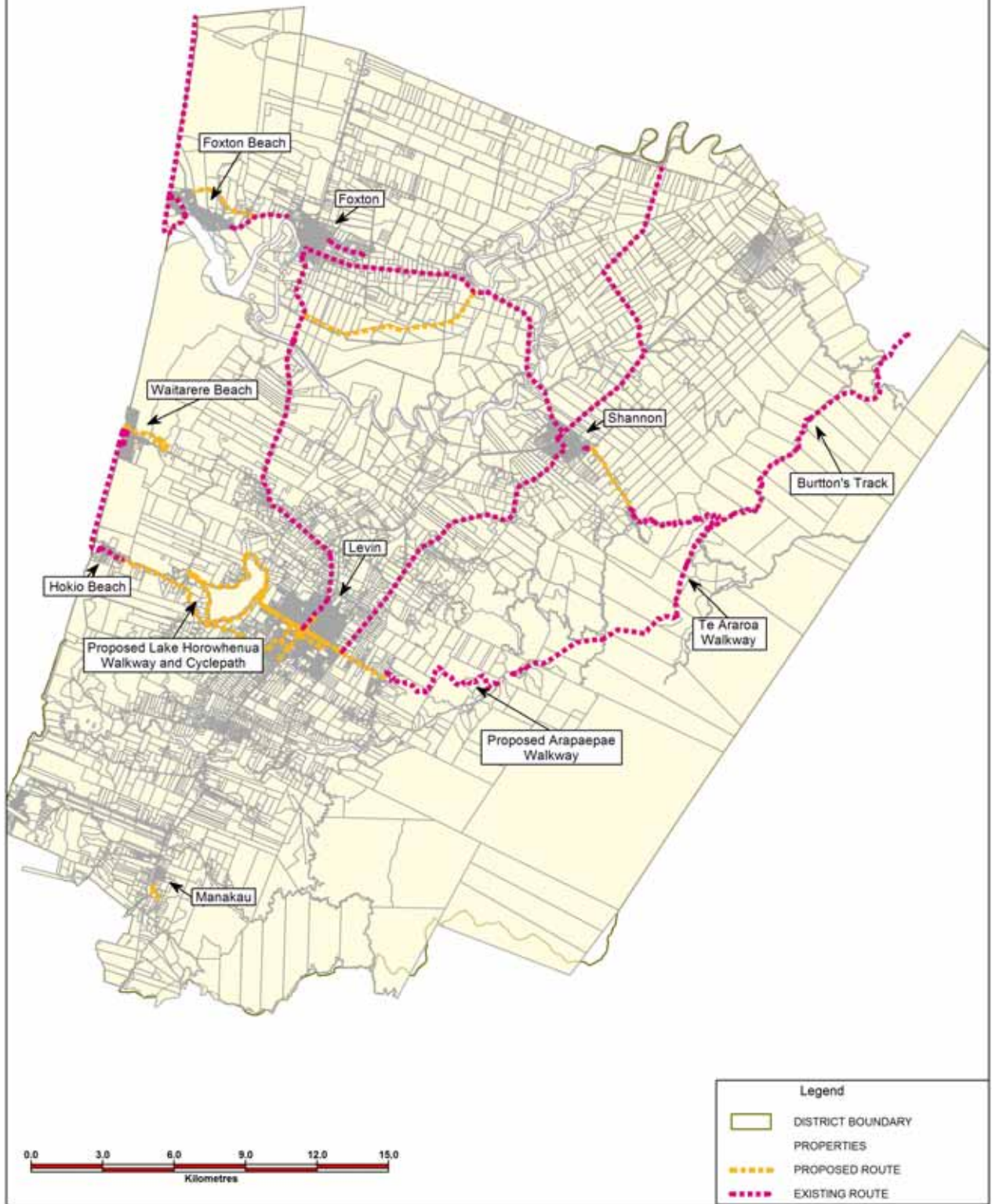


# WALKING AND CYCLING STRATEGY

FEBRUARY 2009



**HOROWHENUA  
DISTRICT  
COUNCIL**



**WALKING AND CYCLING STRATEGY -  
PROPOSED WALKWAYS AND CYCLEWAYS**

## Contents

1.	Vision	1
2.	Foreword	1
3.	Community Outcomes	2
4.	Objectives	2
5.	Targets	2
6.	Methods	3
6.1	Service provider	3
6.2	Regulator	3
6.3	Facilitator	3
6.4	Advocate.	3
7.	The Four Es	4
7.1	Engineering	4
7.2	Encouragement	4
7.3	Enforcement	4
7.4	Education	5
8.	Regional Initiatives	5
8.1	Regional Land Transport Strategy (RLTS) March 2006	5
8.2	Regional Sport and Active Recreation Strategy	7
9.	Local Initiatives in the Horowhenua District	8
10.	Walking and Cycling around the Horowhenua District	8
11.	Walking and Cycling around Tokomaru	10
12.	Walking and Cycling around Shannon	10
13.	Walking and Cycling around Foxton	11
14.	Walking and Cycling around Foxton Beach	11
15.	Walking and Cycling around Waitarere Beach	12
16.	Walking and Cycling around Levin	12
17.	Walking and Cycling around Ohau	14
18.	Walking and Cycling around Manakau	14
19.	Walking and Cycling around Waikawa Beach	14
20.	Walking and Cycling Projects	15
20.1	Projects considered	15
20.2	Assumptions	15
20.3	Shannon	16
20.4	Foxton Beach.	16
20.5	Waitarere	16
20.6	Levin	17
20.7	Hokio Beach	18
20.8	Ohau	18
20.9	Manakau	18
20.10	Waikawa	19
20.11	Additional Projects	19
21.	Glossary	20

## 1. Vision

Our vision for walking and cycling is simple:

*A District where people from all sectors of the community  
walk and cycle in safety for transport and enjoyment.*

Achieving this vision will, in turn, help to ensure a healthier population, more lively and connected communities, and a more affordable, integrated, safe, responsive, and sustainable transport system.

