



# **Off-Road Walking and Biking Strategy 2012 to 2032**



**Prepared by  
Bill Steans, Parks and Recreation Manager and  
Gary Foster, Parks Liaison Officer**

**February 2012**



# Contents

<b>Executive Summary</b> .....	<b>4</b>
<b>1 Context</b> .....	<b>7</b>
1.1 Purpose of the Off- Road Biking and Walking Strategy .....	8
1.2 How Walkways and Cycleways Contribute to the Delivery of Community Outcomes ....	8
1.3 A Vision for Off-Road Walkways and Cycleways.....	8
1.4 Benefits of Walkways and Cycleways.....	9
1.5 Statutory Requirements for Walkways and Cycleways.....	9
1.6 Other Document Linkages .....	10
1.7 Walkways and Cycleways Covered by Strategy.....	10
1.8 Future Provision and Development .....	10
1.9 Annual Maintenance Costs .....	11
1.10 Maps.....	11
<b>2 Current Provision</b> .....	<b>12</b>
2.1 General .....	13
2.2 Existing Tracks.....	13
<b>3 Future Provision</b> .....	<b>14</b>
3.1 General .....	15
3.2 Demand.....	15
3.3 Strategic Approaches .....	15
3.4 Land Tenure.....	16
3.5 Proposed Extensions and Linkages .....	16
3.6 Funding .....	22
<b>4 Levels of Service</b> .....	<b>23</b>
4.1 General .....	24
4.2 Levels of Service .....	24
4.3 Specific Standards and Specifications .....	24
4.4 Usage Conditions .....	26
<b>5 Appendices</b> .....	<b>28</b>
5.1 Personal Responsibilities of Users .....	29
5.2 Track Marking Signage Example .....	30
5.3 Maps.....	31

# Executive Summary

Timaru District residents and visitors have a strong interest in walking and biking. Shared tracks have been established in Timaru, Temuka, Geraldine and Pleasant Point. These are proving very popular with users.

Usage of existing tracks is approximately 50% walking and 50% biking, with the biking usage having grown considerably over the last decade.

With the increasing usage a healthy demand and expectation is evident for increased provision of tracks, especially those that will form a loop around each of the four centres. As Timaru is geographically larger with a considerably larger population there is also a demand for internal sections of track that provide shorter links.

A new initiative has a goal of linking various communities in the District and also with neighbouring Districts. This is driven by the above demand, but also the need to provide tourist opportunities, safe and enjoyable routes and sustainable transport opportunities.

This strategy contains priorities for establishing various biking and walking opportunities. These priorities will require significant resources if they are to be achieved. While the strategy aims at a twenty year time frame, this can be varied to match the desire and available resources.

The rural linkages do not form part of Council's commitment to date, but Council may choose to contribute or maintain the status quo in future. However, it is important that the strategy encompasses the overall situation to show the big picture.

## Current Track Provision

Location	Length (km)
Pleasant Point	3.496
Geraldine	3.506
Temuka	5.524
Timaru	16.262
Rural	17.614
<b>Total</b>	<b>46.402</b>

## Future Provision

Location	Length (km)	Development (\$)	Land (\$)
Pleasant Point	5.2	533,700	35,000
Geraldine	13.7	1,007,150	19,375
Temuka	11.2	765,675	57,000
Timaru	19.5	2,221,200	176,050
<b>Total</b>	<b>49.6</b>	<b>4,527,725</b>	<b>287,525</b>

**NB:** The above tables do not include community and points of interest linkages.

The Development column includes costs for construction of tracks, signage, fencing, furniture and planting but does not include land purchase which is in the next column. A cashflow of approximately \$240,800 per annum is required, at current costs, over 20 years to achieve the full implementation of this strategy for urban areas. Rural linkages have not yet advanced to the stage that they can be costed but a low cost community model of development is being suggested for these. Funding can be a combination of rates, financial contributions, development contributions, loans, subsidies, grants and donations or community involvement in some instances. Perhaps a prudent approach is to allow the community to proceed with the various rural linkages and Council to develop the urban circuits.

This strategy links in with the Timaru District Active Transport Strategy. A number of the proposed extensions are included in the Active Transport Strategy. Some of the sections included are:

**Timaru**

Te Aitakihi Stream, Highfield Golf Course, Claremont Road to Pages Road and Washdyke Flat Road.

**Geraldine**

Kalaugher Road extension

**Temuka**

Western river section and northern section from Oxford Crossing Road to Richard Pearse Drive.

**Pleasant Point**

Western and river sections

**This Strategy was adopted by the Community Development Committee of Timaru District Council on 7 February 2012.**



# 1 Context



## **1.1 Purpose of the Off- Road Biking and Walking Strategy**

This strategy is prepared to outline Council's approach to catering for a growing demand for off-road biking and walking within Timaru District. Demand for walking and biking is not isolated, but is an international trend. The demand for off-road walking and biking infrastructure has now developed into an expectation of greater provision and opportunities.

## **1.2 How Walkways and Cycleways Contribute to the Delivery of Community Outcomes**

### **Quality Infrastructure that Meets Community Needs**

Off-road walking and biking tracks are essential community infrastructure that contribute to healthy living and meet people's leisure needs. In some instances they are also used for commuting to school, work or for access to shops and other services. Quality is an essential ingredient to ensure users' safety and enjoyment.

### **Strong, Prosperous and Innovative Community**

Tracks and linkages enhance visitor experiences of the District and support tourism. They can also reduce the cost of travel, contributing to the economy by lowering living costs. As more opportunities for biking and walking are created the Timaru District becomes a more desirable place to live. This can indirectly lead to a rise in property values.

### **Vibrant, Safe and Caring Communities**

The whole experience of walking and biking in a quiet, safe and relaxed environment adds to the vibrancy of the District. It is also conducive to people meeting and communicating, thereby getting to know others better and caring for each other.

### **Healthy, Educated and Proud People**

By walking and biking in the fresh air people become more active and healthy. These off-road routes become a sense of pride and something to show visiting friends and family.

### **Healthy, Valued and Accessible Environment**

Various tracks and linkages increase access to the environment. Associated plantings provide habitats and increase awareness leading to a more valued environment.

