



Horowhenua 
DISTRICT COUNCIL

Horowhenua Shared Pathways Strategy

March 2016

Purpose

The Horowhenua District Council (HDC) has produced this Shared Pathways Strategy to provide the strategic framework for a shared pathways trail network linking the District's major communities.

The trail would negotiate areas of high amenity value, including coastal reserves, rivers, mountains and lakes.

The purpose of this strategy is to:

- Establish the strategic direction for a cycle trail network
- Provide for the development of an integrated Horowhenua Shared Pathways network
- Support future funding proposals for network development and expansion
- Seek support and endorsement from New Zealand Cycle Trail for Inclusion as a potential expansion to the 'great Rides' network.

This Strategy will:

- Inform each Council's policy and strategy documents - Including the Long Term Plan and District Plan
- Be used as a Master Plan to develop long-term partnerships with government organisations and funding agencies such as Trusts, community organisations and other interested parties.

Monitor and review strategy process

Monitoring and review of the strategy is required to ensure that the mission and objectives are incorporated in the implementation of the strategy.

We will:

- Review and revise the Strategy annually (twelve monthly)
- As part of any review, ensure revisions reflect policy and strategy updates and amendments.

Governance

The governance structure for this strategy is detailed in the following diagram.

The Horowhenua Shared Pathways Network consists of stakeholder representatives, HDC elected members, HDC staff, local community members and organisations along with recreation enthusiasts.

The purpose of this network is to form, explore and make recommendations for strategic collaborative initiatives and funding opportunities.



Communications and leadership

Ongoing collaborative advocacy at governance and operational level is essential.

We will:

- Consult and engage as required - recognise that many actions naturally require collaboration with many other players
- Communicate strategy development and report on progress to Council, stakeholders and the wider community.

Key Stakeholders and Users

Key Stakeholders for implementing the Strategy include:

- Horowhenua District Council
- Horizons Regional Council
- Department of Conservation
- Iwi and hapu
- Affected private landowners
- NZ Transport Agency
- Landcorp
- Kiwirail
- Dept of Corrections
- NZTA
- NZ Police
- NZ Fish and Game

Support is also anticipated from local community groups, schools, clubs and Trusts.

This Strategy acknowledges local Iwi and Hapu and the strong cultural history of the District.

Key Users include:

- Local communities
- Recreational users including cyclists, walkers and joggers
- Cycle Tourists
- Business operators

Mission

To develop new or improve current shared pathways, cycle trails and adventure trail experiences in the Horowhenua District, that build on existing recreational cycling infrastructure to promote, encourage, enhance and support:

- Economic development and growth for Horowhenua District
- Recreational opportunities
- Connected communities
- Environmental and cultural values
- Improved safety for cyclists.

Primary Objectives of the Cycle Trail Network

Network

- Develop a sub-regional network
- Link Horowhenua communities
- Link Horowhenua with neighbouring Districts
- Provide community connections
- Link and enhance existing and future trail networks
- Investigate opportunities to enhance the cycle trail network and link to 'Great Rides'
- Meet NZCT standards.

Recreation and Environmental

- Provide recreational opportunities for local residents and visitors
- Celebrate and enhance the natural environment
- Celebrate cultural heritage
- Promote an active lifestyle and the health and well-being of our communities
- Encourage public access to coast, rivers, lakes and mountains.

Economic Development

- Deliver economic benefits by providing a range of opportunities
- Identify, support and promote local business opportunities
- Work collaboratively to achieve collective branding and marketing of a Cycle Trail network
- Attract national and international visitors
- Introduce value to local communities.

Safety

- Provide a safe cycling and walking experience for the entire community.
- Provide off-road connections between communities.
- Improve the current cycling and walking environment/infrastructure.

