondc.govt.nz/haveyoursay](http://ashburtondc.govt.nz/haveyoursay)

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5pm, Monday 30 November 2020.**



***We want  
to hear  
from YOU!***

# Background

## What is our walking and cycling network?

Our district has a walking and cycling network that assists people to explore Mid Canterbury and its many natural attractions. Some of this network is for walking only, some is for cycling only and some allows for both.

### Our walking network

We maintain 233km of footpath that is suitable for walkers. This is mostly located within Ashburton township but there are also footpaths in parks and recreational areas. Our walking network needs to cater for the needs of all users and different levels of ability. This ensures that footpaths can be used by people with mobility scooters, wheelchairs and recreational devices, such as skateboards and scooters.

### Our cycling network

There is about 5.5km of separated urban cycleways in the district. These are all shared pedestrian/cycle paths. There is also about 9km of cycle lanes painted on roads.

People cycle for different reasons including:

- On-road cycle training/racing – Cyclists who do this complete long distance road circuits mainly on the wider major road network. They tend to cycle at speeds of around 30km/h and seek good road surfaces.
- Leisure – This involves people who cycle for enjoyment and general exercise, usually on recreational tracks and in parks or reserves.
- Mountain biking – To do this, residents and visitors to our district use challenging or rough cycling routes, usually after work hours or on weekends.
- Transport – To reach a destination such as work or school.

### Feedback from our community

A community survey, undertaken when developing this Strategy, found that people walked and cycled primarily for recreational, social and health reasons. It also indicated that there were many people who were interested in cycling but felt concerned about a lack of separation between them and traffic on busy roads.

**A full version of the Draft Walking & Cycling Strategy is available from [ashburtondc.govt.nz/haveyoursay](http://ashburtondc.govt.nz/haveyoursay)**



### Our district has a wide range of walking and cycling infrastructure including:

- Urban footpaths/shared paths (sealed)
- Urban area walking and cycling tracks (usually unsealed and shared)
- Rural walkways and cycleways (unsealed and mostly shared)
- Pedestrian crossings (zebra, islands, raised platforms and traffic signals)



# Background

## Why is our walking and cycling network important?

Our district's flat terrain is ideal for walking and cycling within urban centres. However, the large distances between towns limits the use of walking or cycling as transport. Many of the roads within the rural network are narrow, have little or no shoulders, and high speed limits. Travel by private car is the main form of transport, particularly between towns. There is no public transport.

Our walking and cycling network is important for a number of reasons.

- It gives people the opportunity to walk or cycle,
- enables an ageing population to move around easily, including using mobility devices,
- improves health and well-being,
- reduces carbon emissions by reducing the number of vehicles on the road, and
- supports economic outcomes such as tourism.

This strategy is focused on Ashburton, Methven and Rakaia at this point in time, but it is intended to bring in other areas of the district over time.

## Why do we need a strategy?

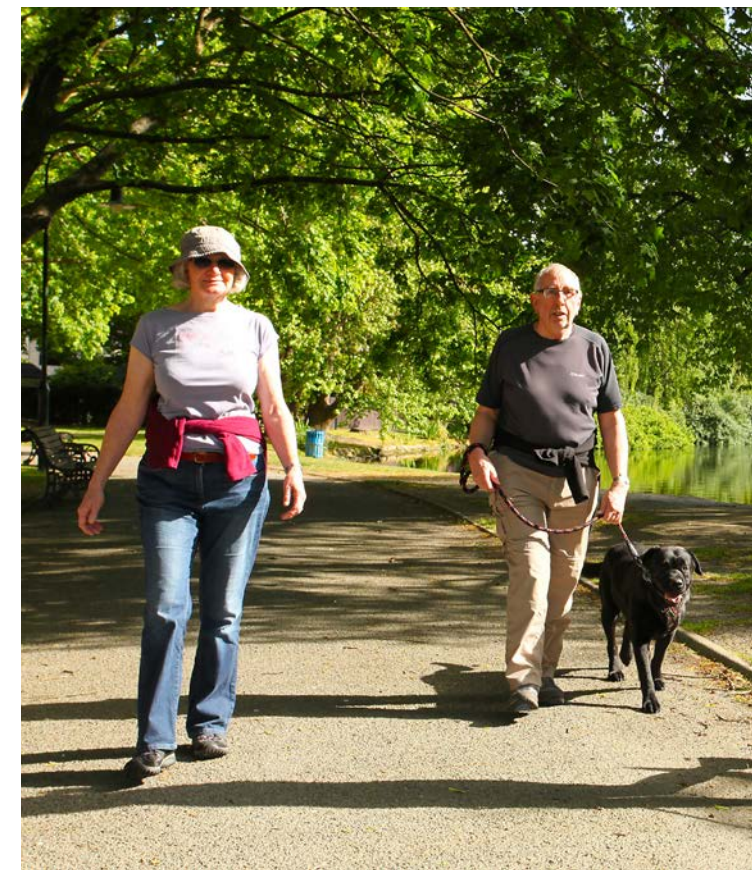
The Strategy provides a framework for making walking and cycling (for transport and recreation) safer and more attractive, with the aim of increasing the number of people using the walking and cycling network. In the context of this strategy, walking includes the use of mobility aids and devices such as scooters and skateboards.