### **Attractive and Desirable District**

Aesthetically pleasing linkages and tracks with plantings contribute considerably to an attractive and desirable District.

## **1.3 A Vision for Off-Road Walkways and Cycleways**

The needs of the community for off-road walking and biking opportunities are met through the provision of a suitably distributed and linked network of tracks and routes, which are constructed and maintained to a standard appropriate for their intended use.

The following specific objectives are identified:

- The major urban areas of Timaru, Temuka, Geraldine and Pleasant Point shall be served by urban and urban perimeter tracks that provide an off-road circuit for walking and biking.
- The major urban areas will also have shorter options for smaller loops or tracks to provide variety and options appropriate to ability and time availability of users.
- The majority of tracks and linkages shall cater for both walkers and bikers.
- Linkages will be developed between communities and points of interest to facilitate healthy transport options, recreation opportunities and promote tourism.

#### **1.4 Benefits of Walkways and Cycleways**

Walkways and cycleways are provided to deliver a range of benefits including:

- Recreation opportunities
- Alternative routes away from traffic
- Opportunities to experience nature
- Low cost transport options
- Low environmental impact transport options
- Fitness opportunities
- Environments that facilitate social contact
- Tourism
- Economic Development.

These benefits are believed to enhance the community's health and well-being.

Due to limited commercial opportunity, the private sector will not provide a comprehensive network of tracks and linkages. Therefore, provision by Council, as a public good, is required. The private sector will however, provide support services such as bicycle sales and repair, accommodation, clothing, accessories, cafes and tour businesses.

Walkways and cycleways are highly valued. They are also used by a wide range of people from preschool age to those well into their retirement years.

#### **1.5 Statutory Requirements for Walkways and Cycleways**

The following key statutes relate to the provision and maintenance of walkways, cycleways and rural linkages:

- Reserves Act 1977
- Local Government Act 2002
- Resource Management Act 1991
- Land Transport Act 1998
- Land Transport Management Act 2003
- Transport Act 1962.

## **1.6 Other Document Linkages**

- National Energy Efficiency and Conservation Strategy 2001.
- Getting there – On Foot, By Cycle 2005.
- Cycle Trail Design Guide 2nd Edition August 2011.
- New Zealand Environmental Care Code.
- New Zealand Outdoor Access Code.
- NZS 8603:2005 Design and Application of Outdoor Symbols.
- NSZ HB 8630:2004 Tracks and Outdoor Visitor Structures.
- Cycling in Canterbury.
- Timaru District Physical Activity Strategy.
- Timaru District Active Transport Strategy.
- Timaru Coastal Strategy.
- Timaru District Council Parks and Recreation Activity Management Plan.
- Timaru District Plan.
- Timaru District Council Long Term Plan.
- Timaru District Consolidated By-Law 2007.

This strategy also contributes to the aims of the New Zealand Walking Access Commission and there is some overlap of objectives between the Commission and this strategy.

## **1.7 Walkways and Cycleways Covered by Strategy**

The strategy covers all off-road tracks and major linkages that are provided or maintained by Council. It also covers major linkages between communities and points of interest.

It does not cover specialist mountain bike or BMX tracks, other recreational tracks built by private concerns or community groups or roads.

It should be noted however, that it will be necessary to use roads to get to tracks or to link up with different sections of tracks or routes where it is not possible to complete the whole journey off-road. This may be as an interim measure as the strategy is progressively developed, or in some instances there may be a need to use a road corridor on a permanent basis to achieve a circuit or linkage. Where sections of road corridors are needed to be used to complete a linkage or track, it may be on or off carriageway depending on the situation.

## **1.8 Future Provision and Development**

While detailed design work will be required for each proposed development, this strategy provides an overview of known goals for the provision of off-road walking and biking opportunities in Timaru District.

It is important to acknowledge that these proposed tracks and linkages are indicative and desirable, but not yet confirmed. Some flexibility is important in achieving the objectives of this strategy. This is because land tenure issues, resource constraints and better options may become apparent over time.

While the proposed developments are nominally for a period of 20 years, this timeframe can be sped up or slowed down depending on the resources applied. The two key resources are access to land and funding.

### **1.9 Annual Maintenance Costs**

The annual routine maintenance cost of track maintenance equates to about \$500.00 per kilometre at the time of writing.

### **1.10 Maps**

Included as part of the Off-Road Walking and Cycling Strategy are maps showing existing and proposed tracks for each of the four main urban centres. Also shown are possible linkages between urban communities and rural points of interest. (Appendix 5.3).

## 2 Current Provision



## **2.1 General**

Over the past 15 years or so there has been a growing interest in off-road walking and cycling.

Council has been proactive in providing tracks and trails for walking and cycling. The vast majority of these are shared tracks which accommodate both walking and cycling. The exceptions are Claremont Bush and Waitohi Bush tracks which are designated for walking only because of their narrow and tight winding nature, their propensity for erosion and their short length.

We have also taken over responsibility for two walkways from the Department of Conservation. These are the Pareora and Opihi walkways which can also be ridden on non motorised cycles.

## **2.2 Existing Tracks**

There are a number of existing tracks located throughout the District. Maps of these areas are attached in Appendix 5.3.

### **2.2.1 Pleasant Point**

- Halstead Road to Runa Terrace – 832 metres.
- Pleasant Point Domain – this will link up with a track on neighbouring property as the subdivision proceeds – 2,094 metres.
- Pleasant Point Cemetery Hill – 570 metres.

### **2.2.2 Geraldine**

- Waihi River from the War Memorial north to Waitui Drive – 950 metres.
- Riddells Reserve/Pekapeka Gully from Hislop Street to Barker Street – 2,005 metres.
- Ribbonwood Road – 551 metres.

### **2.2.3 Temuka**

- Taumatakahu Stream – 1,620 metres.
- Temuka Domain – Torepe Fields to Domain Avenue – 3,904 metres.

### **2.2.4 Timaru**

- Otipua Creek/Saltwater Creek – Gleniti Park to Redruth Park – 10,318 metres.
- Coast Otipua Beach to Dashing Rocks – 5,944 metres.