## 2. Foreword

The vision above is the same vision as in the National Walking and Cycling Strategy, *Getting there – on foot, by cycle*, but it is focused on this district rather than the nation as a whole.

The Horowhenua District has a cycling heritage. It is topographically suited to cycling and the sport has a history in the district. Velodromes existed at Shannon Domain, Victoria Park in Foxton and at the Levin Domain. The latter is maintained and continues to provide a facility for competitive cycling. A number of the district's residents have distinguished themselves in the sport.

This is a combined walking and cycling strategy (as opposed to separate strategies for each mode) for reasons of efficiency and economy. It is recognized that there are issues of each mode that need to be addressed specifically.

In some situations, pedestrians and cyclists can easily and safely share facilities, but in other cases they should be kept separate. Pedestrians and cyclists often have quite different needs. For example, pedestrians typically cross roads at right angles and at quite a different speed from traffic. Cyclists usually move with motorised traffic and may merge to the centre of the road to turn right or cross the road.

While there are significant differences in design requirements for walking and cycling, there are more similarities with the education, enforcement and encouragement components of walking and cycling strategies.

Cycling has a wide range of categories:

On Road	Off-road – competitive and non-competitive
Competitive	Mountain bike
Semi-competitive	Downhill
Fun events	Cross country
Social	BMX
Commute to work	Extreme sports
Getting to and from school	

This strategy develops the HDC Strategic Plan – 2001 in which a goal is to “Provide for the safe, efficient and convenient transit of people, goods and traffic through and within the district in a way that meets appropriate national standards.”

Strategies set out in the plan include

“To formulate and operate road safety programmes in the District.”

“To build and maintain footpaths on at least one side of every street in the three urban areas.”

“To separate cyclists from vehicular traffic where road safety is at risk.”

Programmes that derive from this strategy will be incorporated into the LTCCP at its next review.

This strategy will be reviewed every three years, as part of the LTCCP process.

### **3. Community Outcomes**

The Horowhenua District Council has determined a range of 8 Community Outcomes to which its activities contribute. Those addressed by walking and cycling assets or facilities include:

**HEALTH** – A community where all people have the opportunity to enjoy long and healthy lives.

**ECONOMIC**- A community where all people have access to a range of local business and employment opportunities; and - A community where all people have access to an adequate standard of living.

**ENVIRONMENT** –The natural and built environment in which people live is sustainable

**SAFETY** - A community where all people enjoy personal safety and security within the community.

**SOCIAL** - A community where all people enjoy constructive relationships with others and are able to participate fully with them in society.

### **4. Objectives**

A - To increase the number of people undertaking recreational walking and cycling in Horowhenua District.

B - To increase the number of people cycling to work.

C - To reduce the number of injuries sustained by pedestrians and cyclists.

### **5. Targets**

To achieve the objectives, this strategy sets two targets against which its success will be monitored and measured:

Pedestrian and cycle counts at selected locations taken on a quarterly basis show an increasing trend in walking and cycling.

Reported injury accidents show a decreasing trend on a year by year basis.

## **6. Methods**

Council has four roles - Service provider, Regulator, Facilitator and Advocate.

### **6.1 Service provider**

Council will provide certain facilities funded primarily from rates, although a minority of facilities may attract user fees. Facilities to be provided are considered in section 20 below.

Council will provide administration support for approved events that promote walking, or cycling.

In the event that the "Helmet law" is rescinded, Council will provide one bicycle for officer use when making trips within Levin that are outside an efficient walking radius. (With the requirement for helmets, it is impractical for a 'pool' cycle to be utilised.)

### **6.2 Regulator**

Council will make provision in the district plan currently under review for cycling and walking 'terminal facilities' to be provided at commercial and industrial premises.

Rules will provide for walking and cycling facilities in residential and greenbelt residential zones.

### **6.3 Facilitator**

Council will make grants to approved organizations for the promotion of walking and cycling. Council will encourage the use of the 'walking school bus'. Council will continue to support the Road Safety Co-ordinator.

### **6.4 Advocate.**

Council will advocate to central government for ongoing support for schools and health facilities to be properly provided with terminal facilities and for Social Welfare to provide family assistance for the provision of walking and cycling equipment.

Council will advocate to the NZ Transport Agency for improved cycling space on the State Highways because these form important links in our cycling network.

## **7. The Four Es**

The 'Four Es' is a term describing often overlapping areas of agency responsibility regarding active transport. Individually, Engineering, Encouragement, Enforcement and Education are interventions used in central government's Road Safety 2010 strategy. The following describes each intervention of the 'Four Es' and details where agencies are most likely to be playing a key role.

This section draws heavily on the corresponding section in the Manawatu Active Transport Strategy and Horowhenua acknowledges the assistance provided by Manawatu District Council and Palmerston North City Council in the preparation of this strategy.

### **7.1 Engineering**

The responsibility for 'Engineering' rests with Horowhenua District Council and the national road controlling authority, the New Zealand Transport Agency. Engineers recognise that pedestrians and cyclists are the most vulnerable of road users and because of this there is a need to maintain a higher safety focus for these road users.

Connected facilities in a pedestrian and cycling network better serves the needs of the users than isolated facilities. A Network has been developed as shown on the plan.

### **7.2 Encouragement**

The responsibility for 'Encouragement' rests with many agencies. Sport Horowhenua, Public Health and RoadSafe Central have bigger roles to play than others, yet all network partners and advocacy groups support encouragement activities. While each partner has varied reasons for increasing pedestrian and cyclist activity, all agree that our communities' key benefits are in reducing vehicular trips.