Background

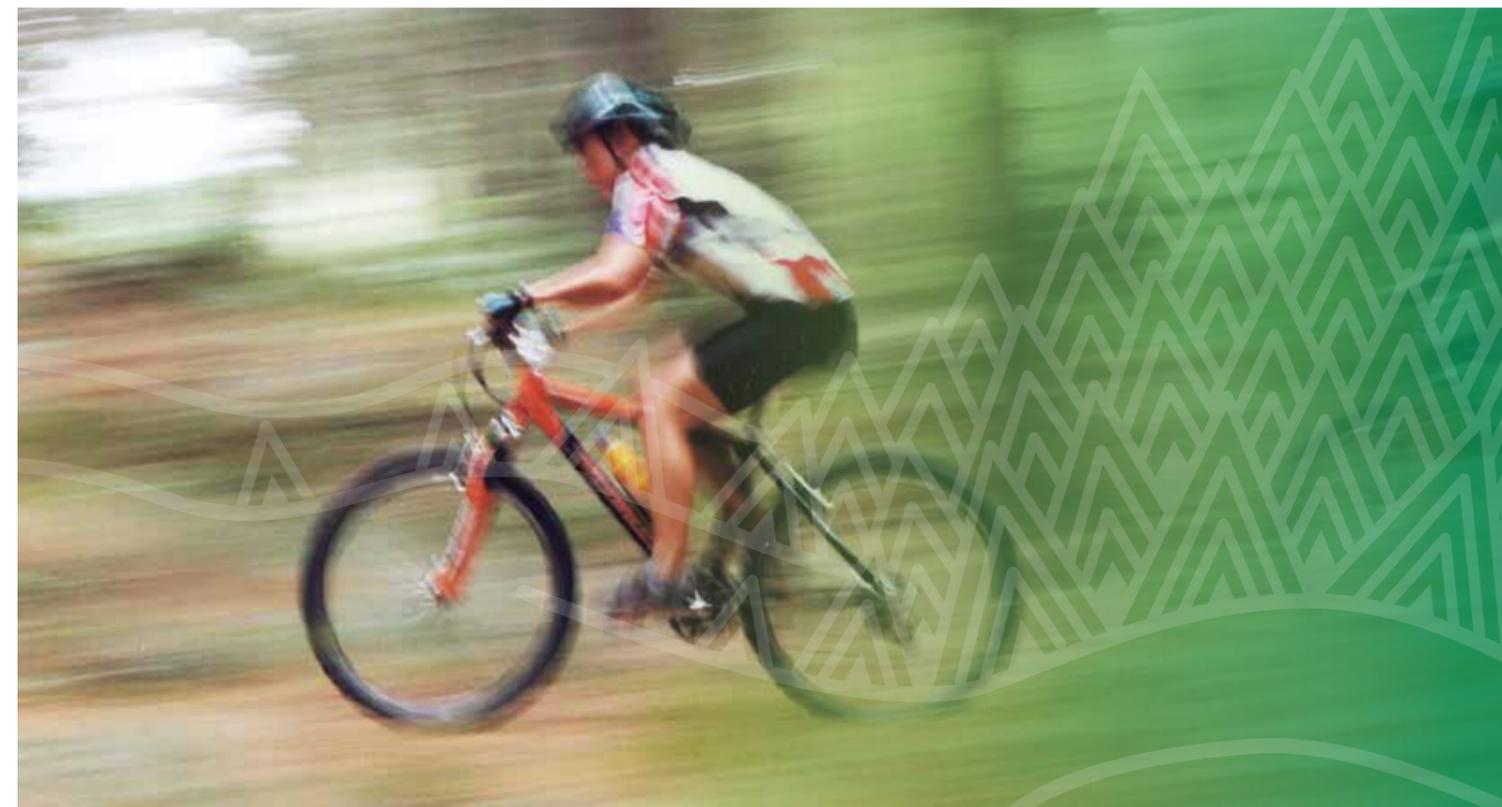
Nga Haerenga – The New Zealand Cycle Trail (NZCT) was launched as an economic development initiative by the NZ Government in 2009, co-funded with local Councils and charitable trusts.

The intention was that predominantly off-road trails would showcase the environment, landscape, heritage and culture of New Zealand, while generating economic, social and environmental benefits for communities.