### **2.2.5 Rural**

- Opihi River – SH 1 to Tengawai Road – 13,000 metres.
- Pareora River – Evans Crossing to Dam – 2,343 metres.
- Watohi Bush – Walking only – 1,128 metres.
- Claremont Bush – Walking only – 1,143 metres.

These tracks are constructed on a mix of esplanade reserves, esplanade strips, Crown land, and freehold land.

The combined total distance of existing tracks is 46.402 kilometres.

### 3 Future Provision



### **3.1 General**

As the demand for more tracks continues there is a need to plan for meeting for the demand. Bearing in mind that we may not be able to meet all the demand, there is an opportunity for the community to also contribute.

There are a number of options for track development. Collectively there is a large cost and workload in achieving these extensions. They will also rely on securing appropriate access or land tenure. Any work will therefore need to be staged. A good number of these, although not all, of the proposed tracks are adjacent to waterways and therefore become esplanades. The balance would utilize unformed (paper) roads, Council land, other agency land or land in private ownership.

### **3.2 Demand**

Of all activities covered by the Parks and Recreation Unit, demand for tracks has shown the greatest increase and continues to grow. This demand is evident in two ways. Firstly, the usage of existing tracks has continued to grow based on observations over the last 15 years. This increase has been in both walking and biking usage. Of particular note is biking, which has grown from virtually nothing about 12 years ago to about 50% of the users today. This has coincided with the improvements to mountain and hybrid bike design.

Secondly, the interest in and requests for additional sections of track is greater in number and frequency than for any other activity. These requests have tended to increase over the last decade. The requests are largely centred on areas in and around the four main urban areas, although not exclusively. In essence, users love what is provided and want more of it. This is particularly the case for bike riders who travel further in less time than walkers and are seeking loops that they can ride for a reasonable length of time. They are also looking for options that can return them to their start point with the minimum time spent on roads. Recently there has also emerged a demand for off-road linkages between communities and points of interest. While this demand is not at the same level as the more urban based demand, it is likely to increase as the linkages are developed.

The demand for increased off-road walking and biking infrastructure has now evolved into an expectation that circuits around urban areas will be provided. This expectation is particularly evident in Timaru where the greatest number of users is located, but is also shared in other localities.

### **3.3 Strategic Approaches**

This strategy has two distinct approaches:

- (i) To provide circuit or loop tracks in and around urban areas so that people have the option of returning to their start point. While there may be larger loops it will be possible to walk or bike smaller sections of the larger loop depending on fitness and time available.

It will usually be possible to make a smaller loop from these sections by using adjacent roads and footpaths. The demand for off road linkages is driven by safety, noise, pollution and pleasant scenery where wildlife and vegetation can be enjoyed without distraction.

In some instances people are just looking for an alternative route and shorter sections that do not form a loop can provide beneficial options.

- (ii) To provide linkages to points of interest or different communities. While there is a strong demand for off road linkages this may take time to achieve and ultimately may require some sections to remain on road because of terrain or land tenure issues.

Other options for their construction and maintenance could be used such as a Trust and/or community groups.

These longer linkages have the ability to build on the national cycleways project. The ability to link to these and build on tourism is an opportunity that can be taken and built on over the coming years.

### **3.4 Land Tenure**

A key factor in establishing walking and biking opportunities is securing access to land. In most cases, particularly in and around urban areas a higher level of land tenure is usually required to enable development. This may require purchasing land or a formal easement such as a Right of Way or Esplanade Strip.

These methods of securing land tenure require a financial consideration when they are not owned by Council or another sympathetic public body. The effect of this is to result in land purchase or compensation for loss production or unencumbered enjoyment of the land. Our experience with esplanade strips is that the compensation almost amounts to the cost of purchase. This will change in future as a court ruling in Whangarei District Council v The Valuer General has determined that the value of an Esplanade Strip should be set at 60% of the land value.

At the time of writing (October 2011) the value of land ranges from \$2 to \$5 a square metre. As the minimal land width is usually 5 metres to allow for development this equates to \$10 to \$25 per lineal metre, say \$17.50 on average. This cost would need to be added to any development cost. It also varies considerably from site to site and over time.

It is hoped that a simple agreement will suffice for most of the rural linkages to avoid this land tenure cost.

### **3.5 Proposed Extensions and Linkages**

The options below are arranged by locality and suggested priority for each locality. The priorities are based on demand and anticipated availability of access. Maps of the areas are attached.

### 3.5.1 Timaru

<b>A</b>	Taitarakihi Stream – State Highway 1 to Old North Road		
	Length 730 metres Ownership: TDC 150m and Private 580 m	Development Cost	\$116,800
		Land Cost	\$10,150
<b>B</b>	Otipua Beach to Tuhawaiki Lighthouse (Jack's Point)		
	<b>(i)</b> Otipua Beach to Scarborough Road Length 620 metres Ownership: Coast margin and Unformed Road	Development Cost	\$65,300
		Land Cost	\$0
	<b>(ii)</b> Scarborough Road to Lighthouse Length 1590 metres Ownership: Coast margin and Unformed Road	Development Cost	\$124,000
		Land Cost	\$0
<b>C</b>	Bridge Street to Sheffield Street		
	Length 2175 metres Ownership: DoC and TDC	Development Cost	\$228,500
		Land Cost	\$0
<b>D</b>	Washdyke Creek		
	<b>(i)</b> Hilton Highway/Blair Street to State Highway 1 Bridge Length 830 metres Ownership: Ecan, LINZ, Rail	Development Cost	\$91,000
		Land Cost	\$0
	<b>(ii)</b> Hilton Highway to Washdyke Flat Road via Washdyke Creek/Papaka Stream Length 1400 metres Ownership: Private	Development Cost	\$221,000
		Land Cost	\$24,500
<b>E</b>	Gleniti Road to Claremont Road		
	Length 2000 metres Ownership: Private and TDC	Development Cost	\$323,800
		Land Cost	\$29,400
<b>F</b>	Washdyke Creek (Papaka Stream to Kellands Hill Road)		
	Length 2000 metres Ownership: Private	Development Cost	\$299,000
		Land Cost	\$35,000
<b>G</b>	Oakwood Stream (Kellands Hill to Oakwood Road)		
	Length 4000 metres Ownership: Private	Development Cost	\$485,800
		Land Cost	\$70,000
<b>H</b>	Sheffield Street to Aorangi Road		
	Length 1400 metres Ownership: TDC, Crown and Private	Development Cost	\$138,000
		Land Cost	\$7,000