Examples of encouragement could be programs or projects that have been designed to promote the increased use of Active Transport modes for short journeys. All partners to this strategy clearly see 'Encouragement' as a component that complements the other Es.

### **7.3 Enforcement**

The primary responsibility for 'Enforcement' rests with the New Zealand Police however Horowhenua District Council is able to contribute to 'Enforcement' through a parking enforcement role within the community.

In addition to enforcement, the Police have a role to play in targeting traffic offenders with educational activities, advertising and promotion campaigns.

## **7.4 Education**

The primary responsibility for road user 'Education' and wider road safety rests with the New Zealand Transport Agency. It is also supported by many other agencies such as New Zealand Police, Accident Compensation Corporation, Horizons Regional Council and RoadSafe Central. For example, the New Zealand Police play a large role in 'Education' by providing programs to local schools to teach them how to comply with road rules and how to travel safely on the roads. These programs are delivered through the Police Education Officers.

Land Transport New Zealand and New Zealand Police actions are targeted around the major contributing factors to crashes. Pedestrians' and cyclists' safety can be improved through better education of all road users, including motorists.

At a school level, walking school buses teach children road safety behaviour on their journey to and from school. The New Zealand Transport Agency "RoadSense" programme delivers road safety messages as part of the school curriculum.

Locally, RoadSafe Central is working with the community to develop localised community road safety projects. Nationally, Kidsafe awareness campaigns have highlighted key child road safety issues including pedestrian and cycle safety. Bike Wise Week also highlights key safety messages when encouraging the use of bicycles for short journeys.

As central government further develops its implementation programme for the 'Getting there – on foot, by cycle' strategy, further educational opportunities will present themselves. Local Authorities and their partners will play a key role in the collaboration and implementation of these opportunities.

## **8. Regional Initiatives**

### **8.1 Regional Land Transport Strategy (RLTS) March 2006**

Section 6.6 of the RLTS discusses walking and cycling from the Regional perspective.

*"Walking and cycling are active, cheap, environmentally friendly modes of transport that have significant potential for use for many more short trips than at present. The health benefits of physical activity are well proven, and using walking and cycling for at least some of each day's transport could boost the activity levels of many people, without the need for a scheduled exercise session.*

*The decline in walking and cycling has been noticeable in the last 15 years throughout New Zealand and this Region is no exception, with the decline in cycling as a means of transport to work and school particularly apparent. Concerns about safety and personal security and the availability of cheap vehicles would seem to be at the forefront of this change, in addition to lifestyle changes which may mean that parents find it more convenient to transport their children to and from school by car. Reversing this trend will require significant changes in attitudes and behaviour, particularly among young people.*

*The number of users of mobility scooters, wheelchairs and other mobility aids is increasing in urban areas, and this trend is likely to continue as the population ages. The definition of “pedestrian” in this Strategy includes people who use such mobility aids.*

*This Strategy suggests a variety of methods for increasing the use of walking and cycling as transport modes.*

*Note: The promotion of walking and cycling will inevitably be closely linked with some of the travel demand management methods proposed for this Region. To avoid duplication in this document, methods such as travel plans have been discussed in the section on Travel Demand Management. However, it is recognised that these will contribute to increased walking and cycling and public transport use also.*

*POLICY 8 Promote an increase in walking and cycling as transport modes and for recreation.*

*To be achieved by:*

*8.1 Developing safe pedestrian and cycling facilities and routes, particularly in town centres, near schools and tertiary institutions, public transport interchanges and recreational and social facilities, including shared walking/cycling facilities where appropriate (Territorial Authorities, Transit New Zealand).*

*8.2 Designing new infrastructure developments (roads and bridges etc) to provide for walking and cycling where appropriate (Territorial Authorities, Transit New Zealand).*

*8.3 Identifying and remedying cycling and pedestrian black spots on current networks (Territorial Authorities, Transit New Zealand).*

*8.4 Considering the access, safety and personal security needs of pedestrians and cyclists when planning and developing new residential areas as appropriate (Territorial Authorities).*

*8.5 Maintaining current walking facilities to a standard that allows easy, safe use by all, including the elderly, the very young and people using mobility scooters or wheelchairs (Territorial Authorities, Transit New Zealand).*

*8.6 Providing facilities (such as cycle parking, cycle carriers on buses), which facilitate transfer between modes (Territorial Authorities, Horizons Regional Council).*

*8.7 Promoting walking and cycling as valid healthy transport options, through travel behaviour change programmes and general promotion of these modes for short trips (Territorial Authorities, Horizons Regional Council).*

*8.8 Developing and promoting recreational walkways and cycleways where appropriate, such as riverside or country walkways. (This recognises the role recreational walking and cycling have in stimulating greater use of these transport modes.) (Territorial Authorities).*

*8.9 Improving the safety of cyclists and pedestrians through pedestrian, cyclist and driver education programmes (Roadsafe Central).*

*8.10 Recognising and promoting the role of cycling in tourism and recreation in the Region, through the development of a regional cycling network (Territorial Authorities, Horizons Regional Council, Transit New Zealand).*

Specific actions for 2006-15:

1. Complete and implement the Manawatu Active Transport Strategy (Palmerston North City Council, Manawatu District Council, Transit New Zealand).

2. Undertake a Region wide campaign to promote walking and cycling as a transport option for short trips (Horizons Regional Council, lead agency in partnership with Territorial Authorities) by end 2006.

3. Investigate and trial the provision of cycle carriers on urban buses in Palmerston North and Wanganui (Horizons Regional Council) by end 2007.

4. Develop pedestrian and cycling strategies (Territorial Authorities, Transit New Zealand) by end 2007.
5. Undertake pedestrian, cyclist and motorist education programmes in selected high-risk locations, as appropriate (Roadsafe Central) – ongoing.
6. Identify a regional cycling network and develop an implementation plan (Horizons Regional Council, Territorial Authorities, Transit New Zealand) by end 2007.”