The development of an improved walking and cycling network requires investment over time. This Strategy provides well considered direction and sets priorities for Council and other parties, including the Waka Kotahi (NZ Transport Agency) and community organisations, for future investment. It also provides the context and support to develop business cases for funding.

Central government funding for assisting us to deliver the walking and cycling programme will come primarily through Waka Kotahi (NZ Transport Agency), who will pass this funding on from Road User Charges and fuel taxes.

## How has this strategy been prepared?

This Strategy was prepared after reviewing walking and cycling amenities, surveying the community, reviewing other plans and strategies for alignment, and running a workshop with key stakeholders.



# Action plan

## What are our goals?

Collaboration with key stakeholders and reviewing policies at a local and national level has led to four main goals for our Draft Walking & Cycling Strategy.

### 1 A coherent, safe and connected urban walking and cycling environment

This means:

- developing facilities that meet the needs of people in urban and rural areas
- networks that are easy to use and link to key destinations
- people feel safe using the walking and cycling networks

### 2 A quality, fit for purpose recreational walking and cycling network that connects to key destinations

This means:

- networks meet the needs of people with varying abilities and allow for the use of different mobility devices
- networks are good quality for their purpose
- people using the networks can travel between key destinations

### 3 Ensuring the urban and rural walking and cycling networks integrate to create an accessible district

This means:

- there is adequate wayfinding signage and map information available for networks
- rural and urban networks are unified including linkages

### 4 A district committed to walking and cycling for health, well-being, safety, environmental and economic reasons

This means:

- encouraging travel behaviour changes through strong leadership and collaboration with key stakeholders
- promotion of walking and cycling in our district
- reviewing funding and resource prioritisation for walking and cycling amenities

**A full version of the Draft Walking & Cycling Strategy is available from [ashburtondc.govt.nz/haveyoursay](https://ashburtondc.govt.nz/haveyoursay)**



# Action plan

**Short term**  
2021 - 2023

**Medium term**  
2024 - 2027

**Long term**  
2027 - 2031

	OBJECTIVES	ACTIONS	PRIORITY/ TIMEFRAME
1.1	Improve facilities to increase pedestrian accessibility	<b>A.</b> Fix localised pedestrian accessibility issues. Involves an audit of sites identified in the strategy field work and forming a list of jobs. The work could be undertaken as maintenance/minor works tasks.	■ <b>High</b> priority; Short term
		<b>B.</b> In conjunction with NZTA, develop a Moore Street/SH77 crossing between West Street and Park Street.	■ <b>Medium</b> priority; Short to medium term
1.2	Reduce gaps in the footpath network	<b>A.</b> Ensuring there is a footpath on at least one side of each street in Methven and Rakaia to provide better walking connections. Installation of new footpaths in Methven and Rakaia when the EA undergrounding is complete.	■ <b>Medium</b> priority; Short to medium term
1.3	Improve continuity and quality issues on roads with cycle lanes	<b>A.</b> Improving cycle lane continuity/quality on Walnut Ave, Ashburton by connecting gaps and increasing the width of the existing cycle lane routes. This will also involve coloured surfacing across side road intersections, additional crossing facilities etc.	■ <b>Medium</b> priority; Short to medium term
		<b>B.</b> In conjunction with NZTA, improving cycle lane continuity on SH77, Ashburton by connecting gaps in the existing routes. This will require removal of some parking.	■ <b>Medium</b> priority; Short to medium term
		<b>C.</b> Improving cycle lane safety on Chalmers Ave, Ashburton by providing coloured surfacing across side road intersections and sharrow markings at Beach Road roundabout.	■ <b>Medium</b> priority; Short to medium term
1.4	Investigate separation of urban cycle facilities from traffic	<b>A.</b> Developing a shared path on Racecourse Road as an important recreational link.	■ <b>Low</b> priority; Medium term
		<b>B.</b> Confirming an Ashburton urban cycling network and developing a business case for funding.	■ <b>Medium</b> priority; Medium to long term
		<b>C.</b> Improving pedestrian and cyclist safety at Walnut Ave/Oak Ave intersection.	■ <b>High</b> priority; Medium to long term
		<b>D.</b> Improving pedestrian and cyclist safety at Walnut Ave/Chalmers Ave intersection.	■ <b>High</b> priority; Medium to long term



