



# Shared Pathways Strategy 2012



'Connective, active, attractive!'

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## Executive summary

This strategy envisions:

A family-friendly district with pathways that are safe, convenient, interconnected, accessible, attractive and expressive to encourage multiple uses by multiple users – a district with active pathways for active people.

This is because the benefits of a ‘walk and cycle friendly’ community are recognised as numerous – they impact on a city’s liveability; the health and wellbeing of its residents; its visitor appeal and economic vitality; the vibrancy of its spaces; its opportunities for active recreation and social connectedness; its environmental sustainability; its accessibility; and the integration of its transport networks.

These benefits will be achieved through a host of measures which seek:

1. To improve and increase the range of opportunities for shared pathway use in the district
2. To provide a shared pathways network that people want to use, that is functional and that takes people on a journey
3. To strive for a safe shared pathways network
4. To promote and develop attractive pathways that take account of user needs, position Wanganui as a great place to live and visit and express who we are
5. To encourage the incorporation of shared pathways into future development proposals
6. To develop an active pathways network that supports an active and healthy community

These aims will not be met in isolation. This strategy acknowledges the necessary interconnections between an effective shared pathways network and a community’s public transport hubs, multi-modal interchanges, footpaths, on-road cycleways, pathway parks and key amenities. It also references the interplay between the interests of transport planning, urban design and open space provision. Ultimately, this strategy is about providing the functional infrastructure to make Wanganui a more vibrant and liveable place where people get ‘out and about’, embark on journeys, engage with their communities and have access to the places they need and want to be. It’s about shared pathways that are connective, active and attractive!



## Foreword

### The strategy is about:

- Providing more accessible pathways – those that deliver better surfaces, connectivity and standards, for example, greater width and surface conditions
- Ensuring that walking and cycling can be easily undertaken as active recreational pursuits and as viable alternative transport options
- Responding to gaps in network provision – establishing a cohesive system
- Providing shared pathways for the benefit of all users – multiple uses for multiple users
- Highlighting our key features so that people (both locals and visitors) are engaged to connect with and explore all that Wanganui has to offer
- Making Wanganui a better place to live and visit
- Supporting and enhancing Wanganui's position as a family-friendly city
- Recognising the environmental gains that can be made with a switch to more sustainable modes of transport
- Identifying current and potential shared pathways development as part of an integrated district, region and nation wide network – providing effective linkages with other walking, cycling and roading infrastructure as well as suburban nodes
- Enhancing community wellbeing by providing an environment where being active and healthy is easily achieved
- Encouraging way-finding and storytelling – expressing who we are along the way
- Recognising the centrality of the river to our community (ko au te awa, ko te awa ko au)
- Being more than just a means of getting from A to B

### Vision for the strategy

A family-friendly district with pathways that are safe, convenient, interconnected, accessible, attractive and expressive to encourage multiple uses by multiple users – a district with active pathways for active people.

### Key goals

1. To improve and increase the range of opportunities for shared pathway use in the district
2. To provide a shared pathways network that people want to use, that is functional and that takes people on a journey
3. To strive for a safe shared pathways network
4. To promote and develop attractive pathways that take account of user needs, position Wanganui as a great place to live and visit and express who we are
5. To encourage the incorporation of shared pathways into future development proposals
6. To develop an active pathways network that supports an active and healthy community

### Council's Vision

Family-Friendly Wanganui: the best place to live in New Zealand

- Enjoyed for its lifestyle and sense of community
- Celebrated for its liveability, culture and heritage
- Shaped by our river and environment
- On the path of sustainability and prosperity
- Loved by those who live here

## Council's Mission

To partner with the community to create a flourishing and family friendly environment

## Introduction

This strategy is concerned with the effective positioning and development of Wanganui's shared pathways in order to enhance opportunities for recreation, connectivity, environmental sustainability, way-finding, storytelling and community wellbeing.

Wanganui enjoys ready access to both the river and coast and is afforded numerous outdoor options through an established parks network. This strategy intends to build on our privileged position by expanding connectivity for ease of access and use. As a result, this interconnection will seek linkages for movement between parks spaces, community facilities and development nodes for increased functionality and usability – for example, by connecting ourselves to the riverfront, to the CBD and beyond.

The Council has already indicated its intention to achieve this connectivity through its Parks and Open Spaces Strategy, with its stated provision for the development of a linear parks network. Connectivity was subsequently incorporated into Council's Family-friendly Strategy and then echoed by the community during the Community Outcomes review process.

But it is about more than just getting from point to point. It is also about communicating who are though our art, our stories, our features, our heritage and our culture. Pathways will be an expression in themselves.



This strategy expands on this thinking. It recognises the significance of a well maintained, multi-purpose, accessible, connected, safe, welcoming and attractive pathways network to community and environmental wellbeing through measures which promote use for personal health, act as a conduit to amenities and services, express who we are and conveniently cater for active commuters. This is more critical now than ever with peak oil pressures, increasing inactivity and greater expectations around connectivity to, and promotion of our district and its key features.

Increasing public demand for walking and cycling is also recognised by this strategy. It is accepted that by improving access, opportunities for physical activity will be both eased and encouraged. As a result, alignment to existing and potential cycleways is of particular interest due to cycling's ability to act as not only a healthy mode of transport, but also a clean, cheap and efficient one. This is further related to issues of peak oil and encourages less reliance on cars as people are supported to make use of pathways to reach both central and rural locations.

For the purpose of this strategy 'shared pathways' are defined as multi-purpose pathways that cater for diverse users – with pedestrians and cyclists sharing the same space. 'Pedestrian' refers to: "a person on foot, or in a contrivance equipped with wheels or revolving runners that is not a vehicle."<sup>1</sup> This definition encompasses able pedestrians, a person pushing a pram, a person on a skateboard, a person in a wheelchair and a number of other users. Shared pathways are also classified according to a general hierarchy of use and maintenance requirements. This is a flexible definition and no attempt has been made to assign specific pathways or to develop detailed criteria. Decisions about maintenance or development standards should be made on an individual basis. These classifications are intended as a guide only.

**Premier pathways:** where a higher standard of use is demonstrated, thereby necessitating a higher standard of maintenance – mimic the standards expected of a premier park.

**Connector pathways:** used to link residential areas to schools, work places and key amenities – likely to incorporate all-weather surfaces.

**Activity pathways:** primarily for the pursuit of active recreation such as jogging or cycling – includes both sealed and unsealed routes with standards generally responding to multiple users (e.g. through sufficient width and clearance distances).

More information about potential development standards can be found in the companion document 'Whanganui River Pathways'. Excerpts from this plan are included as Appendix B.

## Why now?

This is the first Shared Pathways Strategy for our district. It responds to the following drivers:

- Political and community interest in active recreation opportunities, particularly walking and cycling in the wake of the riverfront development and national cycleway.
- Need for a coordinated effort to prioritise development and spending.
- Recognition that the riverfront development provides an excellent opportunity to leverage from – we should build on what we have already started.
- Connections and complementarity with recent strategy development, e.g. the Cycling Strategy review, Public Arts Strategy, Riverfront Development Plan, Visitor Strategy and Urban Transportation Strategy – now is the time to focus on making the most of our active transport network.

### Sport and recreation snapshot:

- The three most popular sport and recreation activities in the Wanganui region are walking, gardening and swimming
- Tramping and hunting are in the 'top 10' activity list for Wanganui men but do not rate on the overall list for New Zealand men
- Fishing makes the 'top 10' activity list for Wanganui women but not the overall list for New Zealand women
- 43% of Wanganui adults achieve the national physical activity guideline by undertaking 30 minutes or more of moderate intensity physical activity on at least five days out of seven (NZ = 48%)

## What it covers:

1. A vision for the pathways network to be complemented, enacted and measured by associated goal statements and indicators;
2. Clearly defined linkages to Council's strategic direction and related plans; and
3. A comprehensive rationale for delivery.

## Where it covers:

- The strategy encompasses the coastal / industrial area, the Wanganui urban area, suburban connections and rural or inter-district linkages. Integration of the shared

<sup>1</sup> <http://www.nzta.govt.nz/resources/pedestrian-planning-guide/docs/pedestrian-planning-guide.pdf> (Retrieved 15 December 2009).

pathways network with other active transport infrastructure (e.g. on-road cycle ways, footpaths and park pathways) is encouraged.

### How it will be delivered and monitored:

- An action plan is attached as Appendix A. This details how the actions arising from the strategy will be undertaken – including what we are going to do, by when and in what priority order. Indicative costs are also provided.

#### Catch the exercise bug:

- Work out local shortcuts and walk, jog or bike where possible
- Build exercise into everyday activity – e.g. take a backpack and walk to pick up supplies from the dairy
- Become an active socialiser! Don't just sit around chatting with a friend – go out for a walk together
- Commuting by bike can realise real savings on fuel and other car costs
- A family that exercises together...make room for activity and quality family time by going for a walk or bike ride together

#### How did we get to work? (a Wanganui sample from Census 2006)

- 50.5%: Private car, truck or van
- 6.2%: Worked from home
- 5.3%: Walked or jogged
- 4.6%: Passenger in a car, truck, van or company bus
- 3.3%: Bicycle
- 1.4%: Motorcycle or power cycle
- 0.3%: Public bus

## Context

This strategy is part of an overarching Council policy framework that is informed by best practice regional, national and international measures as well as demonstrating specific responsiveness to our community.