The RLTS targets relevant to the Horowhenua Walking and Cycling Strategy are listed in the following table:

MEASURES	BASELINE	TARGET MEASURE
A decrease in the deaths and hospitalisations by road crashes per year (Region-wide)	Deaths plus hospitalisations (2004 figures)	“No more than 28 deaths and no more than 272 people hospitalised by road crashes in the Manawatu-Wanganui Region each year by 2010
An increase in the proportion of journeys to work by active modes (walking and cycling) Region-wide	14.78% of all journeys to work trips by active modes in the Region (2001 Census figure)	20% of all journeys to work trips in the Region are made by active transport modes (2016 Census figure)

## 8.2 Regional Sport and Active Recreation Strategy

The development of a Regional Sport and Active Recreation Strategy for the Manawatu, Tararua and Horowhenua District Councils and Palmerston North City was facilitated by Sport Manawatu during 2005/06. Its purpose is to create a common vision for sport and active recreation throughout the greater Manawatu, Horowhenua and Tararua areas, and establish priorities for the sector. The strategy has four strategic aims:

Maintain and/or increase the number and regularity of people participating in sport and active recreation, as well as opportunities to participate, in the Manawatu, Tararua and Horowhenua regions.

To provide quality facilities, which meet regional, and community needs, now and in the future, in a co-ordinated and sustainable manner.

Develop a co-ordinated approach to the funding of facilities, events and services across the Manawatu, Tararua and the Horowhenua regions and rationalise its use to maximise efficiencies and effectiveness.

Increase the contribution of the sport and active recreation sector to the economic and social development of the region.

## 9. Local Initiatives in the Horowhenua District

The document HOROWHENUA – planning for active communities was prepared for HDC with the assistance of Sport and Recreation New Zealand.

Key initiatives arising from that study include “Facilitate use of existing places and develop new areas that encourage physical activity” and “Facilitate physical activity through programmes, education and events”. This strategy is compatible with those initiatives, and is part of the implementation of that plan.

The document explicitly seeks the encouragement of active transport (i.e. walking and cycling to work/school) and identifies a collaborative approach towards achieving this.

Relevant Implementation outputs include:

- 3.4 “activity Friendly Workplaces”,
- 4.6 “Safety, security and lighting for walkers and cyclists”,
- 5.2; “Promote active lifestyles and the benefits of integrating exercise including active transport into and around normal day to day activities” and
- 6.5 “Focus on Workplaces”).

## 10. Walking and Cycling around the Horowhenua District

The total number of commuters in the district on census night was 9228. Their main means of travel to work is noted in a table in the appendix. The derived statistics for walking and cycling are as per the following table:

	Cyclists, total	Pedestrians, total	Cyclists, %	Pedestrians, %
Foxton Beach	12	15	0.13%	0.16%
Moutoa	6	18	0.07%	0.20%
Foxton	30	105	0.33%	1.14%
Shannon	9	27	0.10%	0.29%
Waitarere	3	3	0.03%	0.03%
Tokomaru	3	15	0.03%	0.16%
Opiki	3	12	0.03%	0.13%
Lake Horowhenua	3	3	0.03%	0.03%
Waiopehu	6	21	0.07%	0.23%
Kohitere	3	18	0.03%	0.20%
Mangaore-Manakau	6	42	0.07%	0.46%
Levin North	45	114	0.49%	1.24%
Levin West	30	114	0.33%	1.24%
Playford Park	48	108	0.52%	1.17%
Levin South	15	33	0.16%	0.36%
Levin East	51	102	0.55%	1.11%
	273	750	2.96%	8.13%

Age group	Cyclists, total	Pedestrians, total	Cyclists, %	Pedestrians, %
15-19	32	147	0.35%	1.59%
20-24	21	68	0.22%	0.73%
25-29	18	38	0.19%	0.41%
30-34	23	56	0.25%	0.61%
35-39	32	76	0.35%	0.83%
40-44	41	65	0.45%	0.70%
45-49	29	74	0.32%	0.80%
50-54	26	68	0.29%	0.73%
55-59	21	65	0.22%	0.70%
60-64	18	44	0.19%	0.48%
65+	12	50	0.13%	0.54%
	273	750	2.96%	8.13%

Cycling to work around the district is minimal. The distances between towns are too great for residents of one town to cycle to another on a regular basis. Cycling into a town from the rural surroundings is possible but it currently limited by the perceived risks of mixing with highway traffic a lack of facilities at work places for bike security, for the storage of protective clothing and for rider hygiene.

The latter is an issue for local commuter riders as well and the term 'terminal facilities' will be used to refer to this issue.

It is possible for HDC to address part of this matter by the provision of a covered bike stand with security provision (eg camera or lock-up) in the vicinity of the Mall Car Park in Levin. This would have a covered walkway linking into the verandah system around the CBD. Consideration will be given to the provision of shower and toilet facilities as well as lockers.

Recreational cycling around the district is usually along the State Highways, since these are the shortest (and often only) routes that connect the towns. There is currently a safety issue at the Manawatu Bridge on State Highway one. The cycleway that bypasses the Whirokino Trestle resolved the much greater danger that that bridge presented, but the river bridge is also a risk. This is on a popular cycling route being a loop around Levin, Foxton and Shannon. Another section noted during consultation on this document was the highway through Opiki which has narrow shoulders and is unsatisfactory for cycling.

Another popular cycling route is a circuit between Levin and Waitarere Beach. This avoids the Manawatu Bridge, and has much of the route off the State highway

Walking around the district is exclusively a recreational interest.