<b>I</b>	Highfield Golf Course (Athol Place to Lindsay Street and Orbell Street) Length 2750 metres Ownership: TDC but currently leased	Development Cost	\$128,000
		Land Cost	\$0
	This may only be able to proceed if the current use or layout changed.		
<b>J</b>	Old North Road Loop (Private Development)	Cost	\$0
<b>K</b>	Washdyke Industrial area (Private Development)	Cost	\$0
<b>L</b>	Gleniti Residential area (Private Development)	Cost	\$0
<b>Timaru Totals</b>			
	Extension Length:	19.5 kilometres	
	Development Cost:	\$2,221,200	
	Land Cost:	\$176,050	

### 3.5.2 Temuka

<b>A</b>	Taumatakahu Stream (Bridge Street to Rawhiti Street) Length 420 metres Ownership: TDC	Development Cost	\$66,400
		Land Cost	\$0
<b>B</b>	Temuka Domain Torepe Fields Link Length 1240 metres Ownership: TDC and Railway	Development Cost	\$67,500
		Land Cost	\$0
<b>C</b>	Taumatakahu Stream (Richard Pearse Drive to Princes Street) Length 240 metres Ownership: TDC	Development Cost	\$32,000
		Land Cost	\$0
<b>D</b>	Richard Pearse Drive (Wilkin Street to Guise Street North) Length 830 metres Ownership: Unformed road	Development Cost	\$40,750
		Land Cost	\$0
<b>E</b>	Taumatakahu Stream (John Street Loop) Length 430 metres Ownership: TDC	Development Cost	\$52,000
		Land Cost	\$0
<b>F</b>	Taumatakahu Stream (Murray Street to Milford Clandeboye Road) Length 820 metres Ownership: TDC	Development Cost	\$39,000
		Land Cost	\$0

<b>G</b>	Temuka River (Torepe Fields to Waitohi Temuka Road) Length 1450 metres Ownership: Ecan and Private	Development Cost	\$102,550
		Land Cost	\$3,500
<b>H</b>	Temuka River (Waitohi Temuka Road to Oxford Crossing Road) Length 2500 metres Ownership: Riverbed	Development Cost	\$138,000
		Land Cost	\$3,500
<b>I</b>	Oxford Crossing Road to Richard Pearse Drive Length 2950 metres Ownership: Road Reserve	Development Cost	\$136,000
		Land Cost	\$0
<b>J</b>	Temuka North Residential Development area (Private Development)	Cost	\$0
<b>K</b>	Studholme Street to Richard Pearse Drive Length 345 metres Ownership: TDC and Private	Development Cost	\$91,475
		Land Cost	\$50,000

**Temuka Totals**

Extension Length:	11.2 kilometres
Development Cost:	\$765,675
Land Cost:	\$57,000

**3.5.3 Geraldine**

<b>A</b>	Barker Street to Hislop Street Length 500 metres Ownership: TDC and balance to vest on subdivision.	Development Cost	\$95,800
		Land Cost	\$0
<b>B</b>	Sherratt Street (Paper Road) Length 150 metres Ownership: Road Reserve	Development Cost	\$42,000
		Land Cost	\$0
<b>C</b>	Riddells Reserve to Davies Street Length 500 metres Ownership: TDC	Development Cost	\$31,000
		Land Cost	\$0
<b>D</b>	Guilford Road to Pye Road Length 450 metres Ownership: TDC	Development Cost	\$57,950
		Land Cost	\$0
<b>E</b>	Kalaugher Road to Waitui Drive Length 2500 metres Ownership: Unformed Road and River	Development Cost	\$340,000
		Land Cost	\$4,375

<b>F</b>	Waitui Drive to Woodbury Road Length 690 metres Ownership: Unformed Road and LINZ	Development Cost	\$54,500
		Land Cost	\$0
<b>G</b>	Coles Street to Cenotaph Length 1880 metres Ownership: Various	Development Cost	\$121,800
		Land Cost	\$15,000
<b>H</b>	Orari Bridge to Arundel Telephone Exchange Length 6980 metres Ownership: TDC	Development Cost	\$255,300
		Land Cost	\$0
<b>I</b>	Linkage – Geraldine to Orari River (via Templer Street and Bennetts Road) Ownership: TDC	Development Cost	\$8,800
		Land Cost	\$0
<b>Geraldine Totals</b>			
	Extensions Length:	13.7 kilometres	
	Development Cost:	\$1,007,150	
	Land Cost:	\$19,375	

#### 3.5.4 Pleasant Point

<b>A</b>	Cemetery Reserve (Perimeter Track) Length 950 metres Ownership: TDC administered	Development Cost	\$36,000
		Land Cost	\$0
<b>B</b>	Domain Camping Ground North to George Street Length 260 metres Ownership: TDC	Development Cost	\$121,000
		Land Cost	\$0
<b>C</b>	Railway Reserve SH8 - Linkage Domain to Church Hall Length 1280 metres Ownership: TDC	Development Cost	\$0
		Land Cost	\$0
<b>D</b>	Kumara Terrace to State Highway 8 Length 610 metres Ownership: TDC	Development Cost	\$72,000
		Land Cost	\$0
<b>E</b>	Halstead Road to Butlers Road (via Pleasant Point Stream) Length 2000 metres Ownership: Private	Development Cost	\$299,000
		Land Cost	\$35,000

F	Main Road - Church Hall to Cemetery Length 120 metres Ownership: TDC	Development Cost	\$5,700
		Land Cost	\$0

**Pleasant Point Totals**

Extensions Length:	5.2 kilometres
Development Cost:	\$533,700
Land Cost:	\$35,000

**Urban Circuit Totals**

Total Length	49.6 kilometres
Development Cost	\$4,527,725
Land Cost (Estimate)	\$287,425

**3.5.5 Rural**

- A Linkage from Timaru to Pleasant Point
- B Linkage from Pleasant Point to Cave
- C Linkage from Timaru to Temuka
- D Linkage from Temuka to Geraldine
- E Linkage from Pleasant Point to Temuka
- F Linkage from Geraldine to Arundel
- G Linkage from Timaru to Pareora
- H Linkage from Timaru to Brassell's Bridge
- I Linkage from Orari to Rangitata

For the rural linkages listed above there is a project headed by Aoraki Development Business and Tourism (ADBT) to facilitate the development and promotion of walking and cycling in the District and to link with adjoining areas. A charitable trust is now being established to further this project.