# Action plan

Ongoing

2021 - 2031

Short term

2021 - 2023

Medium term

2024 - 2027

Long term

2027 - 2031

	OBJECTIVES	ACTIONS	PRIORITY/ TIMEFRAME
1.5	Investigate State Highway/railway/river severance issues for communities	A. In conjunction with NZTA, providing a SH77 crossing in Methven, most likely a pedestrian refuge island opposite the public toilets and park.	Medium priority; Short to medium term
		B. In conjunction with NZTA, reduce severance by improving crossings over SH1 in Rakaia.	Medium priority; Medium term
		C. In conjunction with NZTA, reduce severance by improving crossings over SH1 in Tinwald.	Medium priority; Medium term
		D. Installing traffic signals at Walnut Ave/West and East Street intersections. This project is being developed by NZTA and is programmed for completion early 2021.	Low priority; Short term
		E. The proposed Ashburton Second Bridge and associated upgrades on Chalmers Avenue and in Tinwald provides an opportunity for improved walking and cycling facilities.	Low priority; Medium to long term
1.6	Review standards such as footpath width	A. Reviewing footpath widths to cater for a more diverse range of users and devices. Best practice is 1.8m as this allows two wheelchairs or mobility scooters to pass each other.	High priority; Short term
		B. Kerb cut downs by developing assessment and rating system for inclusion in the Transportation Asset Management Plan. This would require maintenance funding allocation.	High priority; Short term
1.7	Improve street lighting to increase personal safety	A. Conducting street lighting audits, investigating where pedestrians feel unsafe and creating a priority approach for street lighting renewals.	High priority; Ongoing
2.1	Improve wayfinding signage for recreational networks	A. Establishing wayfinding guidelines/signage for urban cycling and key walking networks that integrate with recreational and rural paths.	High priority; Short term

# Action plan

**Short term**  
2021 - 2023

**Medium term**  
2024 - 2027

**Long term**  
2027 - 2031

	OBJECTIVES	ACTIONS	PRIORITY/ TIMEFRAME
2.2	Develop resources such as track specifications that can be shared with community groups	A. Liaising with the Braided Rivers Cycleway Trust to establish if any standards have been developed. If not, ADC to facilitate the development of standards.	■ <b>High</b> priority; Short term
		B. Identifying where additional cycle parking is required and implement with best practice guidance from NZTA.	■ <b>Medium</b> priority; Medium to long term
3.1	Identify gaps in the footpath and cycle networks connecting urban and rural areas	A. Developing a new footpath connection on Dobson Street West to the ACL Skills Park.	■ <b>Medium</b> priority; Short term
		B. Investigating a cycling link to the Skills Park from Moore Street. This may be complex as it passes through an industrial area. An alternative is to use the trail identified in the Draft Ashburton Domain Plan.	■ <b>Medium</b> priority; Short term
		C. Developing a pedestrian/cycle path around the EA Networks Centre.	■ <b>Medium</b> priority; Short term
3.2	Improve wayfinding signage to recreational networks from urban areas	A. Developing recreational wayfinding guidance by establishing a guideline for recreational cycling and walking networks that integrates with the urban networks.	■ <b>High</b> priority; Short term