The Te Araroa Walkway provides a path along the foothills of the Tararua ranges from a point in the Palmerston North district to the end of Gladstone road in the Makahika Valley. There is a branch track that leads across the ridge to the trig above Denton Road and thence down to Denrton Road. There are two proposals to add value to this:

A proposal to develop a walkway and down Queen Street and link to Lake Horowhenua.

A proposal is being considered by Horizons Regional Council for a walkway along the Manawatu stop bank from Shannon to Foxton. If this is completed and use is made of the existing Mangahao Road from Shannon past Mangaore Village and up the ridge to Tokomaru Valley Road), this would provide a walking link between the coast at Foxton Beach and the Te Araroa Walkway above Shannon.

Walking along the coast is limited by river crossings. It is possible to walk from Hokio Beach to Waitarere, but the Manawatu River mouth blocks access further north. It is also possible to walk, cycle or motor from Foxton to Himatangi Beach (in Manawatu district) along the coast.

## **11. Walking and Cycling around Tokomaru**

Tokomaru village is located to the west of Highway 57, but there are certain facilities to the east. These are the school, the domain and the Horseshoe Bend Reserve. An underpass has been installed so that it is safe for pedestrians to get to the school from the village – the walking trip most often taken. Pedestrian access to the domain is marginally compromised by having to walk along the side of the State Highway. The road up to Horseshoe bend is narrow but walking along it is reasonably safe. It is doubtful if either of these destinations will generate sufficient pedestrian or cycling traffic to warrant the provision of separate paths, within the next 20 years.

There is a path on Tokomaru road, Kowhai Street and Rata Street within the village. These paths provide safe walking facilities on the key routes linking the residences to the shop and the underpass.

There is no current provision for further footpaths in the village.

The village streets are safe for cyclists.

## **12. Walking and Cycling around Shannon**

State Highway 56/57 passes through Shannon, but traffic speeds are moderated by the 90 degree bend at the Cenotaph. A pedestrian crossing has been provided so that there is reasonable access across the highway linking the hotel and shops on the south side of Ballance Street to the rest of the shopping area in Plimmer Terrace.

The town is compact and walking and cycling to school is quite feasible and safe within the village streets. Council has a programme that will provide a path on one side of every street in Shannon by the year 2050.

People who live in the residences west of the railway line or visitors to these residences must cross both the rail and the highway. To date that has not been an issue, since there is adequate visibility for both.

The small settlement of Mangaore lies to the east of Shannon along a rural road. There is currently no footpath or cycleway. It has been established that such a facility is desirable, but no provision has yet been made for it. Such a footpath would provide a link into the Te Araroa footpath network, as well as access for pedestrians and cyclists to the white water park. This is shown on the district network but there is no separate walkway or cycleway and users must share the road with motorized traffic.

The estimated cost of a separate formation between Shannon and Mangaore is \$650,000.

### **13. Walking and Cycling around Foxton**

The Main Street of Foxton is wide and provides good facilities for all modes of traffic.

The town is split by State Highway 1 which carries over 8,000 vehicles per day. The primary school is in the eastern part of the town, while the high school is in the west so any family with children at both will have some of their children crossing the highway to get to school. There is a pedestrian crossing in the short section between Coley Street and Whyte Street.

Consideration was given to additional pedestrian crossings but the pedestrian traffic is too low at any other location to meet the warrant. An overbridge was also considered but it was felt that there is no particular location where the pedestrian traffic is high enough to warrant it. People cross the highway at many points in relatively low numbers and will continue to do so.

The town is otherwise compact and with the exception of crossing the highway, walking and cycling to school is quite feasible and safe within the town streets. Most streets are already developed with at least one path. Council has a programme that will provide a path on one side of every street in Foxton by the year 2050.

There is a cyclepath that links Ladys Mile in Foxton with Seabury Avenue in Foxton Beach. This provides access to the Beach for walkers and cyclists.

### **14. Walking and Cycling around Foxton Beach**

The cyclepath that links Foxton with Foxton Beach provides access to the high School for any student in Foxton Beach, as well as shoppers or even commuters between the two towns.

Foxton Beach is not well served with footpaths – they are in place only in the main through road of Seabury Avenue, and recently in Pratt Avenue, Andrew Street and Queen Street. However traffic in the other streets is low both in count and (usually) in speed and walking on the side of the road is accepted.

This town is predicted to grow substantially and consideration has been given to widening Palmer road on the northern edge of the town which is one of the links to Foxton and Himatangi and to incorporating a cyclepath.

Much of the existing walking at Foxton Beach is around the beach itself. There is access from the surf club car park onto the beach, and a route to the south leads to the Manawatu Estuary and the (true) right bank is accessible up to the Holben reserve through which paths lead back to the car park. This is a trip of 4 kilometres and is one of the districts most popular short walks.

### **15. Walking and Cycling around Waitarere Beach**

Waitarere Beach lacks footpaths in most streets. In the middle of the village on Waitarere Beach road there is a short length of path, and there is a footpath around the new subdivisions in the north and south eastern part of the village. Paths have been established at Windsor Street where there is a beach access and from Windsor back along Rua and Park to the centre of the village. This provides a 1.5 kilometre walk along the beach and back via the village.

The 2 kilometre walk down to the Hydrabad and back is one of the districts popular short walks.

Development is occurring east of the village in the vicinity of the Wairarawa Stream. This may provide an opportunity for a footpath on one bank for recreational walking. It would link the beach to the pine forest.

A walkway is proposed from the Waitarere domain westwards out into Taonui Street. Provision was made when the subdivision was undertaken, but the path has not yet been formed.

### **16. Walking and Cycling around Levin**

Within anywhere within the town limits of Levin the greatest distance to the CBD is 2 kilometres. Ideally, Levin should have a high cycling and walking incidence.