From a national policy perspective this document is primarily influenced by the Government's strategy to advance walking and cycling in New Zealand – '*Getting there – on foot, by cycle*'. This strategy is based on the significance of walking and cycling, not only as recreational pursuits, but also as important modes of transport. The 'Getting there' vision is:

*A New Zealand where people from all sectors of the community walk and cycle for transport and enjoyment*

This vision is supported by three goals:

1. Community environments and transport systems that support walking and cycling
2. More people choosing to walk and cycle, more often
3. Improved safety for pedestrians and cyclists

While it recognises that not all trips can be undertaken on foot or by cycle, it also identifies scope for more of us to walk and cycle more often – particularly in the case of short trips. Similar thinking is espoused by this strategy and the following table provides a full breakdown of its policy links and interrelationships.

FAMILY-FRIENDLY STRATEGY

INTERNATIONAL	NATIONAL	REGIONAL	DISTRICT	IMPLEMENTATION	KEY ORG.	SUPPORTING ORG.
Kyoto Protocol	NZ Transport Strategy  Ministry of Transport National Strategy – 'Getting there on foot, by cycle'  Walking Access Act	Regional Land Transport Strategy  Regional Passenger Transport Plan	Cycling Strategy  Urban Transportation Strategy  <u>Shared Pathways Strategy</u>	Walkways Development Plan  Whanganui River Pathways Plan (Isthmus Group & Horizons Regional Council)	Whanganui River Pathways Investigation – SH4 rail bridge to Upokongaro	
	Connecting NZ					
CPTED principles	NZ Coastal Policy Statement  Resource Management Act (1991)  Reserves Act (1977)  Historic Places Act (1993)  Urban Design Protocol  NZS4404	Regional Coastal Plan and Policy Statement  Nukumaru Recreation Reserve Management Plan	District Plan  Growth Strategy  Parks and Open Spaces Strategy  Solar Protection Policy  Riverfront Development Plan	Guidelines for Sand Removal from Castlecliff Beachfront Carpark  Management Plans: Castlecliff Coastal Reserve, South Beach, Queens Park Reserve, Bason Botanic Gardens, Greenbelt Reserve, Neighbourhood Reserves, Otamatea Park Recreation Reserve, Springvale Park, Sports Ground	Development Contributions Policy	Queens Park Accommodation Study  Parks and Reserves Provision Analysis  Policy on Sale of Land
				Bason Botanic Gardens Master Plan CONT. NEXT PAGE		

				Urban Design Action Plan		
				Hylton Park & Hylton Pit Development Plan		
				Kowhai Park Development Plan		
	SPARC National Policy 'Towards an Active NZ'		Recreation Plan (1992 & 1994)			
	Healthy Action		Sports & Recreational Facilities Strategy (to be drafted)			
	Healthy Eating Strategy		Physical Activity Strategy			
		A Quick Walk Through the Joint Venture Forests				
			Tree Policy	Urban Landscape Policy (Draft)		
				Vegetation Encroachment on Footpaths		
			Graffiti Management Strategy & Policy			
			Visitor Strategy			
			Safer Wanganui Plan			
			Public Art Strategy			
			Draft Lighting Strategy			
			Positive Ageing Strategy			

			Disability Strategy		
				Dog Control Bylaw	
				Public Places, Parks and Reserves Bylaw	
				Trading in Streets and Public Places Bylaw	
				Cultural and Recreational Facilities Bylaw	
				Refuse Bylaw	
				Whanganui River Vegetation Management Strategy	Lower Whanganui River Study & Review
					Estuary Study (2004)
				WDC AMP	Asset Register
				Parks Facilities AMP	
					Business Continuity Plan

## What might the future look like?

**Demographics** – Wanganui is facing an aging population. It is projected that by 2031 there will be a 22% decline in those aged 15-39, coupled with a 63% increase in the 65+ age bracket. This will necessitate a change in the way we deliver services, for example: we will need to accommodate mobility scooter users; an aging motorist pool is likely to turn to public transport or pathways networks; and pathways will actually need to lead somewhere by connecting to key centres and amenities (for example to hair salons, health clinics, dairies etc).

“Pedestrians are a diverse group of road users, with characteristics reflecting the general population. While many pedestrians are fit and healthy, have satisfactory eyesight and hearing, pay attention and are not physically hindered, this is not the case for all pedestrians.” (NZTA Pedestrian Planning & Design Guide: 2009)

**Where are all the young people?** – our community won't be entirely comprised of older people though – population projections have also made assumptions about where concentrations of young people might be found. The following areas are more likely to fit this demographic makeup and could be home to significantly fewer people under the age of 65 (meaning that provision for active recreation should be a priority): Blueskin, Castlecliff, Wembley Park, Cooks Gardens, Gonville, Laird Park and Mosston.

**Pockets of development** – although Council will take steps to reverse this trend, the projected population of Wanganui and the average number of people living in a dwelling is projected to decrease. This means that a declining population will not result in a decline in residential development – it will in fact result in a projected 70-80 additional dwellings per year. With this relatively low growth rate, careful planning is required to ensure that development occurs in certain 'residential growth areas' to allow for efficient infrastructure planning. The draft Growth Strategy has identified these areas and any future planning will ensure that multi-modal connectivity is a priority.

**Demand for oil** – growing international demand for oil will also influence the way we do things. It is predicted that demand for liquid fuels will grow by 32% by 2030.<sup>2</sup> If this demand translates to increased prices (and it likely will), then it is also likely that more people will choose alternative modes of transport and demand for walking and cycling routes will increase.

**Going 'Green'** – it is highly probable that interest in environmentally-friendly practices will be sustained in the long-term. This is because not only can environmental efforts reap cost-savings, but also, the need to undertake these actions is increasingly viewed as personal, with individuals feeling charged to 'do their bit'. With walking and cycling existing as cheap and easy ways to achieve environmentally sustainable practice it makes sense that these activities will continue to increase in popularity.

**The best place to live in New Zealand** – Council's aim is to shape Wanganui as the best place to live in New Zealand, unlocking our potential and seeing us renowned for our river and environment; enjoyed for our lifestyle and sense of community; celebrated for our liveability, culture and heritage; well on the path to sustainability and prosperity; and loved by those who live here. A pathways network that connects locals and visitors to our river, our iconic features and the essence of who we are will contribute to all of

<sup>2</sup> [http://www.transport.govt.nz/saferjourneys/Documents/SaferJourneys\\_FULL\\_Final\\_ISBN.pdf](http://www.transport.govt.nz/saferjourneys/Documents/SaferJourneys_FULL_Final_ISBN.pdf) (Retrieved 17 September 2009).

the above. These pathways will be about connections (in the widest possible sense) – taking people on a journey through our district and our identity.

“Transport costs represent a significant proportion of total household expenditure. Given that the cost of petrol has been increasing considerably in recent years, replacing trips with cycling or walking can save money. The operating cost of a bicycle is minimal and parking is free! Walking is free!” ([www.cyclingpromotion.com.au](http://www.cyclingpromotion.com.au))

## Background

The Wanganui district is home to approximately 42,600 people with most living in the urban area (37,000). Wanganui has long enjoyed a close association with cycling – being home to an outdoor velodrome unique to the North Island and also recognised as providing excellent cycling terrain, national accessibility and a temperate climate. Wanganui’s medium size, compact layout and prevalence of natural features (including parks, riverfront and coastline) also provides plenty of opportunity, motivation and easy access for recreational and commuter walkers.

Wanganui is also a diverse community – we have large numbers of young people while conversely dealing with an ageing population. This means taking account of diverse recreational needs and realising that while young people require ready access to active leisure opportunities, an ageing community will increasingly require a well linked and walkable network with access to key community facilities.

Council has already made significant advances in this respect (for example through the riverfront pathways and the Cycling Strategy) but is keen to deliver an even greater and more user-friendly network into the future.

## Factors influencing pathway provision

There are a number of reasons why the Council has an interest in advancing the use and development of shared pathways in our district. These include:

- Promoting options to achieve healthy and active lifestyles
- Enhancing the connectivity of our neighbourhoods and our community infrastructure
- Responding to environmental pressures, for example by attempting to reduce harmful emissions
- Increasing opportunities for interaction by encouraging people to actively engage with their neighbourhood – breaking down physical and social barriers
- Showcasing natural landscape features and enabling access to a range of leisure experiences and outdoor activities
- Positioning Wanganui as a family-friendly city and a great place to live and visit
- Recognising that walking constitutes a key form of transportation (whatever the primary method of travel, walking is usually the first and last action employed and provides a critical link between land use and motorised travel)
- Creating a multi-modal network that is easy to use, suitable for, and accessible by those that need (and want) to use it, for example school children, commuters and the elderly

### Fact box:

*Current length of riverbank walkways:* 7,830m

*Length of cycle lanes:* 11,475m (existing); 40,630m (proposed under WDC Cycling Strategy)

*Length of cycle paths:* 4,030m (existing); 7,062m (proposed under WDC Cycling Strategy)

*Main shared pathways:* Riverfront boardwalk and walkways

*Recent investments:* Somme Parade shared pathway (2008 -2010)

*Average maintenance spend:* The Somme Parade shared pathway is constructed from concrete and is expected to last 50 years – there is no annual maintenance cost

*Current spend on new shared pathways:* There is limited funding available for shared pathways but funding opportunities are pursued as appropriate. Pathways can also be constructed from the safety improvement budget where real safety benefits can be demonstrated.