Promotion of District walking and cycling trails/routes (and linkages to those of neighbouring Districts) are an important part of ADBT's strategy to promote South Canterbury recreational opportunities from both a visitor and lifestyle perspective. Building on previous work with the District Mountain Bike Trails Guide and as a second tier linkage to the National Cycleways Project and Alps to Ocean trail, ADBT established and oversees the Bike and Walk South Canterbury working group to both promote existing cycling and walking trails and routes and support the development of new routes/trails.

The Ministry of Economic Development has recently announced the Network Expansion Project to develop these second tier trails which has the potential to incorporate the linkages referred to in this section. However, in practice there is unlikely to be much support available through the Ministry.

Costings are not available for these linkages at this stage and it is hoped that low cost options and the involvement of community groups will be instrumental in the linkages developments.

### **3.6 Funding**

The net result of the proposed urban circuit developments listed above for Pleasant Point, Geraldine, Temuka and Timaru is a cost of \$4,815,150. This cashflow would be required over a 20 year period. If the cost was averaged to form a flat budget an amount of approximately \$240,800 per annum at 2011 costs would be required to implement that part of the strategy. Council could also choose to support the rural linkages project if desired, but costs were not available at the time of writing this strategy.

Funding for these projects may come from a variety of sources. Sponsorship, charities, service clubs, community donations of time, equipment, materials and funds will be important, particularly for the rural linkages.

Projects that are aligned with the Active Transport Strategy and where there is some alternative mode travel benefit may be eligible for financial assistance from New Zealand Transport Agency. Although funding is unlikely in the short term it may be available in six years time.

Financial Contributions and rates have predominantly been used to establish the existing urban tracks to date. There is now an opportunity to review the level of and type of contributions contributing to these projects. This has the potential to lessen the burden on ratepayers. An increase to a more realistic level of 7.5% of land value, which would bring it into line with the majority of the country, could be contemplated. Alternatively, it may be appropriate to use a Development Contribution approach. This is currently being investigated for Council.

The maintenance costs of the tracks are low at about \$500 per kilometre per annum for routine maintenance. The tracks themselves are not depreciated except for bridges and furniture which will need to be renewed and will add to the above figure where needed.

## 4 Levels of Service



## **4.1 General**

It is important that the various tracks and linkages are fit for purpose and provide a quality experience for their users. This does not mean that they will be finished to an urban footpath or road standard. By their very definition they are off-road and provide a more natural experience.

## **4.2 Levels of Service**

The following customer levels of service are what will ultimately be achieved:

### **4.2.1 Urban Loops**

A loop track for shared use by walkers and bikers will be provided for each of the main urban communities of Timaru, Temuka, Geraldine and Pleasant Point.

### **4.2.2 Community Linkages**

Off-road or a mix of off-road and on road linkages for cycling and walking between nominated communities will be established to provide safe and enjoyable routes. Additional linkages to the District boundaries in the North, West and South will also provide similar routes to connect with our neighbours in a sustainable way.

## **4.3 Specific Standards and Specifications**

### **4.3.1 Shared Use**

Where tracks are designed for shared use the standard width will be 2.5 metres. This allows for comfortable passing of all users regardless of whether they have cycles, trailers, baby buggies, dogs or are walking slowly or jogging faster. No steps will be used unless necessary for short lengths. No walk over stiles shall be used.

### **4.3.2 Single Use**

Some tracks such as those in Claremont Bush and Waitohi Bush are designed and suitable for walking only. The width for these tracks may vary from 0.75 metres to 2 metres. Steps may also be used to assist in climbing or descending steeper terrain.

### **4.3.3 Track Construction**

Where the track traverses a sandy surface a geotextile cloth will be used to stabilize the ground before forming the track. In all other cases any soft material or topsoil will be removed and where necessary AP40 or AP65 shingle will be placed up to a depth of 150mm. In other cases and in addition a 100mm layer of AP20 will be applied. These shingle layers shall be compacted to form a firm base. A final layer of crusher dust shall be spread on the top to a depth of 25 – 50mm to give a smooth surface for bike riding.

### **4.3.4 Grass Surfaces**

Where usage is very light a grass surface will suffice, but this shall be replaced as per 4.3.3 if wear causes deterioration and muddy surfaces. It may in some instances be possible for moderate use sections to use a grass reinforcing product.

#### **4.3.5 Water Crossings**

Where water, especially flowing water needs to be crossed a bridge, culvert or boardwalk will be installed to enable safe and easy crossing of the water hazard. The width of a bridge may be slightly narrower than the preferred 2.5 metre track width.

Bridges and boardwalks will also be used where necessary to cross depressions or other obstacles.

#### **4.3.6 Drainage**

Water will be controlled to prevent erosion and reduce surface flooding.

#### **4.3.7 Vegetation Control**

Vegetation shall be cleared from the total width of the track and for 1 metre on either side of the formed surface and to a height of 2.5 metres. This will give users a clear passage and an unimpeded view of the surface. Significant tree limbs and trunks may intrude into or above the track provided these do not obstruct users or place them at risk.

Windfalls blocking the track shall be cleared within 48 hours of notification.

All cut vegetation shall be removed from the track surface and where practicable out of view of the track.

#### **4.3.8 Signage**

The tracks and linkages shall be clearly labelled as shared or walking only tracks by the use of appropriate symbols at words at entrances. These entrance signs will be comprehensive in nature with a name, items of interest and restrictions. Lesser signage will also be used at junctions and at specific points where required for longer tracks.