However there are two aspects that make these modes unattractive. The greater of these is probably the presence of State Highway 1 through the centre of the town, with the railway adjacent. Other towns in the district have one or the other, but Levin is split by both, and they are in close proximity. Another point is that Levin has an older population and this means that there is inherently less physical ability on the average in the population. Cognizance has to be taken of the needs of users of mobility scooters when developing footpaths.

Mitigating the splitting of the town is the fact there are primary schools and a high school on both sides. This means that if parents wish to send their children to a school on their own side of the tracks they are able to do so.

Land Transport New Zealand produces a document entitled "briefing notes road safety issues Horowhenua District" which identifies the following factors that are relevant to considerations of cycle ways in Levin:

Cycling injury rates have been increasing since 2005  
A higher injury rate for cyclists aged 5 to 19 than "similar authorities".

The following hot spots have been identified for cyclist injury in Levin:

intersections on Oxford Street  
Queen Street East and Queen Street West  
Route through Mako Road and Liverpool Street.

There is an opportunity to develop a cycleway on the eastern side of the railway tracks that would run from Tyne Street in the north end of Levin to Liverpool Street at the south end. At that point cyclists could cross the railway and enter the cycleway that leads further south to a point opposite Hokio Beach Road. The part from Tyne Street to Oxford Street would be the more costly since it is rough land, but the remainder has been developed into lawn by the HDC. Adding a cycleway to this would be relatively inexpensive. This would provide a north-south separated cycleway that would form a major cycling arterial, with the potential for traffic lights at the Queen and Bath Street crossings if traffic numbers warrant it.

This cycleway would provide access to the railway station for those who wish to use the Capital Connection to commute to Wellington. In order to make this a popular option, consideration would need to be given to what terminal facilities might be needed.

During consultation on this document an interim measure was suggested. The development of a cycle lane on Cambridge Street that would run parallel to this proposal could occur immediately because it takes relatively little funding.

Cycle lanes on the urban part of Queen Street can provide an east west cycling arterial to complement the north south one.

Levin is reasonably compact and with the exception of crossing the rail and highway corridor, walking and cycling to school is quite feasible and safe within the town streets. Most streets are already developed with at least one path. Council has a programme that will provide a path on one side of every street in Levin by the year 2050.

There are proposals to develop a footpath along Queen Street East of Arapaepae Road. That road is currently State highway 56/57 and it is proposed to become State Highway 1. This path would link into the Access to the Trig station above Levin as well as the Gladstone Green Development Area where intensive lifestyle block development is proposed in council's Development Plan. A foot and cycle bridge over the highway at the intersection is proposed. Not only would this provide safe access for pedestrians and cyclists, but it would allow those who have mobility scooters living in the Masonic village to get out into the country. The bridge

will offer remarkable views along Queen Street to Lake Horowhenua and Moutere hill to the west and to the Tararua foothills to the east.

During the hearing of submissions on this document it was decided to include a cyclepath between Hokio Beach and Levin. Estimated cost is \$1.26m for a 3 metre wide facility separated from the existing road carriageway.

### **17. Walking and Cycling around Ohau**

Like Tokomaru, the Ohau village is located to the west of Highway 57, but the school and the domain are to the east. An underpass has been installed so that it is safe for pedestrians to get to the school and domain from the village.

There are no paths within the village.

The village streets are safe for cyclists.

Cycling into Levin along the State Highway is perceived to be risky and few people use this option. Council has been unable to identify a suitable off-highway route.

### **18. Walking and Cycling around Manakau**

Manakau village and school are located to the east of the Highway and rail. The streets have narrow carriageways, but this is how the people of the Manakau village prefer them. There have been no issues of safety and many people regularly walk around the village for exercise and recreation.

Consideration has been given to providing a separated cyclepath to the Manakau Heights road area. A road has been constructed but it is not suitable for pedestrian or cyclist use due to its vertical alignment which makes visibility problematic. Land will need to be acquired for this.

### **19. Walking and Cycling around Waikawa Beach**

Waikawa Beach community is at the end of a road and there is no through traffic. It is inherently safe for walking and cycling.

Access for walkers or cyclists is problematic with the road being relatively narrow. Consideration has been given to widening it and including a cyclepath but this is considered to be too costly for the likely use in the near and intermediate future. If the Manakau Rail station becomes a stop for commuter trains it may result in more cycle traffic from Waikawa, but that is a development that has yet to get any attention from the rail authority.

## 20. Walking and Cycling Projects

### 20.1 Projects considered

The following projects (further detailed below) were considered for inclusion in the draft LTCCP for 2009/2019, either to service areas identified in the development plan, or to add amenity value over the district, In the two ten-year periods 2009/2019 and 2019/2029. In the event that all were to be funded by council without subsidy or other external funding it would require general rates funding of \$230,500 per annum which is equivalent to 1.8% of the rates.

Location		Decade 1	Decade 2
Tokomaru	Nil		
Shannon	Mountain Bike	\$25,000	
Foxton Beach			
	Soo and Taylor	\$104,000	
	Palmer road		\$400,000
	Nash Bond etc	\$150,000	\$144,700
	Reserves		\$310,000
Foxton	Nil		
Waitarere			
	Area 2	\$7,700	
	Area 3	\$190,000	
	Area 4	\$142,500	
Levin			
	Railway Station		\$130,000
	Queen St Cycleway	\$330,000	
	Bath Street cycle lane	\$20,000	
	Tyne-Liverpool cycle path	\$270,000	
	Bike park	\$70,000	
	Walkway to LAP	\$40,000	
	Gladstone Green	\$190,000	
	Overbridge		\$700,000
Hokio Beach	Cycle path to Levin	\$1,260,000	
Ohau	Area 4		\$46,200
Manakau	Manakau Heights	\$80,000	
Total		\$2,879,200	\$1,730,900

### 20.2 Assumptions

Population growth is not particularly strong, but there has been consistent growth in household numbers in the District. Section 2.5 of the Horowhenua District Development plan suggests a growth of household numbers between 120 and 150 per annum over the 20 years, split evenly between urban and rural.