- Responding to our district's socio-economic needs – we are a relatively poor community with a need for cheap or free leisure activities
- Connecting to the work of other providers – for example the Green Bikes initiative
- Providing economic benefit through tie-ins to the national cycleway and the encouragement of pedestrian havens and greater foot-traffic in the CBD
- Pursuing local and national funding opportunities – particularly in light of the removal of NZTA funding subsidies
- Responding to political interest in pathway initiatives
- Prioritising development and allocation of funds
- Realising the benefit, and capitalising on the minimal (or non-existent) upkeep costs associated with low maintenance shared pathways
- Harnessing the potential of pathways to act as an expressive form, for example through art, way-finding, history, culture and lighting

"The New Zealand travel survey (2000) showed that of the estimated 6,000 million plus trips made by New Zealand households annually, nearly one in five (18.7 percent) was made by walking." (NZTA Pedestrian Planning & Design Guide: 2009)

## Benefits of walking and cycling

### Health and wellbeing

Undertaking regular physical activity is critical for maintaining personal health and wellbeing and walking and cycling are two simple, fun and cost effective means of achieving this. Aside from the social benefits that can be realised when partnering up to do this with family or friends, regular moderate exercise also promotes weight control, contributes to healthy bones and joints and reduces the risk of illness and disease including depression, some cancers, strokes, type-2 diabetes and high blood pressure. With so many affirming qualities and so few barriers to undertaking this activity, it is our aim to ensure that the shared pathways network is as user-friendly and attractive as possible.

A community that has a walk and cycle friendly culture at its core will also be a place where everyone (but especially young people) will have independent access to the places they need and want to be and where people are connected both physically and socially to their surroundings. It will be a vibrant and liveable place where people feel good about themselves and about the spaces they inhabit.

### Tourism and economic benefit

Shared pathways that are well maintained, multi-purpose, accessible, connected, safe, welcoming and attractive serve a dual role. They are convenient for residents while also engaging visitors in exploratory 'hands-on' and 'feet-on' experiences. In essence, they showcase and encircle the best that our district has to offer.

This approach complements the goals of the district's Visitor Strategy in that shared pathways provide the infrastructure for a 'Positive Wanganui' – a community that is ultimately a better place to live and visit; they provide opportunity for 'Selling Wanganui' by championing our key features; and they provide the interactive means to 'Discover Wanganui'. This is of particular relevance to the riverfront and coast, with research revealing that Wanganui's visitor value lies in its natural attractions and primary association with the river. This strategy recognises that connectivity that makes best use of these elements – while radiating out from a

### Snapshot – Community Views Survey results (2010):

- 75% had used or visited a Premier Park
- 74% had used or visited a neighbourhood park
- 74% had used the riverbank walkway
- 62% had used or visited a sports ground
- 60% had used other walkways around the city
- 25% had used a cycleway or cyclelane

centralised visitor hub – has the most potential for success. Links with the national cycleway provide even greater opportunity to generate tourism and economic benefit.

Placing people in direct contact with their community can also have a flow-on economic impact. People who walk and cycle are more likely to 'shop local'<sup>3</sup> and a pleasant environment in which to engage on foot or by cycle will attract more customers who can't help but also engage actively with storefronts. The Walk21 programme also suggests that the slower we travel, the more we spend – making a good walking environment a good economic environment.

### Transport benefit

The functional benefit of walking and cycling is critical to this strategy. This means that walking and cycling need to be positioned as realistic alternatives to private motor vehicle use and integral components of the land transport network.

- Walk-and-cycle friendly environments must be provided – with routes that are attractive, well-connected and convenient
- A sense of safety must be furnished – both in terms of user responsibility and personal security
- Walking in particular must be recognised as an 'everyday activity'
- Urban design must seek the development of communities where walking and cycling can truly act as primary modes of transportation
- All forms of walking and cycling must be catered for – both walk or cycle-only journeys as well as those that link to and integrate with other means of transport
- Width, surface and entry /exit points must be fit for purpose
- Planning must make provision for necessary end-point facilities, e.g. bike racks

"Walking remains the cheapest form of transport for all people, and the construction of a walkable community provides the most affordable transportation system any community can plan, design, construct and maintain. Walkable communities...lead to more social interaction, physical fitness and diminished crime and other social problems. Walkable communities are more liveable communities and lead to whole, happy, healthy lives for the people who live in them." (Walkable Communities Inc.)

Urban accessibility for all is also enhanced when people have direct access from neighbourhood hubs without reliance on motorised transport. Cycling in particular is championed for its ability to extend the geographical range of trips usually made on foot and for providing a low cost transport alternative for shorter trips made by car. Urban accessibility is a realistic goal for Wanganui with our relatively small urban area, limited growth, restricted public transport routes and 'work, play and live' alignment – meaning that people tend to live quite close to the main employment, education, service and amenity areas (e.g. see Appendix D).

### Recreational benefit

Wanganui is proud to be a family-friendly city and a great place to live and visit. This position is something that Council is committed to retaining and enhancing and part of this vision includes being a community with well developed amenities and recreational opportunities. Being a place with vitality will mean having plenty of access to things to do, see and be part of. Effective walking and cycling infrastructure not only connects people to these things, but also provides the means for a fun activity in itself. This type of thinking also recognises that in a relatively poor community like Wanganui cheap or free things to do (especially those that keep people active) will need to be a priority.

<sup>3</sup> NZTA. (2005). Getting there – on foot, by cycle. p.8.

As a result, recreation benefit will be derived from shared pathways that primarily encircle, lead to and radiate from the riverfront precinct – our tourism and entertainment hub. This contributes to our vision for the riverfront as a space that is reclaimed by the city and by people – a space that is clearly welcoming to walkers and cyclists – a space that is revitalized and vibrant, where people want to be and where markets and activities spill out to the street.

### Environmental benefit

Walking and cycling are clean, efficient and sustainable means of transport – furthermore, they are generally easily (as well as freely or cheaply) undertaken and so provide a realistic alternative to motor vehicle usage. They are among the most environmentally-friendly forms of transport as unlike cars, they are non-polluting and burn no fossil fuels. Encouraging people to walk and cycle also reduces demand on parking spaces and roading infrastructure and slows the need for further development – avoiding costs in both a monetary and a land use sense. Most of our trips by car are also over shorter distances and involve ‘cold starts’<sup>4</sup> – making them the least environmentally efficient of all trips. Where possible, emission-free transport such as walking and cycling should be substituted to stop ongoing damage and contribute to New Zealand’s efforts in meeting its Kyoto protocol commitments.

### Cultural benefit

Council’s Public Arts Strategy acknowledges that Wanganui’s public spaces provide a unique and dynamic realm for the expression of our creativity, culture, identity and history. The pathways network is an essential element of this cultural domain – a space to celebrate our art, tell our stories, remember our past, sell the beauty of the journey, promote the very best of Wanganui and light and show the way.

### Who are we catering to?

Council’s vision for a shared pathways network is just that – a pathways system that can be shared and used by multiple users for multiple uses. This may include:

- Cyclists – generally recreational and family cyclists requiring an experience that is interesting, cohesive, easily accessible and, above all, safe. Family groups with younger children are likely to prefer pathways with gentle grades, a high standard surface and good width and clearances
- Walkers – a preference for pathways that are well formed with an all-weather surface. Personal security issues are likely to be a priority and adherence to CPTED principles should be demonstrated.
- Joggers – require an even surface with sufficient friction and tend to favour interesting and engaging routes.
- Mobility scooters and the mobility impaired – require sufficient space, flat surfaces and easily accessible crossing points. Rest areas are also required for the mobility impaired.
- Wheelchairs – require even surfaces and extensive connectivity.
- Pushchairs – require even surfaces, space to move and linkages to community facilities.

#### Deterrents – Reasons given for why people don’t walk / cycle:

- Poor quality (cracked, uneven or slippery) walking surfaces
- Lack of rest areas and seating
- Lack of interesting features on the route
- Feeling unsafe
- Increased distances imposed by road layouts, barriers, footbridges etc.
- Confusion about which route to take and how long / far the journey is
- Lack of continuous signage to potential destinations
- Perception that only ‘fit people’ walk and cycle places
- It’s too hilly / rainy / hot / cold...  
(Getting there – on foot, by cycle: 2005)

<sup>4</sup> Catalytic converters do not work until engines warm up. Cold starts leave engines highly inefficient and energy intensive.