#### **4.3.9 Furniture**

On urban tracks an occasional seat will be supplied to allow users to rest and enjoy the scenery. Seating will not be supplied for rural linkages as they will mainly cater for biking.

Apart from at the entrances of some well used urban tracks litter bins will not be supplied. The Environmental Care Code approach of carry in and carry out will apply in most instances.

#### **4.3.10 Lighting**

Lighting will not be provided on tracks or rural linkages. As well as reducing the costs, it allows users to become slightly distanced from the urban built environment. In this way users are more able to become closely associated with the natural environment and better experience the diurnal and seasonal cycles.

#### **4.3.11 Gates, Cattle Stops, Bollards and Barriers**

Where tracks or linkages cross grazed land, gates or cattle stops will be necessary to contain the stock within the paddock.

To exclude motor vehicles from a track or trail it may be necessary to install bollards, gates or barriers. These should ideally be designed to allow pedestrians and cyclists to pass without being seriously impeded.

#### **4.3.12 Quality Environmental Design**

In and around major urban centres a total package of planting, furniture and signage will be provided.

For rural linkages a more limited approach will be taken with track construction and signage provided as necessary.

### **4.4 Usage Conditions**

#### **4.4.1 Closure to the Public**

At times it is necessary to close a particular track or section of track to the public. This will usually be because of a safety hazard, to allow maintenance, stock management (such as lambing), running an event, or the track is not usable for some other reason.

#### **4.4.2 New Zealand Outdoor Access Code**

The provisions of the New Zealand Outdoor Access Code will apply to usage of the tracks and linkages. Some aspects of the code such as camping may be superseded by by-laws and other regulations. (See Appendix 5.1)

#### **4.4.3 Private Property**

Some tracks and linkages may cross or run adjacent to private property. It is important to respect this private property and avoid interference with stock.

#### **4.4.4 Consider other Users**

It is important to have consideration for other users and avoid blocking tracks and linkages or rushing past others in an inconsiderate manner. "Share with Care" is an appropriate motto for users.



## 5 Appendices



## **5.1 Personal Responsibilities of Users**

- Protect Plants and Animals.
- Remove Rubbish.
- Keep Streams and Lakes Clean.
- Keep to the Track.
- Consider Others.
- Respect the Rights of Land Owners.
- Leave Gates as you find them.
- Don't Light Fires Without Permission.
- Care for the Environment.
- Don't Disturb Stock.
- Dogs are Not Permitted on Private Land.
- Obey Instructions.
- Motor Vehicles are Not Permitted.

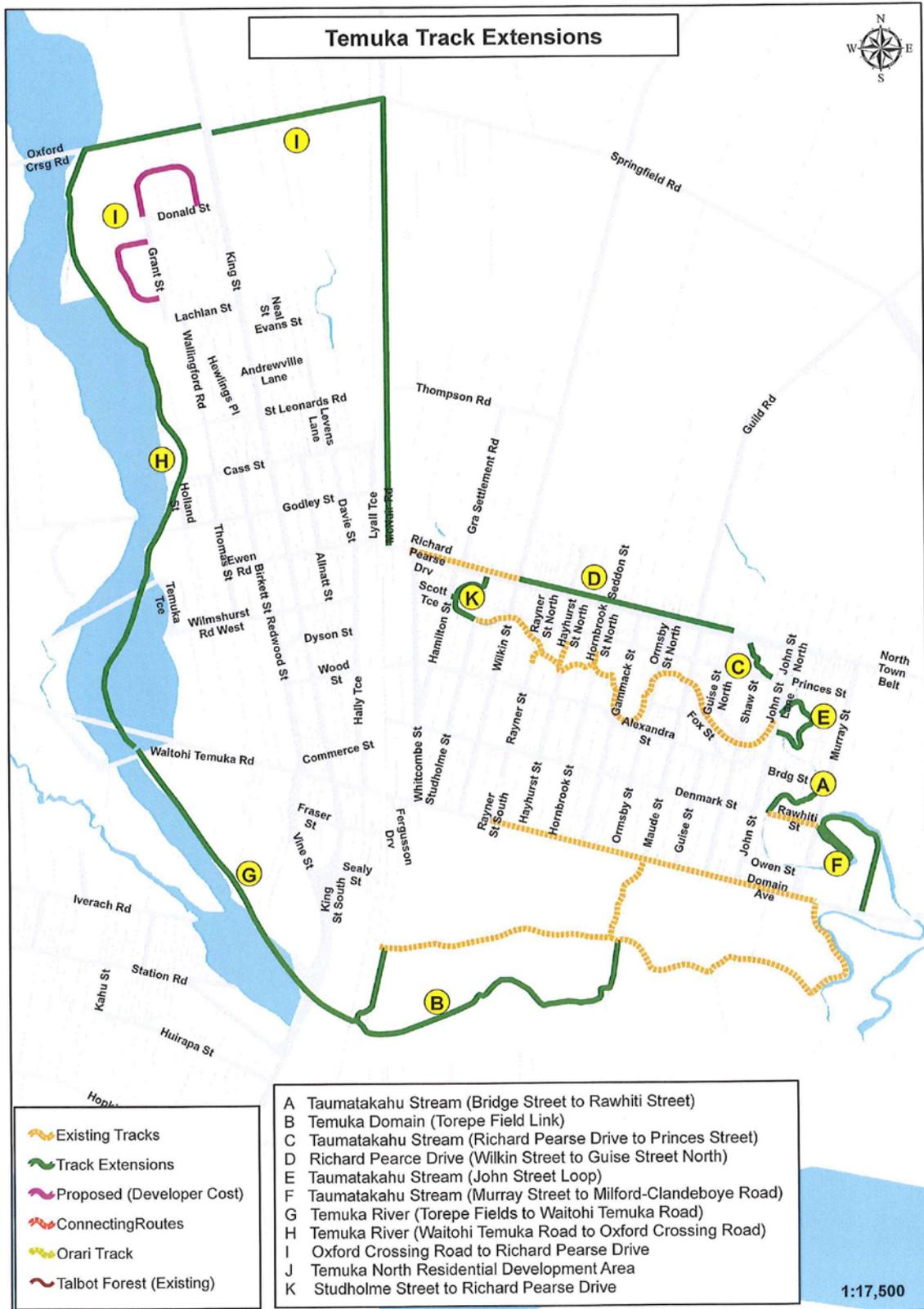
Modified Extract from New Zealand Outdoor Access Code.