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# Action plan

Ongoing

2021 - 2031

Short term

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Long term

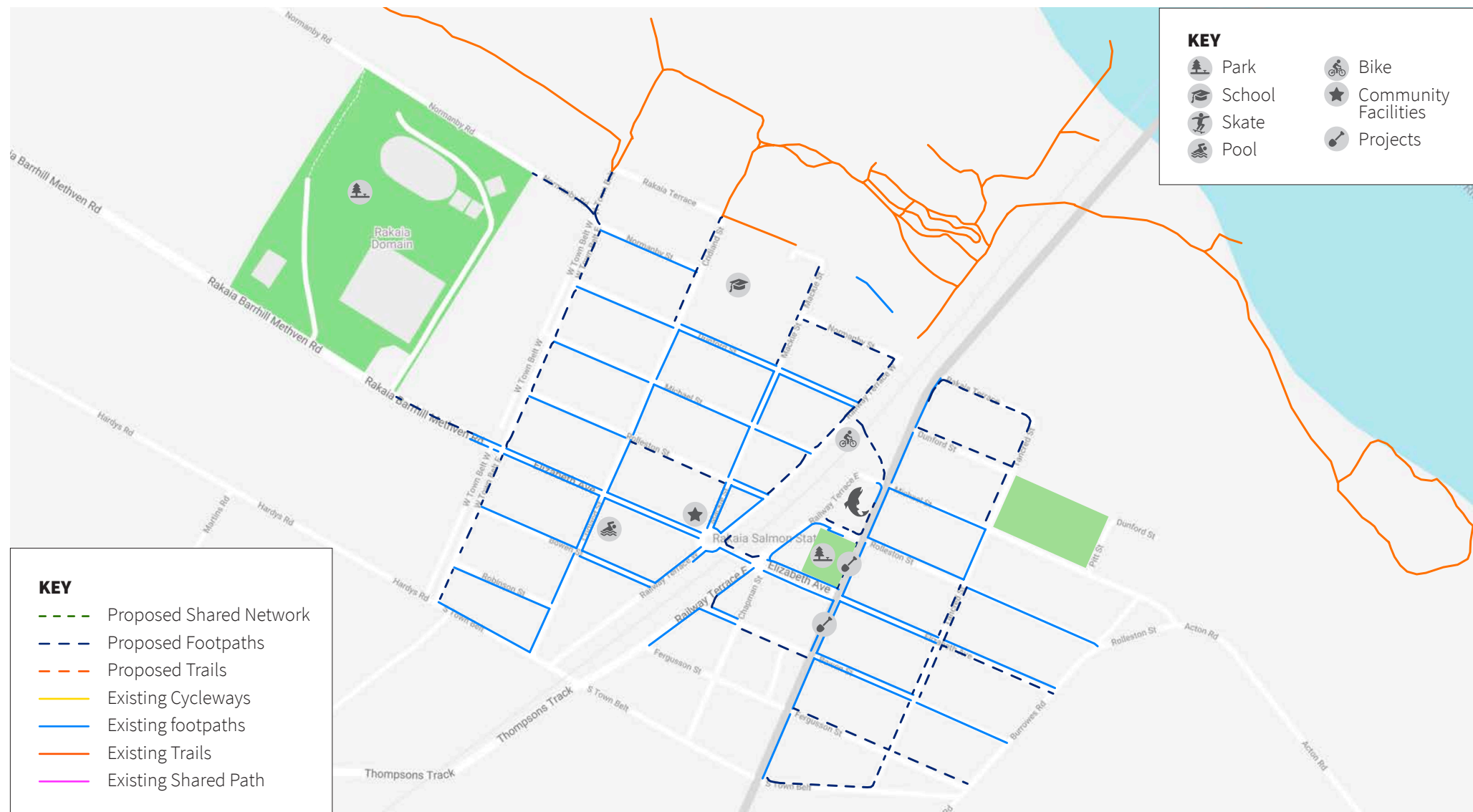
2027 - 2031

	OBJECTIVES	ACTIONS	PRIORITY/ TIMEFRAME
4.1	Co-ordinate the promotion of walking and cycling to increase participation	A. Introducing School Travel Plans and supporting initiatives. These could include local safety improvements, car parking/drop-off management and crossing volunteers. A programme including training, helmet use and riding tracks can teach kids how to ride safely.	■ High priority; Short term
		B. Preparing an information pack for businesses on travel planning and available schemes that could support their goals such as the NZTA Employer e-bike purchase support schemes. Information could also include the NZTA workplace cycling guide and the cycle parking supply and design guidance.	■ High priority; Short term
		C. Promoting events that encourage walking and cycling including Walk2Work Day, Aotearoa Bike Challenge or September.	■ High priority; Ongoing
4.2	Develop information resources on cycling routes in the district	A. Establishing a cycling information tab on the ADC website and include maps and links to resources or initiatives.	■ High priority; Short term
4.3	Align development planning through the District Plan, using best practice methods	A. Ensuring land use planning and transport rules consider walking and cycling outcomes in the District Plan, e.g. introducing planning requirements that promote a more walkable town, and increase cycle parking.	■ High priority; Short to medium term