It is recognised that users of the shared pathways network will possess differing requirements for optimum maneuverability. For example, wheelchairs are becoming wider and mobility scooters (while the same width as a manual wheelchair) are generally longer. The trick will be to make one network as fit for purpose for as many users as possible (while taking regard of community demand and ability to pay). [See Austroads shared use path operation information – Appendix C]

“The vast majority of people walk at speeds between 0.8 metres per second (m/s) and 1.8 m/s (2.9 kilometres per hour (km/h) and 6.5 km/h).” (NZTA Pedestrian Planning & Design Guide: 2009)

## Things to consider

There are a host of things to consider when making provision for shared pathway use. These include, but are not limited to, the following:

- User characteristics, for example age, physical condition, complexity demands
- Trip characteristics, for example walking purpose, route familiarity, trip length, encumbrances (children, shopping bags etc.)
- Route characteristics, for example width, gradient, surfacing, shelter, attractiveness, pedestrian density, crossing delays

### Surfaces

Due to the complex nature of friction measurement and performance there is no uniform international standard for pedestrian surfaces. However, the New Zealand Building Code DS1 / AS1 requires a co-efficient of friction of 0.4 on level surfaces, increasing by 0.25 for every percent of gradient.<sup>5</sup> As different activities, for example running, require more friction than others, there is no single value of required friction promoted by NZS – instead it is generally advisable to aim to exceed NZS’s broad official guidelines, thereby responding to as many surface uses as possible. Shellrock and concrete deliver low-maintenance surface options.

### ‘Walk-and-cycle-friendly’

The national strategy for walking and cycling (‘Getting there’) suggests that people are more inclined to walk or cycle if they perceive the environment to be ‘walk-and-cycle-friendly’ – in essence a route that is convenient, safe, pleasant and direct (to minimise travel time).

Not surprisingly, walkability (and cyclability) is characterised by several factors and is most successfully attained when these factors are present all at once. A truly walk-and-cycle friendly community needs to take account of the following:

#### Shared pathways checklist

Characteristic	Definition	
Connected	Does the pathway network provide direct access to the places people want to reach?  Do pathways connect to public transport hubs and to surrounding networks (e.g. cycleways, trails)? Are they cohesive?	✓
Legible	Are pathways clearly signposted and are they advertised widely (e.g. tourist maps)?  Would visitors to the city be able to find their way to and around them?	

<sup>5</sup> <http://www.nzta.govt.nz/resources/pedestrian-planning-guide/docs/pedestrian-planning-guide.pdf> (Retrieved 16 December 2009).

	Is way-finding supported by signage (e.g. is signage and interpretation incorporated to orientate people and reveal aspects of our stories and landscape)?	
Comfortable	Are routes calm and pleasant (e.g. unpolluted by excessive noise and fumes)?  Are paths wide enough to accommodate diverse users and do they provide even surfaces and gentle gradients?  Is there shelter from the elements and well placed spots to rest?	
Convenient	Are routes continuous, efficient, unimpeded by obstacles and undelayed by other path users and road traffic?	
Pleasant	Are pathways engaging, interesting, quiet and clean with facilities that encourage people to linger and interact with others?	
Safe	Are crossing places safe from traffic danger?  Do surfaces provide adequate grip in all weather conditions and are they even and free from trip hazards?	
Secure	Does the network discourage anti-social and criminal behaviour by adhering to the principles of Crime Prevention through Environmental Design (CPTED)?	
Universal	Are facilities suitable for a diverse range of users – for example mobility and vision-impaired pedestrians, by furnishing gentle gradients, the right width, visual contrast and audible and tactile features?	
Accessible	Are popular locations within easy walking / cycling distance?	
Interesting	Do the routes engage? Are they about the journey?  Do they reflect our people, our features and our stories?	

Note: More information about potential development standards can be found in the companion document 'Whanganui River Pathways'. Excerpts from this plan are included as Appendix B.

"Walking is a form of transport, and in this respect is no different from the private car or public transport. For some groups, it is the primary means of moving around their community independently. The right to walk is a fundamental element in a considerable number of public policies. Although its contribution to transport objectives is often underestimated, its importance must not be ignored." (NZTA Pedestrian Planning & Design Guide: 2009)

## Vision and principles

Council's vision sees the river as the backbone from which our network will stem – safely feeding in and out to community facilities, schools, suburbs, beaches etc. This recognises that the river is the centre of our district (in both a physical and figurative sense) and, as such, provides a convenient linkage point. These linkages are a key component in an overall vision for the riverfront as a space that is reclaimed by the city and by people – a space for walkers and cyclists, a space that is revitalised and vibrant, where people want to be and where markets and activities spill out to the street.

Council also envisions that an enhanced shared pathways network will lead to a healthier population, a more liveable and connected community and a more affordable, integrated, safe, responsive and sustainable transport system. These are all markers of Council's 'family-friendly' vision and all outcomes the community has told us it wants.

These aims are also linked to a number of other projects or policies that the Council has either already committed to or is currently exploring. For example:

Relocation of the i-Site to the riverfront – creating a dedicated visitor hub from which exploration of the district's attractions radiates.

Cycling Strategy – identifies the many benefits of cycling and the community's demand for greater infrastructure. Routes around the city form a comprehensive and considered network.

The Urban Transportation Strategy's interest in the role of walking and cycling, its integration with other transportation modes and the remedying of any gaps or barriers to access – includes a focus on parking provision.

Visitor Strategy – relates to our vision for a vibrant walking / cycling future by confirming the centrality of the river to promotion and development of our district. Encourages active exploration.

The Parks and Open Spaces Strategy's commitment to the promotion of efforts that champion connectivity, quality and active use – for example, the linking of disparate areas, increasing the connectivity of parks to other landscape features, supporting active use for multiple users, developing pathway parks and establishing premier walkways (emulating the higher standards expected of a premier park).

Riverfront Development Plan – sets out to develop a riverfront that builds on existing assets and context; is accessible and links important destinations; is vibrant and prosperous; and is inclusive and distinctive.

Physical Activity Strategy – a multi-agency approach to enhance physical activity, health and wellbeing. Walking and cycling are key components of the strategy based on their popularity within our district.

District Plan review – sets out to shape a sustainable Wanganui by ensuring that development favours compact, interconnected spaces.

Safer Wanganui Plan – a truly collaborative and community-owned plan linked to Safer Community accreditation.

NZS4404 – a shift from engineering-based standards to those that focus on designing 'liveable places'.

Crime Prevention through Environmental Design (CPTED) principles – an approach to deterring criminal behaviour in the built area through urban design, for example by developing environments with natural surveillance and access control.

Whanganui River Pathways Investigation – a plan to establish an 8km continuous off-road shared pathway along SH4 from Kowhai Park to Upokongaro, linking up to the Upokongaro jetty area and strongly aligning with the 'Mountains to the Sea' national cycleway.

Draft Growth Strategy – a strategic approach to guiding future residential and industrial growth in Wanganui to enable efficient and effective asset management.

Draft Lighting Strategy – a plan to illuminate and showcase our district's best through aesthetic lighting based on themes of culture and heritage.

Whanganui River Pathways – a plan developed by Horizons Regional Council to create a pathways network extending from the coast / industrial area through the urban area and out into the rural landscape.

## Vision for the strategy

A family-friendly district with pathways that are safe, convenient, interconnected, accessible, attractive and expressive to encourage multiple uses by multiple users – a district with active pathways for active people.

## Key goals

1. To improve and increase the range of opportunities for shared pathway use in the district
2. To provide a shared pathways network that people want to use, that is functional and that takes people on a journey
3. To strive for a safe shared pathways network

4. To promote and develop attractive pathways that take account of user needs, position Wanganui as a great place to live and visit and express who we are
5. To encourage the incorporation of shared pathways into future development proposals
6. To develop an active pathways network that supports an active and healthy community

## Goals and strategies

### Key Goal 1: To improve and increase the range of opportunities for shared pathway use in the district

#### Background and rationale:

Walking and cycling are clean, cheap, healthy and efficient forms of active transport that contribute to the overall vibrancy of a city. Improving and increasing the range of opportunities for shared pathway use in the district recognises this and responds to our community's need for realistic alternatives to motorised transport that meet all of these criteria (being a place that is relatively compact, more inactive than we should be and home to a diverse spread of young people, older people and pockets of social deprivation).

People who walk and cycle are also more likely to shop locally so developing a human-scale community where streets are alive with people presents economic benefit too: "...pleasant walking environments can attract customers, helping provide the 'foot traffic' that is the life blood of many small businesses. Tourism can also benefit from walking and cycling. Pleasant walking environments encourage tourists to stay longer and spend more. Cycle tourists tend to stay longer than those using other modes of transport, thus supporting regional economies."<sup>6</sup>

However, in order for shared pathways to become the hub of walking and cycling activity that we envision for our district there are a number of things that have to be satisfied first.

Routes need to be safe, direct and pleasant and planning must focus on the needs of the user. This means acknowledging linkages between key origins and destinations, identifying possible complementarity with other walking and cycling opportunities and also connecting to other transport modes in a strategic and integrated way. In essence, our shared pathways must be convenient and accessible. The more destinations within easy walking and cycling distance – the more people we will have using this network.

We also need to change perceptions of walking and cycling – shifting from a view that walking and cycling are just leisure activities or the domain of outdoor enthusiasts, children or the socially disadvantaged to one which accepts walking and cycling as mainstream and everyday pursuits. Walking and cycling can no longer be seen as a kind of 'non-option' for people with limited transport choices – walking and cycling are increasingly critical to an active population, a vibrant and connected community and a sustainable environment. A shared pathways network that caters for multiple uses by multiple users will need to be our response to this and it won't be achieved in isolation. Collaboration with other parties (for example Horizons Regional Council) will be necessary to really improve and increase the range of opportunities for shared pathway use in the district.