Construction is based on sealed road construction methods with a formation depth of 400mm, or concrete at 75mm depth on a ground surface prepared and compacted.

Estimates are based on current construction rates. We can expect that with an appropriate allowance for inflation these figures will be within 40% of the final cost (including design and supervision costs).

### 20.3 Shannon

Allow for investigation and implementation of Mountain Bike route from Levin to Shannon following Railway tracks. **\$25, 000**

### 20.4 Foxton Beach.

The roading network within the Soo block will need to be upgraded from 6 metre to 11 metres with a foot path on one side and kerb and channel both sides. There is 1200 metres within the Soo block plus 150 metres of Taylor Street that needs this treatment. **\$104,000.**

Palmer Road will need to be widened from 5.8 to 8 metres sealed over a distance of 2,500 metres. Palmer Road will need a separate cyclepath of 3 metres width. \$1,035,000, of which the extra cost of the cycleway is **\$400,000**

An upgrade of Nash, Bond, Signal, Mack and Holben will be required to service the medium density area. Footpath on two sides: **\$294,700**

	length	cost		length	cost
Nash	227	\$34,800	Signal	237	\$36,400
Bond	550	\$84,400	Signal	263	\$40,400
Mack	363	\$55,700			
Holben	280	\$43,000	Total	1920	\$294,700

In addition to the Palmer Road cycleway which is provided as a commuter route, there is a need for existing footpaths to be upgraded, linked and extended into the development areas to pass alongside the lakes and a cyclepath through Ferry Reserve from Seabury Ave to Palmer Road. Upgrade 1 kilometre of existing path, provide 3 kilometres of new paths through reserve areas. **\$310,000**

### 20.5 Waitarere

Area 2 Standard residential : Allow for 100 metres of footpath on one side. **\$7,700**

Area 3 Standard residential : Esplanade walkway beside the Wairarawa Stream. This is contiguous with Area 2 for the first 130 metres from its western end, and thereafter goes into rural country before rejoining area 3 and then returning into rural land. A cyclepath is proposed along the Stream. Reserves have been acquired over part of the stream as a result of subdivisions, and further acquisitions or access agreements will be required to complete this proposal.

1,600 metres, 3 metres wide surfaced in pumice or gravel. **\$190,000.**

Area 4 Standard residential Allow for 1850 metres of footpath. **\$142,500**

## 20.6 Levin

It is proposed to relocate the rail passenger services station into the centre of Levin with the platform opposite the narrow road between the North Service Lane and Oxford Street immediately across Oxford Street from KFC. A commuter car park will be developed north of the platform. An underpass will provide access to the platform for pedestrians from the town side of the tracks. We would acquire one of the residential properties on Cambridge Street and remove the house in order to provide a vehicular and pedestrian access from Cambridge Street to the platform and to the commuter car park. The underpass will provide an additional pedestrian and cycle way into town from Cambridge Street.

Item	Estimated cost
Platform	\$275,000
Car park and access	\$400,000
Shelter	\$70,000
Underpass	\$100,000
Walkway	\$30,000
total	\$875,000

This project might well become larger still if it captures the imagination of the commercial sector. It may well warrant additional infrastructure for a bus depot so that bus and train services could be co-ordinated. We might also want to develop a town square in this general area – at significant land purchase and development cost.

A sealed cyclepath up Queen Street East, 2.1 kilometres, **\$330,000** with a cycle lane added to Queen Street between Arapaepae Road and the Lake. This will link in with the cycleway from Waitare around the Lake.

Cycle lane the full length of Bath Street. **\$20,000.** This requires No Parking on the south side of Bath Street east of the railway and sharing of the footpath west of the railway.

A 1.7 km sealed cyclepath alongside the railway line from Tyne Street to Liverpool Street, **\$270,000.** This will link in with the work recently completed by Transit between Liverpool Street and Hokio Beach Road, and provide a safe route through the town. It will need approval from On Track. Provisional approval has been given with a proviso that a fence is installed between the cycleway and the rail. The cost of the fence is not included in the estimate of \$270,000. An alternative alignment on the Cambridge Street carriageway has been suggested.

Secure bike park with access control in the Levin Mall car park (to provide commuter facilities). **\$70,000.** This does not include toilet and shower facilities.

The gymnasium building west of the Salvation Army in Durham Street was demolished in May 2008. The opportunity is available for the eastern edge of that site to be developed as a link through to the LAP for walking, cycling or both. With the development of the LAP as a safe play area for very small children, cycle access is not recommended. Walkway width 3 metres, and the western side should be delineated with low height fence, seats and trees. Total width needed 10 metres. **\$40,000.**

In Area 6 Greenbelt Residential, most of the roading infrastructure will be provided by developers. However Council will need to provide the following:

Streetlights at the intersections of the main roads with the local roads. **\$10,000**

Bus Stop bays on the local road opposite each cul-de sac. **\$100,000.**

Cyclist and Pedestrian overpass or underpass of Arapaepae at Queen and Tararua. An underpass is appropriate for Tararua Road, but serious consultation should be undertaken to decide on whether to go with an overbridge for Queen Street. An underpass will be initially cheaper, but an overbridge may justify the extra cost. Extending it will cost less if the highway is widened. Other considerations include desirability to use, safety of users, aesthetics, and an arresting feature for highway travelers. Landscaping will enhance the facility and provide a focal point feature for what will be the primary entrance to Levin **\$700, 000.**

Sealed pedestrian and cycle links between the heads of internal cul de sacs **\$80,000**

## **20.7 Hokio Beach**

A cycleway up Hokio Beach Road to Levin was suggested during consultation on this strategy and that is included. For a 3 metre wide facility separated from the carriageway, the estimates cost is **\$1.26m.**

In the longer term consideration should be given to the establishment of a civic building that will provide a location for a bus station. Public transport will be required from Hokio into Levin as the population increases. This is not included in the 10 year plan.