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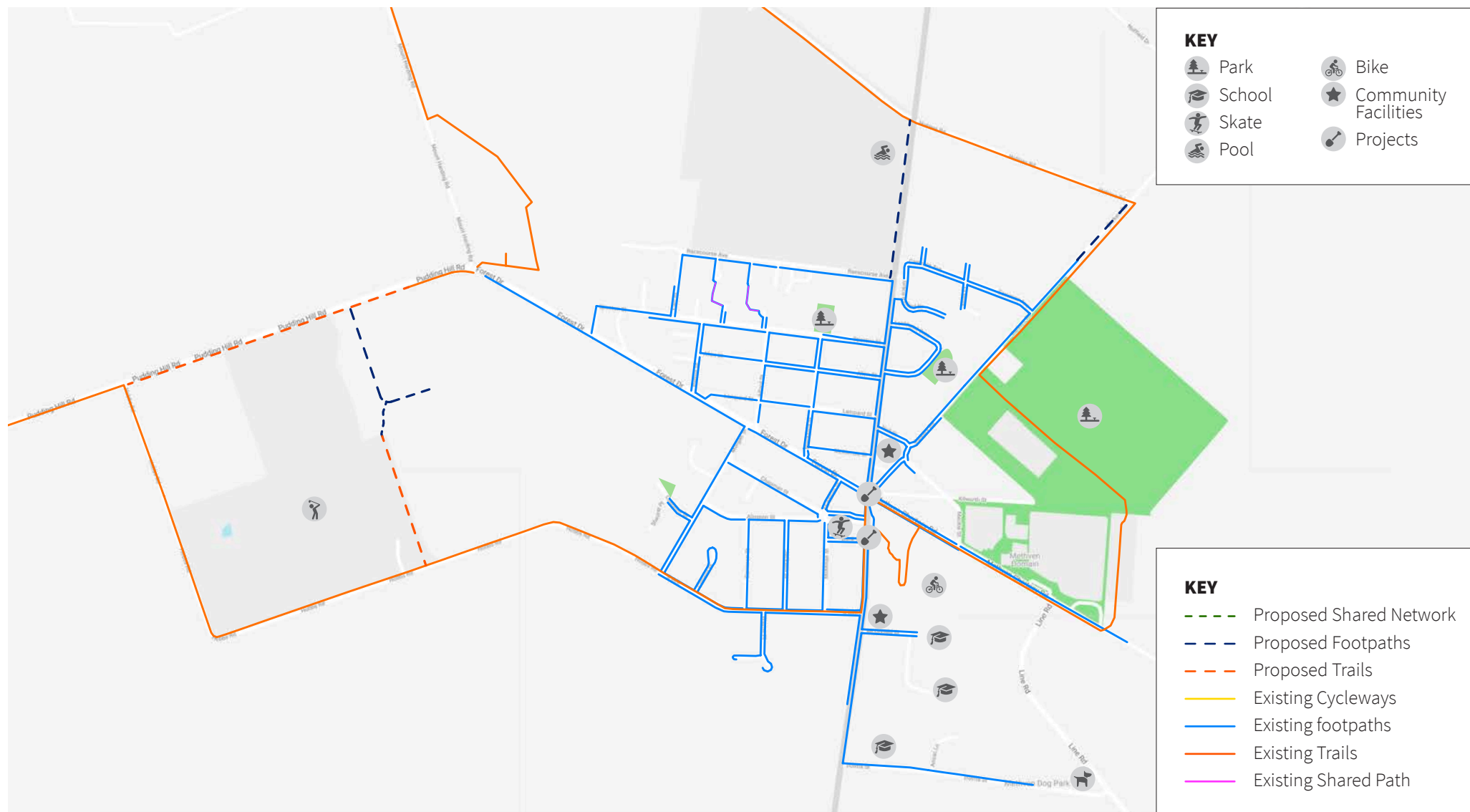
# Rakaia