Objective 1: A shared pathways network that is user-friendly		
Strategies	Actions	Indicators of success
Strategy 1: Integration of the shared pathways network with other active transport infrastructure (e.g. on-road cycle ways, footpaths, park pathways)	Use of the river as a hub from which shared pathways radiate	Enhanced accessibility to the Westmere walkway
	Alignment of shared pathways with other transport infrastructure	Completion of the riverfront shared pathway to connect existing infrastructure
	Use of the shared pathways checklist (pg 16 of this strategy)	Consideration given to widening Aramoho Railway Bridge to enhance shared access, deliver

<sup>6</sup> NZTA. (2005). Getting there – on foot, by cycle. p.8.

	<p>Completion of the Cycling Strategy's implementation programme</p> <p>Delivery of widening efforts to enhance existing infrastructure</p>	<p>safety improvements and provide connectivity to existing infrastructure (e.g. the riverfront walkways)</p> <p>-----</p> <p>Increasing use of the riverbank walkways <a href="#">(EN-5B)</a> (Source: Community Views Survey)</p> <p>Increasing use of other walkways around the city <a href="#">(C&amp;R-1E)</a> (Source: Community Views Survey)</p> <p>Increasing use of cycle ways / cycle lanes <a href="#">(C&amp;R-1H)</a> (Source: Community Views Survey)</p>
<p>Strategy 2: Provision for walking and cycling infrastructure to be considered as part of future development plans</p>	<p>Incorporation of NZS4404 principles during the District Plan review</p> <p>Communication between infrastructure, planning, property and parks in the development of new amenities</p> <p>Land use planning to increase the priority of walking and cycling in our community</p>	<p>Delivery of key NZS4404 principles</p> <p>Investigation of 'Home Zone' principles with shared surfaces for pedestrians, cyclists and cars</p> <p>-----</p> <p>Implementation of the Urban Transportation Strategy's recommendations (Source: Interplan)</p>

"A comprehensive approach that works to maximise the range of destinations within walking or cycling distance, to improve the environment for walking and cycling, and to show individuals how these modes can effectively meet their personal needs will have the best chance of success." (Getting there – on foot, by cycle: 2005)

Objective 2: A community that is well informed about active transport opportunities		
Strategies	Actions	Indicators of success
<p>Strategy 1: Participation in promotional activities for walking and cycling that enhance our community as 'walk and cycle' friendly</p>	<p>Participation in Bike Wise Month initiatives</p> <p>Participation in the Mayoral Challenge event</p> <p>Pursuit of Ciclovia Recreativa principles as a way of encouraging more people to get 'out and about'</p> <p>Use of creative bike park solutions to enhance the visibility of cycling in our community</p>	<p>Support for staging of 'car-less days' for street markets etc.</p> <p>Provision of bike parks that are attractive, well positioned, fit for purpose and engaging to our community</p> <p>-----</p> <p>Participation records for walk and cycle friendly events (Source: Interplan)</p>
<p>Strategy 2: Promotion of available routes and amenities</p>	<p>Provision of route markers and sign-posted information</p> <p>Clear identification of shared pathways along the riverfront</p> <p>Development of a 'Walk and Cycle Wanganui' booklet</p> <p>Use of Wanganui.com and the Council's website to promote</p>	<p>Erection of way-finding signage</p> <p>Erection of a gateway marker to direct foot and cycle traffic to the riverfront precinct</p> <p>Erection of vertical sculptures to visually connect significant sites between the Whanganui River and Queens Park / Pukenua</p>

	<p>walk and cycle opportunities</p> <p>Capitalisation on visual links as symbolic connectors and to encourage mobility between Moutoa Gardens / Pakaitore and Queens Park / Pukenuamu</p> <p>Use of travel plans to promote cycling at workplaces</p> <p>Inclusion of walk and cycle route information at bus stops</p> <p>Development of a Lighting Strategy</p>	<p>Illumination of key sites</p> <hr/> <p>Increasing use of the riverbank walkways <a href="#">(EN-5B)</a> (Source: Community Views Survey)</p> <p>Increasing use of other walkways around the city <a href="#">(C&amp;R-1E)</a> (Source: Community Views Survey)</p> <p>Increasing use of cycle ways / cycle lanes <a href="#">(C&amp;R-1H)</a> (Source: Community Views Survey)</p> <p>Increasing trend in people walking and cycling to work (Source: Census NZ)</p>
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<b>Objective 3: A living shared pathways network</b>		
<b>Strategies</b>	<b>Actions</b>	<b>Indicators of success</b>
Strategy 1: Collaboration with external parties	<p>Consultation with Horizons Regional Council to ensure that public transport services best meet the needs of our community and that these efforts link with walk and cycle infrastructure</p> <p>Alignment with, and support for, the planned development work of Horizons Regional Council</p> <p>Pursuit of appropriate integration with the National Cycleway</p> <p>Coordination and collaboration with NZTA</p> <p>Support for the walk-and-cycle-friendly efforts of others</p>	<p>Reconfiguration of bus routes in line with the recommendations of the Urban Transportation Strategy</p> <p>Development of the Upokongaro pathway</p> <hr/> <p>Links to the Ruapehu-Whanganui-Nga Ara Tuhono Trail</p> <p>Satisfaction with public transport services <a href="#">(I&amp;I-3B)</a> (Source: Horizons Regional Council)</p> <p>Increase in public transport user numbers <a href="#">(I&amp;I-13A)</a> (Source: Horizons Regional Council)</p>
Strategy 2: Pursuit of creative development proposals that make use of existing resources	<p>Development of linear parks to provide multifunctional green corridors and swale systems for stormwater / shared pathway access</p> <p>Investigation of shared pathway provision alongside existing rail corridors</p> <p>Development of relationships with central, regional and local government in an effort to better identify funding opportunities</p>	<p>Increase in shared pathway provision and swale systems</p> <p>The provision of green corridors through and around the city, for ecological benefit and connectivity (in line with the Parks and Open Spaces Strategy)</p> <p>Development of shared pathways alongside rail corridors as appropriate, e.g. at SH3 and Purnell Street (as a bypass of Victoria Avenue) and between Victoria Avenue and Guyton Street on the eastern side of the railway line (to benefit students attending Wanganui Intermediate School, to provide a safe bypass of</p>

		<p>Victoria Avenue and to connect the shared pathway route constructed on St Johns Hill)</p> <p>Establishment of processes to increase success rates for funding applications</p>
<p>Strategy 3: Being strategic about our urban transport needs in order to support the proliferation of walking and cycling</p>	<p>Development of an Urban Transportation Strategy</p> <p>Management of parking space provision to encourage active transport options (reduction of high levels of cheap or free parking)</p> <p>Emphasis accorded to the improvement of walking and cycling conditions in priority communities, such as those with large concentrations of young people, where the elderly reside (e.g. near rest homes) or in lower socioeconomic areas</p> <p>Promotion of the environmental benefit of walking and cycling</p> <p>Support for a transport hub / interchange that recognises the multimodal nature of journeys and integrates with active transport provisions</p>	<p>Revision of parking layout, location and cost to provide more room for walkers and cyclists and to discourage private car use</p> <p>Walking and cycling developments to be focused in areas such as Blueskin, Castlecliff, Wembley Park, Cooks Gardens, Gonville, Laird Park and Mosston</p> <p>Development of a transport hub / interchange alongside shared pathway infrastructure</p> <p>Provision of bike storage at transport hub / interchange</p> <p>Adoption of the NZ 'hierarchy of provision' for cyclists when providing or upgrading infrastructure</p> <p>-----</p> <p>Adoption of Urban Transportation Strategy and implementation of actions (Source: Interplan)</p>

"We need to ensure that our view of a street is more than just functional. Streets and public spaces should be beautiful, engaging and inspiring. Too often they are boring, repetitive and ugly. As a general principle, it is important to promote a quality public environment where impediments to walking are only implemented when they are absolutely essential." (NZTA Pedestrian Planning & Design Guide: 2009)

**Key Goal 2: To provide a shared pathways network that people want to use, that is functional and that takes people on a journey**

**Background and rationale:**

A shared pathways network will only be as good as its design allows – and a thriving shared pathways network will be one that is designed for functionality; with users in mind; and in synergy with its environment. This means that it will need to take people somewhere and be connected both to the places people want to be and the community or environment in which it sits. Success will likely hinge on the extent to which the network integrates with typical trip origins and end points – including public transport.

Enhancing the quality of our pathways and public spaces will promote community 'cycle-and-walkability' (the extent to which the built environment is walking and cycling friendly) and will generate a vibrancy as people are encouraged to get out and about and engage with their surroundings. However, to increase walking and cycling we must do more than just accommodate users – we must actually invite. This will mean paying attention to the quality of the street scene, providing both close and distant features of interest and landscaping and lighting for visual appeal as well as for personal security. A

well used shared pathways network will require more than just selling the benefits of walking and cycling. People will need to perceive that there are desirable locations within reasonable walking and cycling distance and that the benefits of choosing to walk or cycle outweigh those realised by other modes of transport. Making the system easy to use will be key to achieving this – something that has not always been eased by land use and development practices imposing circuitous routes and long distances between origin and destination points. While reliance on cars has been somewhat of a necessity, working towards Key Goal 2 will ideally see a shift to more active and sustainable modes of transport, while simultaneously improving community wellbeing and connectivity.