## **20.8 Ohau**

The roading in area 4 is of a rural standard and the carriageways will need to be widened and footpaths (one side) installed. 600 metres, **\$46,200.**

## **20.9 Manakau**

A pedestrian underpass of the State Highway and a safety footpath to the Manakau domain on Waikawa Beach Road was considered but has not been included in the strategy.

A combined walk and cycle way is needed south from Honi Taipua Street that will follow the railway line until it turns east to intersect with Manakau Heights road. (The road link is too steep and narrow for a walkway or cycleway.) 500 metres, 3 metres wide. This will provide pedestrian access from the Manakau heights area into the village. The pedestrian underpass of the Highway will provide access to the store. **\$80,000.**

## **20.10 Waikawa**

There does not seem to be any demand in the near future for walking and cycling opportunities. It is suggested that a cycleway from the village to the highway should be considered for the next planning period as should a walkway loop south of the village. The latter is currently blocked by private land, over which an easement would have to be negotiated.

## **20.11 Additional Projects**

No provision has been made to assist in the funding of the cycle path around Lake Horowhenua. This is not because Council has no wish to contribute, but because the project is the initiative of another party and it has not progressed sufficiently at this point for a funding application to have been made.

During consultation on the strategy it was suggested that council provide additional bicycle racks and improved signage. A sum of **\$2,000 per annum** is required to fund such facilities across the district.

## 21. Glossary

AA	Automobile Association of New Zealand
CAN	Cycling Advocates' Network of New Zealand
CBD	Central business District.
CNRPG	Cycle Network and Route Planning guide
CROW	Centre for Research and Contract Standardization in Civil and Traffic Engineering, The Netherlands
Cyclepath	A facility of 3 metres width off carriageway that is used by both pedestrians and cyclists.
Cycle way	A facility intended for the sole use of cyclists. It may be a marked lane on the vehicular carriageway.
DOC	Department of Conservation
EECA	Energy Efficiency and Conservation Authority
IHT	institute of Highways and Transportation, United Kingdom
LTCCP	Long Term Council Community Plan
Land Transport NZ	The national agency responsible for transport funding and road safety in New Zealand
LTMA	Land Transport Management Act 2003
LTSA	Land Transport Safety Authority (part of Land Transport New Zealand since November 2004)
MOT	Ministry of Transport
NZTA	New Zealand Transport Agency
NZTS	New Zealand Transport Strategy 2002
Pedestrian	Any person on foot or who is using means of conveyance propelled by human power, other than bicycle
RLTS	Regional Land Transport Strategy
SPARC	Sport and Recreation New Zealand
Terminal facilities	Facilities at work places for bike security, for the storage of protective clothing and for rider hygiene.
TLA	Territorial Local Authority
Transfund	Transfund New Zealand (part of Land Transport New Zealand since November 2004)
Transit	Transit New Zealand, the agency responsible for New Zealand's state highway system of about 10% of New Zealand's roads
Walking	The act of self-propelling along a route, whether on foot or on small wheels, or assisted by additional aids

CENSUS 2006 Travel to Work	Worked at Home	Did Not Go To Work Today	Drove Private Car, Truck or Van	Drove a Company Car, Truck or Van	Passenger in a Car, Truck, Van, Company Bus	Public Bus	Train	Motor Cycle Power Cycle	Bicycle	Walked or Jogged	Other	Not Elsewhere Included	Total
Foxton Beach	30	72	387	75	30	3	3	6	12	15	0	66	699
Moutoa	114	48	183	27	9	6	3	39	6	18	0	42	495
Foxton	54	105	501	75	63	9	3	3	30	105	3	87	1038
Shannon	27	42	288	42	30	3	0	3	9	27	3	39	513
Waitarere	15	39	150	36	3	3	3	0	3	3	0	18	273
Tokomaru	21	30	147	27	9	0	0	0	3	15	3	15	270
Opiki	63	30	111	33	3	0	0	21	3	12	0	24	300
Lake Horowhenua	51	39	195	39	18	0	3	3	3	3	0	33	387
Waiopehu	144	66	363	114	30	0	3	6	6	21	3	81	837
Kohitere	48	42	174	48	12	0	6	3	3	18	3	30	387
Mangaore-Manakau	351	171	702	198	54	9	18	48	6	42	6	117	1722
Levin North	78	180	753	162	66	0	6	9	45	114	6	123	1542
Levin West	54	99	462	90	54	3	6	6	30	114	3	90	1011
Playford Park	45	135	597	102	84	0	3	3	48	108	9	126	1260
Levin South	24	48	261	27	39	3	0	9	15	33	6	96	561
Levin East	96	180	801	180	84	3	6	9	51	102	9	144	1665
Age group total	1215	1326	6075	1275	588	42	63	168	273	750	54	1131	12960
15-19	27	208	264	15	159	9	3	12	32	147	9	126	1012
20-24	24	72	366	36	74	6	3	27	21	68	3	59	757
25-29	42	76	402	63	50	3	3	21	18	38	3	74	792
30-34	74	94	552	135	38	3	6	27	23	56	3	59	1070
35-39	92	121	678	159	50	3	6	24	32	76	6	89	1337
40-44	134	130	888	198	50	3	9	18	41	65	6	86	1627
45-49	140	124	816	183	50	3	9	12	29	74	6	102	1547
50-54	134	142	702	195	50	3	12	12	26	68	0	68	1411
55-59	182	127	687	159	35	3	3	6	21	65	9	89	1385
60-64	140	112	474	93	21	3	3	3	18	44	6	117	1033
65+	226	121	249	42	12	3	6	6	12	50	3	262	991