## Proposed Walking and Cycling Projects



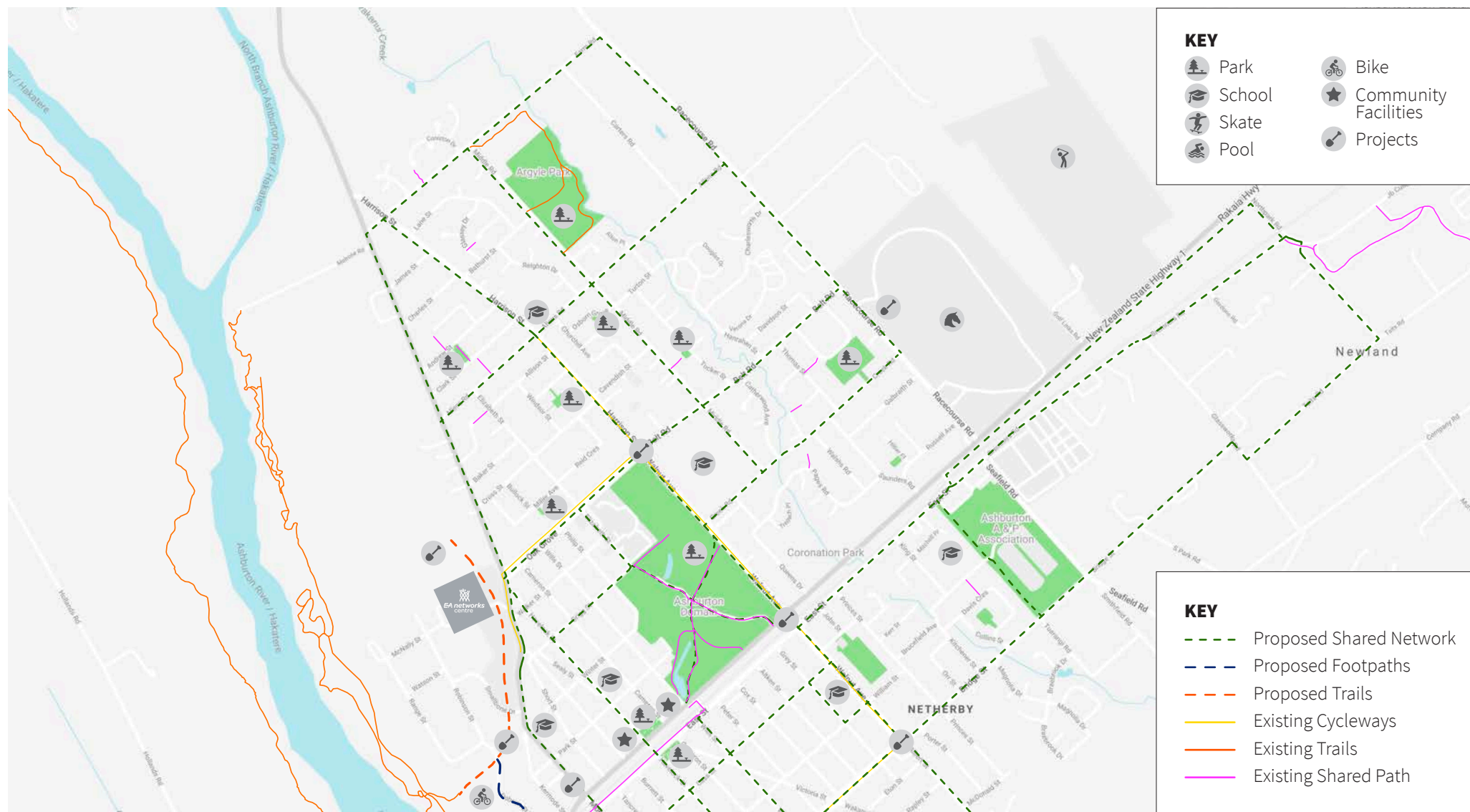
# Methven

## Proposed Walking and Cycling Projects



# West Ashburton

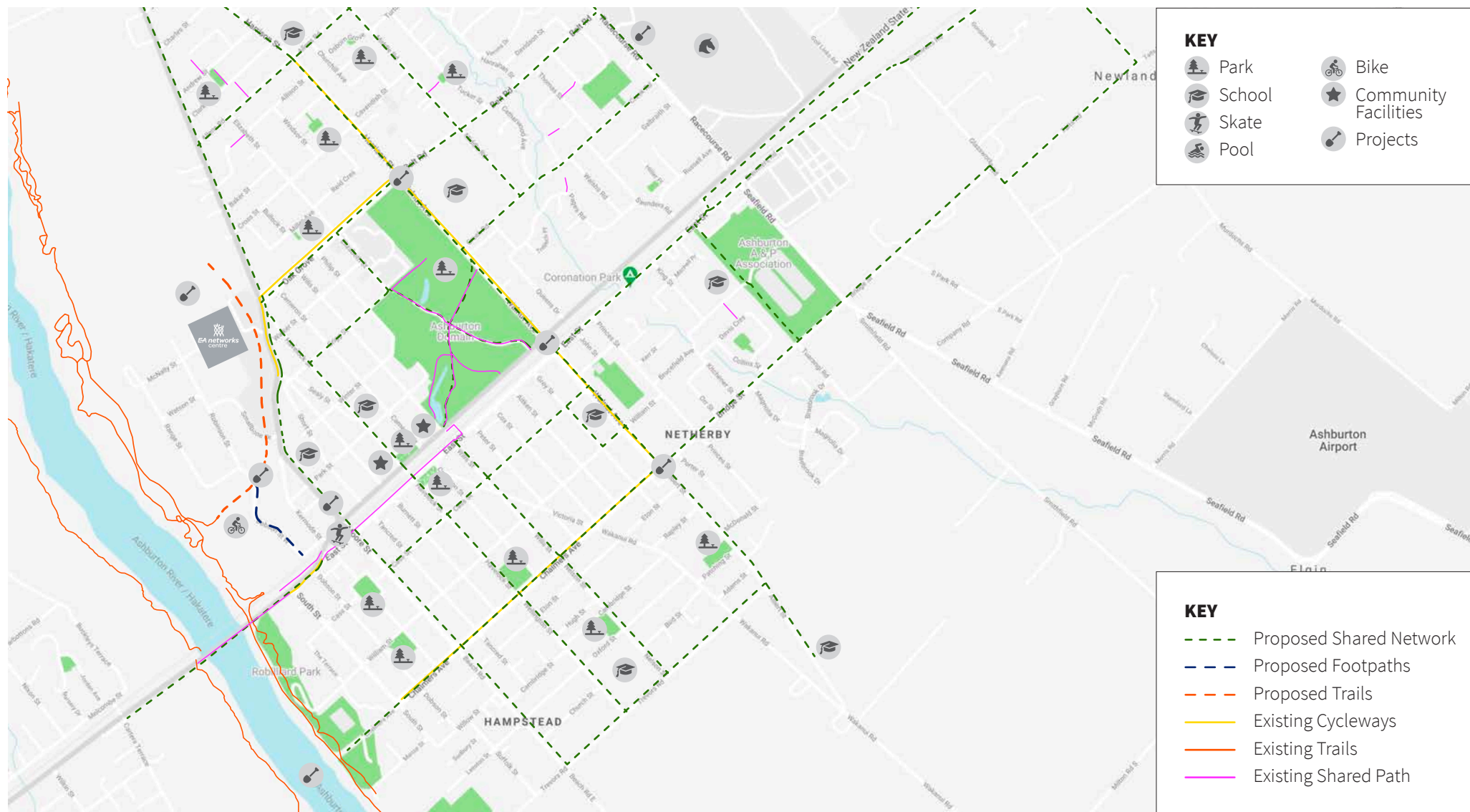
## Proposed Walking and Cycling Projects