“Individuals are more likely to choose to walk or cycle if they see the environment as being walk-and-cycle friendly – that is, convenient, safe and pleasant, with direct routes that minimise travel time.” (Getting there – on foot, by cycle: 2005)

Objective 1: A shared pathways network that is functional and engaging		
Strategies	Actions	Indicators of success
Strategy 1: Surface quality is fit for purpose	<p>Surface quality adheres to relevant Standards as appropriate</p> <p>Surface quality is compatible with intended purpose as per the general pathways hierarchy</p> <p>Conversion of existing shellrock shared pathways (where appropriate) to encourage multiple uses by multiple users</p>	<p>Adherence to New Zealand and Austroads Standards</p> <p>Pathways that are fit for purpose as per the general pathways hierarchy</p> <p>Upgrade of existing shared pathways between the City Bridge and Cobham Bridge and between Cobham Bridge and Heads Road to low maintenance widened concrete paths as appropriate</p> <p>Four safety inspections per year of all walkways within the parks network (<a href="#">HS-13C</a>) (Source: Annual Report)</p> <p>Decreasing trend for reported injuries in relation to pavement and pedestrian crossings (<a href="#">HS-18B</a>) (Source: Community Outcomes Monitoring)</p> <p>Number of complaints about pavement and pedestrian crossing safety (<a href="#">HS-18E</a>) (Source: Community Outcomes Monitoring)</p>
Strategy 2: Planning provides for a range of services / destinations within walking and cycling distance	<p>Incorporation of NZS4404 principles during the District Plan review</p> <p>Communication between infrastructure, planning, property and parks in the development of new amenities</p> <p>Development of shared pathway linkages to residential streets, with these streets to be walk and cycle friendly</p> <p>Development of additional premier pathways as</p>	<p>Alignment of broader Council planning processes that impact on the community's cycle-and-walkability</p> <p>Promotion of walkable routes e.g. via the 'Walk and Cycle Wanganui' booklet, online and at bus stops</p> <p>Use of 'self enforcing road' principles</p> <p>Investigation of priority walks / premier pathways for each suburb</p>

	<p>appropriate</p> <p>Implementation of the Whanganui River Pathways Plan with establishment of a continuous and connected coastal / industrial, urban and rural network of pathways</p>	<p>A coastal / industrial network with clear connections to adjacent green spaces as well as to existing destinations and attractions along the river edge</p> <p>An urban network with a series of recreational loops – capitalising on existing destinations and attractions along the river edge and creating complementary public spaces</p> <p>A rural network that provides a legible connection to Gordon Park Scenic Reserve</p> <p>-----</p> <p>Length of pathways and footpaths <a href="#">(I&amp;I-12)</a> (Source: Community Outcomes monitoring)</p> <p>Increasing trends in walking and cycling (Source: SPARC survey)</p> <p>Increasing trend in people walking and cycling to work (Source: Census NZ)</p> <p>Implementation of the Urban Transportation Strategy's recommendations (Source: Interplan)</p>
<p>Strategy 3: Provision of safe, convenient and attractive routes based on identified desire lines</p>	<p>Use of the historic 'L reserve' greenbelt for connectivity and recreation purposes.</p> <p>Use of visual connections between key sites and pathways, for example highlighting views of Mount Ruapehu, the towers, Queens Park and Cooks Gardens</p> <p>Provision of adequate linkages between residential areas, schools and key work zones (e.g. central city and Castlecliff)</p> <p>Connection of the riverfront with Pakaitore / Moutoa Gardens through the provision of a crossing platform that caters for walkers and cyclists</p> <p>Positioning of shared pathways to make best use of iconic vistas</p>	<p>Linkage of Spriggens Park with the Racecourse, Carlton School, Wanganui High School, Collegiate School fields, Springvale Park, Victoria Park, Laird Park, Peat Park and Cullinane College</p> <p>Development of a pathway at Springvale Park</p> <p>Development of a shared use, off-road pathway across the Gonville Domain and around the golf course to provide a safe bypass of Totara Street</p> <p>Erection of vertical sculptures to visually connect significant sites between the Whanganui River and Queens Park / Pukenamau</p> <p>-----</p> <p>Number of cyclist casualties <a href="#">(HS-11B)</a> (Source: Database of Indicators)</p> <p>Number of pedestrian casualties <a href="#">(HS-12)</a> (Source: Database of Indicators)</p>

		Four safety inspections per year of all walkways within the parks network ( <a href="#">HS-13C</a> ) (Source: Annual Report)
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Objective 2: A shared pathways network that is well integrated		
Strategies	Actions	Indicators of success
Strategy 1: Planning for public transport to recognise the multi-modal nature of public transport journeys	<p>Lobbying of Horizons Regional Council for the provision of appropriate services and infrastructure</p> <p>Support for a transport hub / interchange that recognises the multimodal nature of journeys and integrates with active transport provision</p>	<p>Reconfiguration of bus routes in line with the recommendations of the Urban Transportation Strategy</p> <p>Development of a bus hub / interchange as per the Urban Transportation Strategy's recommendations</p> <p>-----</p> <p>Satisfaction with public transport services (<a href="#">I&amp;I-3B</a>) (Source: Horizons Regional Council)</p> <p>Increase in public transport user numbers (<a href="#">I&amp;I-13A</a>) (Source: Horizons Regional Council)</p>
Strategy 2: Provision of better connections within the region and to surrounding districts	<p>Direction of future development to prioritise areas with poor connectivity</p> <p>Support for Horizons Regional Council shared pathway developments</p> <p>Pursuit of appropriate integration with the National Cycleway</p>	<p>Connection of Tawhero golf course, Brooking Street and London Street</p> <p>Connection of Marybank with Wanganui city through the development of shared pathway infrastructure – further enhancing our entranceway</p> <p>Development of a pathway from the Alexander Redoubt to Kai Iwi beach – establishing not only a visitor link but also improving connectivity between the Peat Avenue and Kai Iwi beach communities</p> <p>Links to the Ruapehu-Whanganui-Nga Ara Tuhono Trail</p> <p>Development of the Upokongaro pathway</p>
Strategy 3: District Plan provisions and urban design actions to support a 'work-play-live' alignment	<p>Incorporation of NZS4404 principles during the District Plan review</p> <p>Emphasis to be directed towards primary 'work hubs'</p> <p>Land use planning to increase the priority of walking and cycling in our community</p>	<p>Investigation of 'Home Zone' principles with shared surfaces for pedestrians, cyclists and cars</p> <p>Commuter-friendly efforts to concentrate on routes to Castlecliff and the CBD</p> <p>-----</p> <p>Increasing use of riverbank walkways (<a href="#">EN-5B</a>) (Source: Community Views Survey)</p> <p>Increasing use of other</p>

		<p>walkways around the city <a href="#">(C&amp;R-1E)</a> (Source: Community Views Survey)</p> <p>Increasing use of cycle ways / cycle lanes <a href="#">(C&amp;R-1H)</a> (Source: Community Views Survey)</p> <p>Increasing trends in walking and cycling (Source: SPARC survey)</p> <p>Increasing trend in people walking and cycling to work (Source: Census NZ)</p> <p>Implementation of the Urban Transportation Strategy's recommendations (Source: Interplan)</p>
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### Key Goal 3: To strive for a safe shared pathways network

#### Background and rationale:

The perception of safety (or otherwise) is a major influence over people's transport choice. In the case of walking and cycling, if we want people to use our shared pathways network then we will need to ensure that safety is a demonstrable priority. This needs to be seen not only in practical ways such as by being a network with suitable surfaces and safe entry and exit points but also through adherence to CPTED principles. The role of CPTED is particularly important given that 'feeling unsafe' is an often cited deterrent to walking and cycling activity and a major barrier to becoming a community that encourages these practices. Parents can be nervous about letting their children walk or cycle for fear of 'stranger danger' and pedestrians (particularly those who may be more vulnerable to crime, e.g. women) are often on high alert at night and when in the inner city. However, it can become a bit of a 'personal-safety-cycle' as more people on the walking and cycling network will also increase the perception of community and personal safety and then lead to greater numbers of people out and about – the issue is to resolve perceived personal safety issues at the outset and to get those people on the network in the first place.

This can be achieved through relatively simple and common-sense practices, for example by providing natural surveillance, ensuring adequate lighting, maintaining shrubbery and avoiding entrapment points. Secure bike storage is also needed, as when people think their bikes are at risk they are less likely to use them. From a community safety perspective, streets *feel* and *are* safer with people on them. Finding ways to encourage people to walk and cycle will not only contribute to our community's health but will also make our streets less likely to become a target for crime. This aligns well with the Safer Wanganui Plan and our designation as an International Safe Community.