## 5.2 Track Marking Signage Example

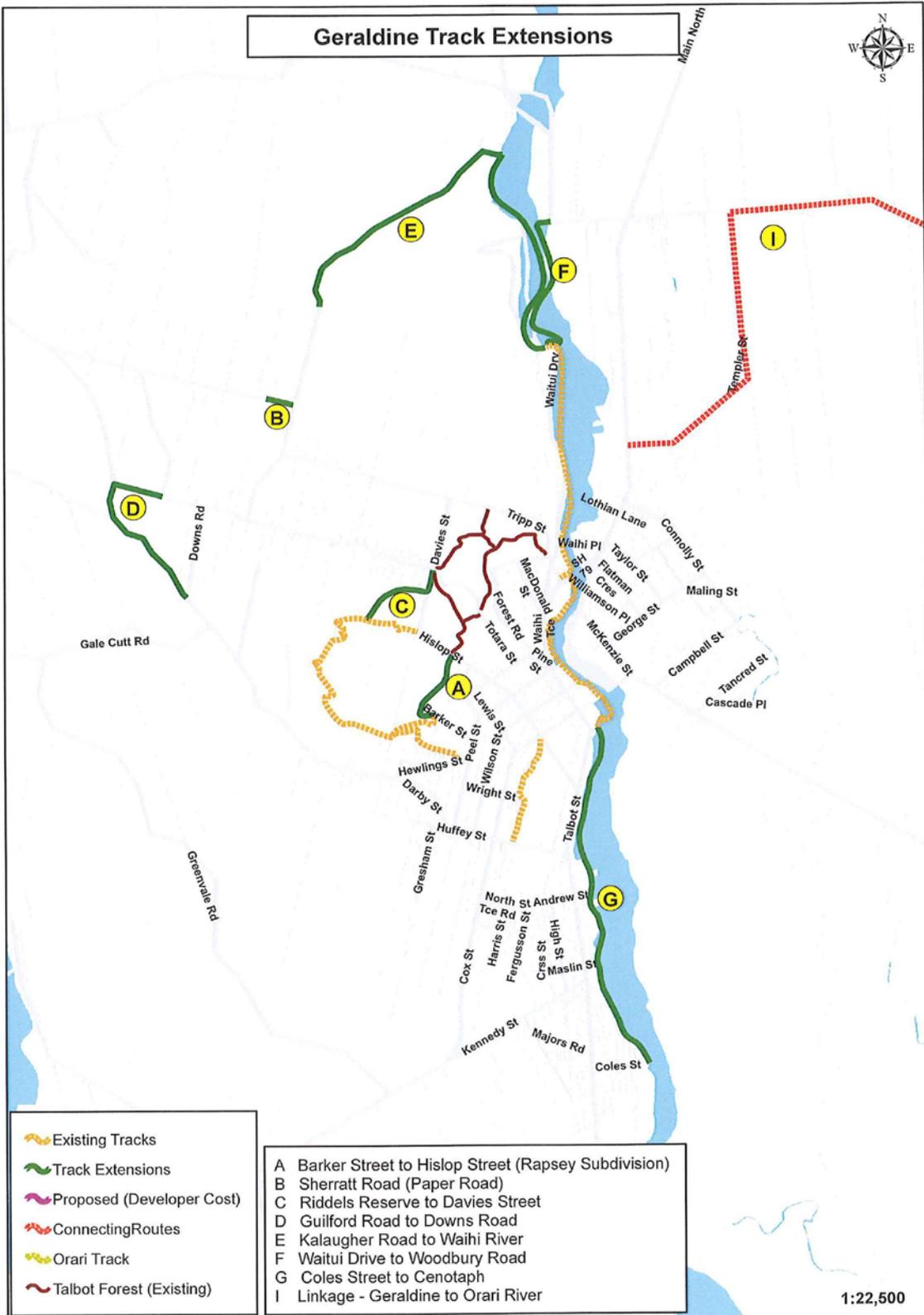


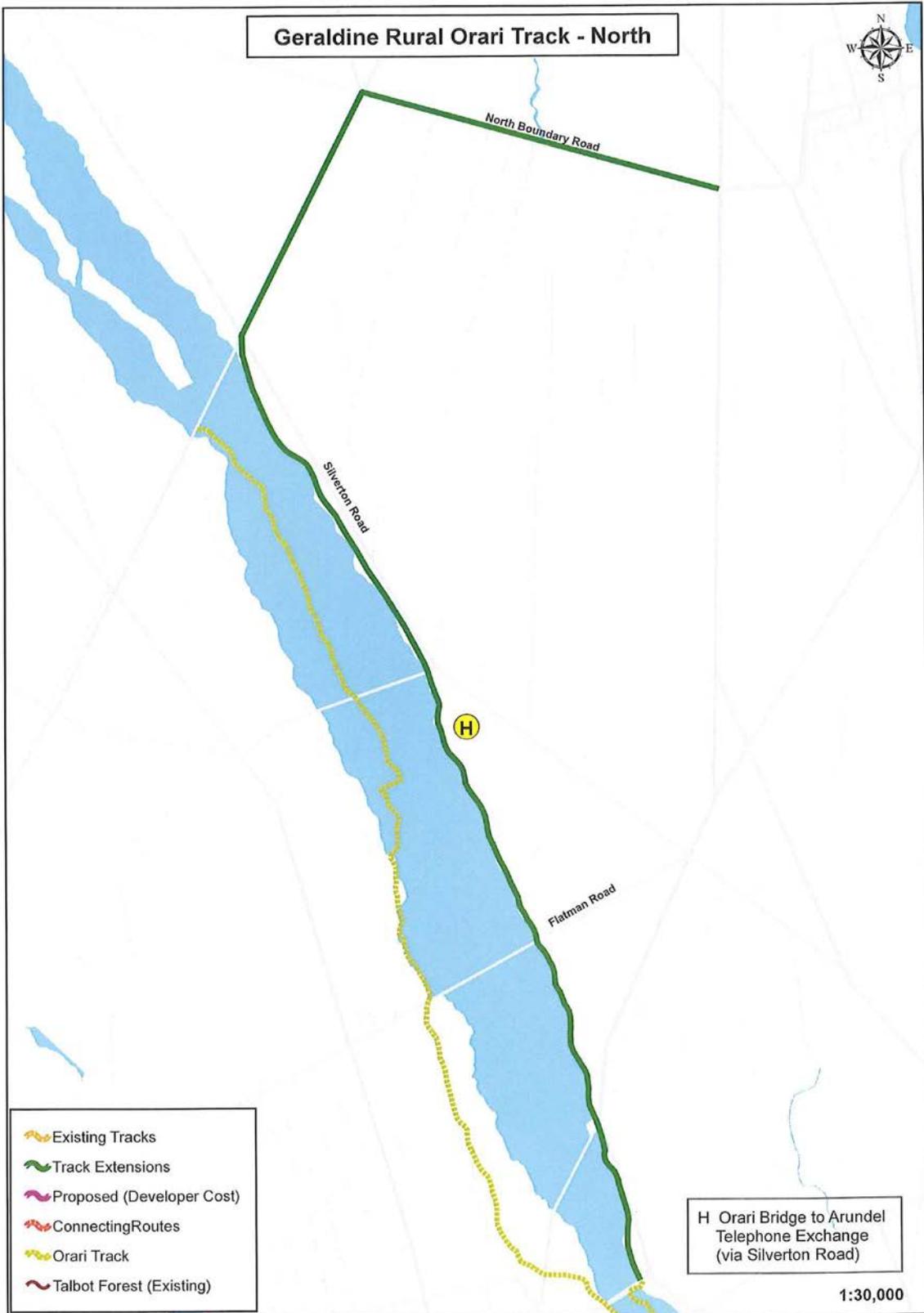