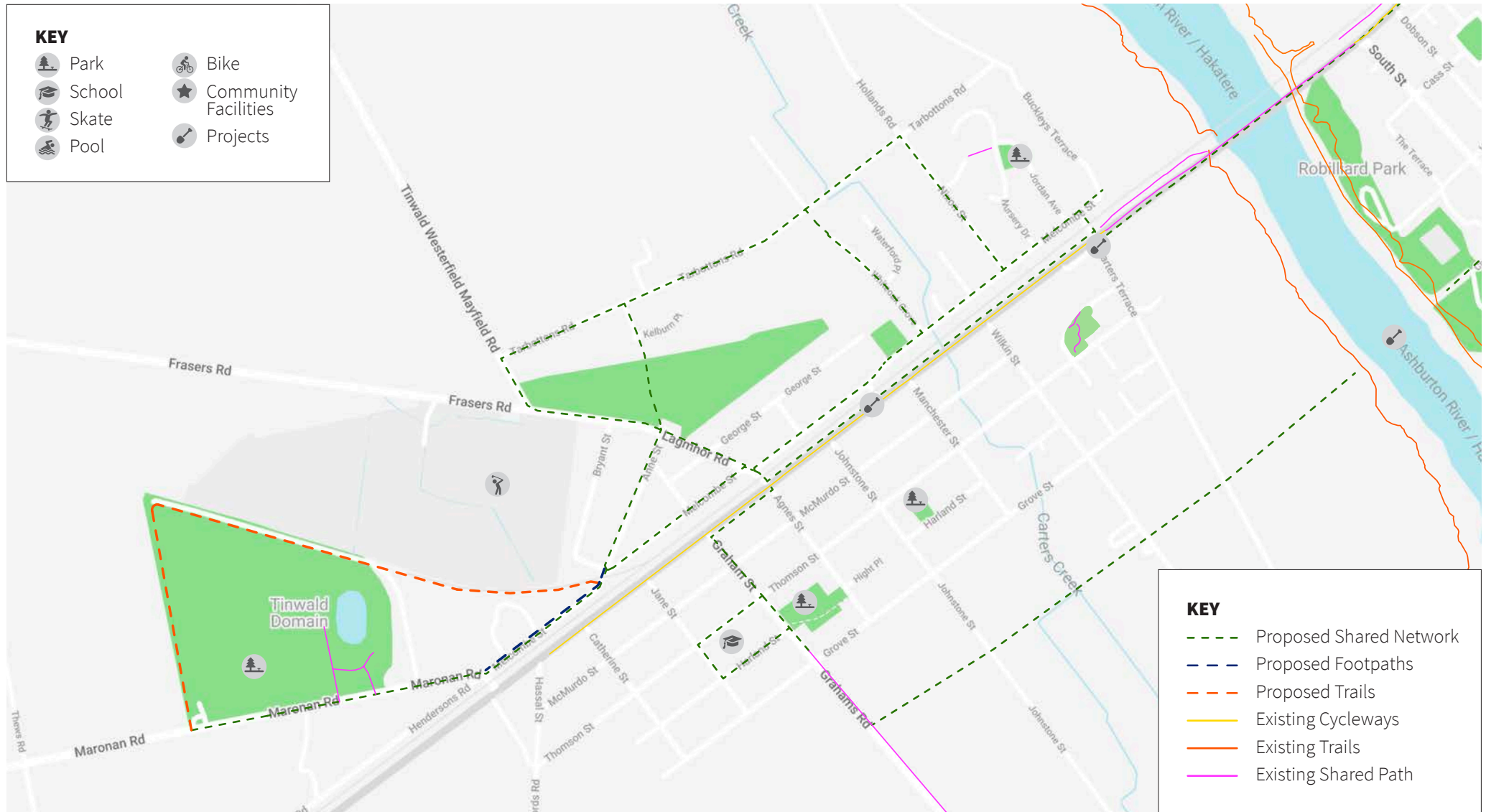
# East Ashburton

## Proposed Walking and Cycling Projects



# Tinwald

## Proposed Walking and Cycling Projects



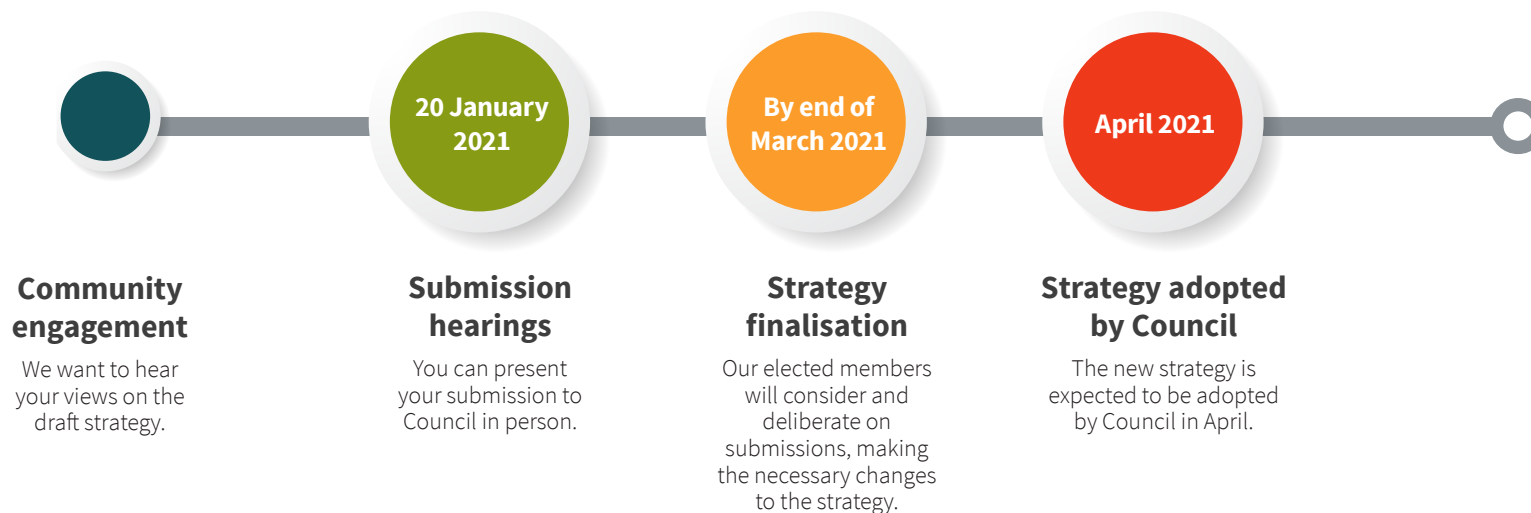






# What happens next?

## Timeframe and development process



**The easiest way to provide your feedback is to complete the form online at [ashburtondc.govt.nz/haveyoursay](https://ashburtondc.govt.nz/haveyoursay)**

Alternatively, you can provide feedback by filling in the attached submission form and getting it back to us using one of the following methods:



**FREEPOST TO**  
Ashburton District Council  
Our Place  
Freepost 230444  
PO Box 94  
Ashburton 7740



**IN PERSON**  
Dropping it off at:  
- Ashburton District Council  
reception – 5 Baring Square West



**EMAIL TO**  
[submissions@adc.govt.nz](mailto:submissions@adc.govt.nz)



**ONLINE AT**  
[ashburtondc.govt.nz/haveyoursay](https://ashburtondc.govt.nz/haveyoursay)



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*You can submit on any or all of the questions below. You don't have to complete every question.*

## Submission Form

### 1. Do you support the draft Walking and Cycling Strategy as presented?

☐ Yes ☐ No

- a. If yes, what aspects of the draft do you support and why?
- b. If no, what aspects of the draft do you not support and why?

### 3. Other comments

Please note, all submissions are public documents and will be made available on Council's website with the names of submitters included.

If you are completing this submission on behalf of others, please name the group or organisation. Only one submission per group/organisation will be accepted.

*If you need, please attach additional information.*

**We are accepting feedback  
until 5pm on Monday  
30 November 2020.**

Ashburton District Council  
PO Box 94  
Ashburton 7740

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## Draft Walking & Cycling Strategy

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*Have your  
Say!*

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### Your details

First name: \_\_\_\_\_ Last name: \_\_\_\_\_

Organisation (if appropriate): \_\_\_\_\_

Street number: \_\_\_\_\_ Street name: \_\_\_\_\_

Suburb / Town / RD: \_\_\_\_\_ Postcode: \_\_\_\_\_

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

### Do you wish to speak in support of your submission at the hearing?

(If no boxes are ticked, it will be considered that you do not wish to be heard)

☐

**Yes:** 131 Havelock Street on 20 January 2021. The hearing will be live-streamed through our online channels.

☐

**No:** I do not wish to speak in support of my submission and ask that the following written submission be fully considered.

Signature: \_\_\_\_\_

Date: \_\_\_\_\_