A safe shared pathways network will also need to be one where active transport can be undertaken comfortably. This means accommodating multiple users and recognising that cyclists, wheelchairs and mobility scooters will be sharing space with people on foot. Establishing expectations and personal responsibility will be critical to the success of this system. For example, cyclists will have an obligation to avoid pedestrians and should use their bell as a warning – especially when approaching from behind or around a blind corner. While much of this is common-sense, signage and information booklets should also spell this out. Recognising and addressing the variety of user need and demand will also be important, especially when most cyclists are school children in the 10-14 age range. The shared pathways network also serves a safety function in itself by providing an alternative to main road use and taking more vulnerable users out of the path of motor vehicles.

Objective 1: A shared pathways network that looks and feels safe		
Strategies	Actions	Indicators of success
Strategy 1: Employment of CPTED principles to create safer and more useable public spaces, streets and suburbs	Adherence to the Urban Design Protocol  Development of a Lighting	Provision of CPTED elements, e.g. natural surveillance and adequate lighting

	Strategy	<p>Illumination of key sites</p> <p>Feelings of safety in the CBD (<a href="#">HS-2A</a>) (Source: Community Views Survey)</p>
Strategy 2: Visual quality is preserved	<p>Removal of graffiti as per contract targets</p> <p>Inspections undertaken as per contract targets</p> <p>Tree trimming undertaken as per contract targets</p>	<p>Attainment of contract targets (Source: Interplan)</p> <p>90% of street tree trimming requests responded to within five working days (<a href="#">HS-18C</a>) (Source: Annual Report)</p> <p>Increasing trend in residents believing the problem of unwanted graffiti and tagging is better or much better than the year before (<a href="#">I&amp;I-3C</a>) (Source: Annual Community Views Survey)</p>
Strategy 3: Provision of secure bike parking, where appropriate, as part of efforts to create a cycle-friendly community	<p>Provision of bike racks at key locations, e.g. in the CBD, at the riverfront, at a transport interchange and at parks</p> <p>Provision of bike parks that are attractive, well positioned, fit for purpose and engaging to our community</p>	<p>At least one set of bike stands on every block of Victoria Avenue</p> <p>Provision that meets the needs of the Visitor Information Centre</p> <p>Installation of attractive and covered bike parks in positions that furnish natural passive surveillance</p>
Strategy 4: Consideration of personal security issues for pedestrians and cyclists as part of broader safety initiatives, for example the Safer Wanganui Plan	<p>Adherence to CPTED principles</p> <p>Alignment with the Safer Wanganui Plan</p> <p>Pursuit of creative safety enhancements that marry improvement initiatives with the promotion of walking and cycling as viable transport options</p>	<p>Conversion of footpaths to shared use corridors for pedestrians and cyclists in key areas (as appropriate)</p> <p>Number of cyclist casualties (<a href="#">HS-11B</a>) (Source: Database of Indicators)</p> <p>Number of pedestrian casualties (<a href="#">HS-12</a>) (Source: Database of Indicators)</p> <p>Feelings of safety in the CBD (<a href="#">HS-2A</a>) (Source: Community Views Survey)</p> <p>Safer Wanganui Plan monitoring (Source: Interplan)</p>

Objective 2: A safe network that is easy to travel around		
Strategies	Actions	Indicators of success
Strategy 1: Use of best practice technical standards to guide the planning, design and development of walking and cycling networks	<p>Provision of routes that are legible and safely connected – for example, when crossing heavily trafficked areas</p> <p>Ensuring new and existing shared pathways meet the recommended minimum width for optimum use</p>	<p>Adherence to appropriate standards e.g. AustRoads shared use path operation</p> <p>Widening of the existing shared cycle route between Aramoho Railway Bridge and Dublin Street Bridge</p>
Strategy 2: Safety efforts are responsive to the most vulnerable of users	Targeting of high priority areas for the benefit of vulnerable users e.g. young people and the	Pathway, cycleway, footpath and cyclelane planning to prioritise improvements and

	elderly  Alignment with the Disability Strategy	developments according to use and usage type  Conditions respond to multiple users
Strategy 3: Road safety programmes and strategies effectively address pedestrian and cycle safety issues	Development of a 'Walk and Cycle Wanganui' booklet containing pedestrian and cycle safety information, practical advice, instruction and encouragement on how to safely share the network with other users  Completion of the Cycling Strategy implementation plan  Pursuit of ongoing infrastructure safety programmes and improvements	Production and promotion of 'Walk and Cycle Wanganui' information ----- Number of cyclist casualties ( <a href="#">HS-11B</a> ) (Source: Database of Indicators)  Number of pedestrian casualties ( <a href="#">HS-12</a> ) (Source: Database of Indicators)
Strategy 4: Maintenance of shared pathways is undertaken to a standard that enables safe and easy access	Maintenance standards that cater for multiple use by multiple users, e.g. in terms of width and clearance distances	Four safety inspections per year of all walkways within the parks network ( <a href="#">HS-13C</a> ) (Source: Annual Report)  Decreasing trend for reported injuries in relation to pavement and pedestrian crossings ( <a href="#">HS-18B</a> ) (Source: Community Outcomes Monitoring)  90% of street tree trimming requests responded to within five working days ( <a href="#">HS-18C</a> ) (Source: Annual Report)  Number of complaints about pavement and pedestrian crossing safety ( <a href="#">HS-18E</a> ) (Source: Community Outcomes Monitoring)

**Key Goal 4:** To promote and develop attractive pathways that take account of user needs, position Wanganui as a great place to live and visit and express who we are

**Background and rationale:**  
Wanganui is a great place to live and visit and our shared pathways network should not only showcase the best that Wanganui has to offer but it should also be a functional and useful system. At its core, this means that our shared pathways will need to be well integrated, well designed and well maintained. This development is important for a number of reasons – one being that people engage on a more personal level with their community when they are travelling on foot or by cycle than they do when travelling in a car. As a result, 'cycle-and-walkability' plays a key role in the establishment of a lively, well connected and family-friendly community. Streets and spaces designed for people (and not just cars) are considered a significant indicator of a community's 'liveability' and should form part of Wanganui's approach to ongoing development and promotion.

Taking account of user needs will also mean designing pathways for pedestrians with the lowest level of ability, thereby removing barriers to access and ensuring serviceable and convenient routes that are safe for a diverse range of users. Strategic integration will be key – recognising what people want to be connected to and making best use of Wanganui's links both internally and externally, for example by leveraging off the national cycleway and the riverfront precinct. Promotion will relate to the Visitor Strategy and its associated plans and will include production of a shared pathways booklet.

It needs to be acknowledged though that for pedestrians and cyclists travel is not always about getting

from start point to end point: "it is about experiencing life along the way – *being in* rather than just *passing through* communities."<sup>7</sup> As a result, we need to be cognisant of the need for an active street life, provision of interesting design on a human scale, access to amenities such as shade trees and rest benches and the telling of our stories through art, lighting and markers – all of which will encourage walking and cycling and make Wanganui a highly attractive and liveable city.

**Objective 1: A shared pathways network that contributes to Wanganui’s liveability**

Strategies	Actions	Indicators of success
<p>Strategy 1: Sympathetic urban design practices create engaging environments for people to explore on foot or by cycle</p>	<p>Pleasant and interesting environments designed on a human scale</p> <p>Encouragement of an enhanced coastal focus</p> <p>Development of a Lighting Strategy</p> <p>Alignment with the Public Art Strategy</p> <p>Implementation of the Whanganui River Pathways Plan with establishment of a continuous and connected coastal / industrial, urban and rural network of pathways</p>	<p>Adherence to the Urban Design Protocol</p> <p>Use of the ‘Shared pathways checklist’ (pg 16 of this strategy)</p> <p>Development of a shared pathway from the North Mole to the Castlecliff Beach surf lifesaving sheds</p> <p>Illumination of key sites</p> <p>Provision of public art</p> <p>A coastal / industrial network that reveals aspects of the landscape through interpretation and signage, preserves remnants of the area’s working history, celebrates the raw nature of the beach environment and enhances ecological value and biodiversity through site specific native planting</p> <p>An urban network that provides clear links back to the city and its greenspaces, reveals aspects of the environment through interpretation and signage, provides a variety of experiences through paths at varying distances and elevation from the river edge and creates green gateways (bridges) into the city through site specific revegetation and native planting</p> <p>A rural network that reveals aspects of the rural environment through interpretation and signage, provides site specific native planting and offers a continuous river pathway connection between the sea and Upokongaro</p>
<p>Strategy 2: The potential of the shared pathways network to contribute to the image and visitor appeal of Wanganui is acknowledged</p>	<p>Further development of the riverfront as a visitor hub with a mix of pedestrian, cycle, vehicle and tram traffic</p> <p>Investigation of alternative</p>	<p>Implementation of the riverfront development plan</p> <p>Pursuit of Ciclovía Recreativa principles i.e. ‘car-less days’ for street markets etc.</p>

<sup>7</sup> NZTA. (2005). Getting there – on foot, by cycle. p.27.