Over the past three years, through contributions from local authorities and the National Land Transport Programme (NLTP), around \$80 million of investment has been provided for dedicated walking and cycling facilities throughout New Zealand. Additionally, approximately \$80 million of further investment has delivered significant cycling benefits including cycle lanes on new roads, road safety initiatives, wider shoulders and improved marking on local roads.

The partner agencies undertake to investigate and develop an integrated network of shared pathways in Horowhenua for the benefits of economic development, recreational activity, environmental enhancements and improved network safety.

No independent advice to-date has been sought.



Strategic Context

Horowhenua District Council

Horowhenua District Council has many strategic documents and plans, including Council's 2015-2025 Long Term Plan (LTP), which provide for the exploration of cycle and walkways as part of the recreation and transport networks.

Horizons Regional Council

Horizons Regional Council is supported by the objectives of the Regional Land Transport Plan, which identifies Cycling (and walking) as being able to contribute to positive economic and public health outcomes within the Horizons region.

Department of Conservation

The Department of Conservation (DOC) recognises the social, economic and conservation gains which can accrue from well-developed cycling facilities and associated services. The Department does not anticipate owning further assets to support cycling but is supportive of, and looks forward to working constructively with, shared pathway developments by third parties, including those on Public Conservation Land.

Land Transportation - Government Policy Statement

The national Government Policy Statement on Land Transport (GPS) outlines the government strategy that will guide investment in land transport over the next ten years. The GPS sets out a series of priorities, objectives and long-term results, which it hopes to achieve through investment in the land transport network. It is anticipated that investment which assists in delivering the Horowhenua Shared Pathways strategy will fit within the guidance provided by GPS, by delivering on the following priorities, objectives and desired long term results.

Priority	Objective	Results	How
 Economic growth and productivity	A land transport system that provides appropriate transport choices	Provide appropriate travel choices, particularly for people with limited access to a private vehicle	Providing a facility that enables cycling and walking tourists to travel where they choose.
		Increased safe cycling and walking through improvement of shared pathway networks	Encourage cycling and walking by providing an improved shared pathways network
 Road Safety	A safer land transport system that is increasingly free of death and serious injury accidents involving cyclists.	Reduction in deaths and serious injuries.	Removing conflicts between cyclists and trucks by providing alternative low or no traffic routes for cyclists
		Mitigation of adverse environmental effects	Reduction in motor vehicle kilometres travelled, encouraging long term mode shift to cycling and walking, reducing the impact of transport infrastructure

Key backbone trail opportunities

This strategy supports the development of shared pathway opportunities that will form an integrated network through Horowhenua, with the option of further links to neighbouring districts.

These identified projects will provide a starting point for the network. Many other shared pathway opportunities exist within the District that will build on the proposed network of shared pathway options.

Kimberley Reserve

Currently an undeveloped dirt pathway through a section of the Kimberley reserve bush. This strategy proposes to widen, stabilise and extend the length of the path to allow for a shared pathway. This Pathway has been identified as a family grade track and can be enjoyed by cyclists and walkers alike. This track has the potential to become a self-contained circuit and to connect to the wider network of shared pathways. It will act as a conduit to encourage community involvement in restoration work within the native bush remnants.

Piriharakeke Track

This is currently an easy 3.7 km community built walk way between the Foxton recycling centre on Purcell Street, and SH1. It goes along the stopbank with styles. This strategy proposes to widen and stabilise the start of the current path (not including the stopbank section) to allow for a shared pathway. This track has the potential to become a fully self-contained circuit and to connect to the wider network of shared pathways in the area.



Supporting documentation

- Horowhenua District Council Walking and Cycling Strategy 2007
- Horowhenua District Council District Plan
- Horowhenua District Council Economic Development Strategy
- Horowhenua District Council Community Wellbeing Strategy
- Regional Land Transport Plan
- New Zealand Cycle Trail Design Guide, Trail Grades
- Sport New Zealand Outdoor Recreation Strategy 2009 - 2015