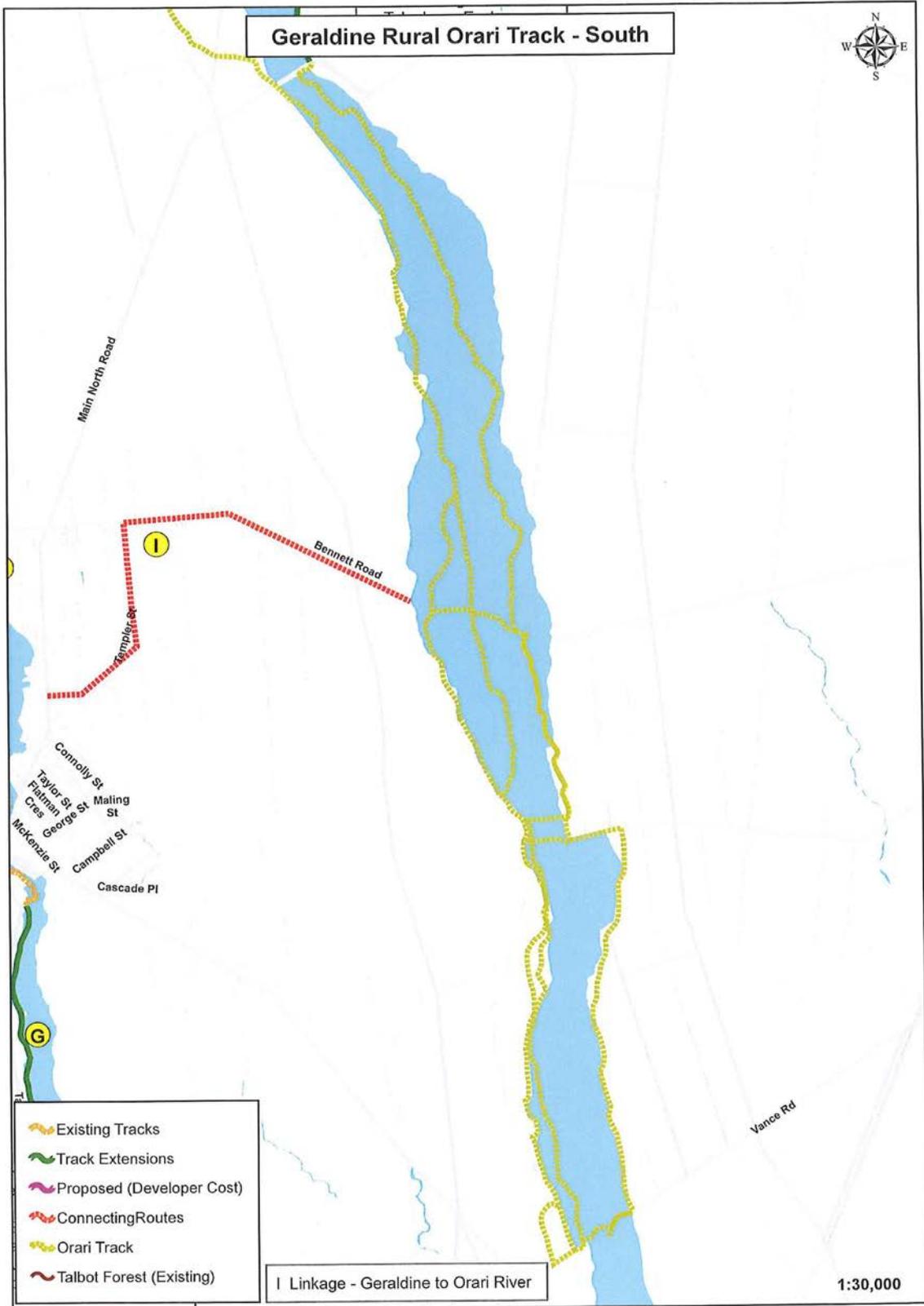
### 5.3.2 Temuka Tracks



### 5.3.3 Geraldine Tracks









### 5.3.5 Proposed Rural Linkages