	<p>traffic routes and 'self-enforcing roads' as part of the Urban Transportation Strategy</p> <p>Provision of additional connections between Moutoa-Whanganui River / Moutoa-Queens Park / CBD-Riverfront</p> <p>Pursuit of appropriate integration with the National Cycleway</p> <p>Provision of clear "way finding" infrastructure to the Visitor Information Centre, market and riverfront shared pathway</p> <p>Incorporation of culture, art, aesthetic lighting, sculpture and local history into the shared pathways network to provide interesting, informative and locally flavoured outdoor experiences</p> <p>Positioning of shared pathways to make best use of iconic vistas</p>	<p>Installation of public art alongside the riverbank walkway</p> <p>Visual representation of Wanganui's cultural heritage alongside premier pathways and at key sites</p> <p>Erection of markers along the riverfront</p> <p>Implementation of the Urban Transportation Strategy</p> <p>Development of the Upokongaro pathway</p> <p>Links to the Ruapehu-Whanganui-Nga Ara Tuhono Trail</p> <p>-----</p> <p>85% of residents are fairly or very satisfied with the contribution the CBD makes to their lifestyle and the image of Wanganui <a href="#">(I&amp;I-1D)</a> (Source: Community Views Survey)</p>
<p>Strategy 3: Shared pathways are equipped with adequate amenities and maintained according to their position within the pathways hierarchy</p>	<p>Provision of amenities e.g. shade trees, lighting and complementary end-use or mid-point facilities (secure bike parking, rest benches etc.)</p> <p>Decisions about surfacing standards made in accordance with the route's primary purpose and the pathways hierarchy (e.g. premier, connector, activity)</p> <p>Implementation of the Whanganui River Pathways Plan with establishment of a continuous and connected coastal / industrial, urban and rural network of pathways</p>	<p>Use of the 'Shared pathways checklist' (pg 16 of this strategy)</p> <p>Pathways are fit for purpose as per the general pathways hierarchy</p> <p>A coastal / industrial, urban and rural network with resting spaces at strategic viewpoints</p>

<b>Objective 2: A shared pathways network that encourages multiple uses by multiple users</b>		
<b>Strategies</b>	<b>Actions</b>	<b>Indicators of success</b>
<p>Strategy 1: Provision is made for diversity of use and the mobility impaired</p>	<p>Adherence to appropriate standards e.g. AustRoads shared use path operation</p> <p>Alignment with the Disability Strategy</p>	<p>Use of the 'Shared pathways checklist' (pg 16 of this strategy)</p>
<p>Strategy 2: Information about destinations within easy walk</p>	<p>Key destinations within easy walk and cycle distance and</p>	<p>Promotion of walkable routes e.g. via the 'Walk and Cycle</p>

and cycle distance is made readily available	approximate travel times publicised	Wanganui' booklet, online and at bus stops
	Facilities mapped and clearly sign posted	Erection of route markers publicising approximate travel times and distances ----- Increasing use of riverbank walkways <a href="#">(EN-5A)</a> (Source: Community Views Survey)  Increasing use of other walkways around the city <a href="#">(C&amp;R-1E)</a> (Source: Community Views Survey)  Increasing use of cycle ways / cycle lanes <a href="#">(C&amp;R-1H)</a> (Source: Community Views Survey)  Increasing trend in people walking and cycling to work (Source: Census NZ)

**Key Goal 5:** To encourage the incorporation of shared pathways into future development proposals

**Background and rationale:**

We need to be clever about future development. Growth Strategy and District Plan intentions have this in-hand, recognising that maintaining our compactness will be critical in responding to our changing demography as well as to environmental pressures. Historical land use and development practices have resulted in quite a different outcome – meaning that origin and destination points are often separated by large distances and that cars have become a necessity for most. Council intends to rethink this pattern. This will happen via a number of methods (for example through NZS4404) and will ideally lead to development that emphasises connectivity and integration. The placement of new subdivisions and housing can either contribute to or reduce people's ability to walk and cycle and this strategy will be part of a suite of measures to ensure that 'cycle-and-walkability' is in fact enhanced. Striving for this at the outset avoids the after-thought of a disconnected transport system and means that it becomes safer and easier for people to walk to work, to shops or to school – especially if planning also makes allowances for public transport stops. This type of thinking reflects a deliberate effort to afford pedestrians high priority within urban design and residential development. As a result, when designing urban form it will be important that layout, distance and commuter journey time is all taken into consideration.

<b>Objective 1: A shared pathways network that is informed by current and future need</b>		
<b>Strategies</b>	<b>Actions</b>	<b>Indicators of success</b>
Strategy 1: Active transport needs are considered at an early stage in planning for transport and community infrastructure	Consultation and collaboration between relevant Council activity areas in the early stages of planning for development  Lobbying of Horizons Regional Council for provision of appropriate services and infrastructure	Use of the 'Shared pathways checklist' (pg 16 of this strategy)  Implementation of the Urban Transportation Strategy's recommendations (Source: Interplan)
Strategy 2: Adherence to new subdivision standards and codes that support walking and cycling through appropriate street design	Incorporation of NZS4404 principles during District Plan review  Adherence to the Urban Design Protocol	The District Plan safeguards and encourages active transport opportunities  Investigation of 'Home Zone' principles with shared surfaces for pedestrians, cyclists and cars

	Investigation of shared space roading layouts to cater for cyclists, pedestrians and drivers (with pedestrians having legal right of way)	
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**Key Goal 6:** To develop an active pathways network for an active and healthy community

**Background and rationale:**

It is no secret that we are becoming less physically active. In fact, according to the latest SPARC Active NZ survey, Wanganui is the second most inactive region behind Gisborne – with 16.8% of adults achieving less than 30 minutes total of moderate intensity physical activity over one week.<sup>8</sup> While walking and cycling are still popular leisure time activities – our greater reliance on cars for shorter ‘around town’ trips that could realistically be made on foot is damaging our health<sup>9</sup>. Regular physical activity is an excellent means of reducing the risk of heart disease, strokes, type-2 diabetes, obesity, some cancers, depression and osteoporosis and walking and cycling are easy, fun, cheap and low-impact measures to achieve this (and to meet SPARC’s recommended 30 minutes of movement per day). The relative ease of these options is made even more appealing when it is considered that physical inactivity is estimated to contribute to the deaths of 2,600 New Zealanders each year. Tobias & Roberts (2001) propose that only a 10% increase in the number of adults who undertake some form of regular physical activity would translate to a reduction of approximately 600 premature deaths per year. Increased fitness doesn’t only lead to a longer life, it also provides increased quality of life (feeling stronger, suffering fewer aches and pains, enjoying better posture and experiencing fewer falls) and contributes to general wellbeing: “Walking and riding a bicycle is good for your body and your mind...People who regularly cycle or walk report that they have an increased sense of vitality, feel more positive and enjoy life more.”<sup>10</sup> Hitting the pavement is also a great way to meet people (people are surprisingly friendly to each other when not encased in a car) and communities that are walk and cycle friendly are also places where people are more likely to know and look out for each other.

<b>Objective 1: An actively used shared pathways network</b>		
<b>Strategies</b>	<b>Actions</b>	<b>Indicators of success</b>
Strategy 1: Walking and cycling are actively promoted as valued, beneficial and mainstream modes of transport	Support for the aims of ‘walk and cycle friendly’ efforts	Participation in Bike Wise Month initiatives
	Support for the aims of the Physical Activity Strategy	Participation in Mayoral Challenge event  Investigation of walk and cycle programmes (like ‘City on its Feet’)
		----- Participation records for walk and cycle friendly events (Source: Interplan)  Increasing use of riverbank walkways <a href="#">(EN-5A)</a> (Source: Community Views Survey)  Increasing use of other walkways around the city <a href="#">(C&amp;R-1E)</a> (Source: Community Views Survey)

<sup>8</sup> <http://www.activenzsurvey.org.nz/Documents/rst-profiles/rst-profile-wanganui.pdf> Retrieved 9 September 2009.

<sup>9</sup> NZTA. (2005). Getting there – on foot, by cycle. p.8.

<sup>10</sup> [http://www.wyong.nsw.gov.au/wyongshire/Walk\\_and\\_Ride\\_newsletter\\_030609.pdf](http://www.wyong.nsw.gov.au/wyongshire/Walk_and_Ride_newsletter_030609.pdf) Retrieved 9 September 2009.

		<p>Increasing use of cycle ways / cycle lanes <a href="#">(C&amp;R-1H)</a> (Source: Community Views Survey)</p> <p>Increasing trends in walking and cycling (Source: SPARC survey)</p> <p>Increasing trend in people walking and cycling to work (Source: Census NZ)</p>
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## APPENDIX A - Actions and staging

Goal / Objective / Strategy	Actions	Action indicators	Importance Priority High priority Very high priority	Timeframe Short (1-2 years) Medium (2-5 years) Long (>5 years)	Cost Low Medium High
1/1/1	Use of the river as a hub from which shared pathways radiate	<ul style="list-style-type: none"> <li>Enhanced accessibility to the Westmere walkway</li> <li>Completion of the riverfront shared pathway to connect existing infrastructure</li> <li>Consideration given to widening Aramoho railway bridge to enhance shared access, deliver safety improvements and provide connectivity to existing infrastructure (e.g. the riverfront walkways)</li> </ul>	Very high priority	Ongoing	Medium
	Alignment of shared pathways with other transport infrastructure		Very high priority	Short	Medium
	Use of the shared pathways checklist		Very high priority	Ongoing	N/A
	Completion of the Cycling Strategy's implementation programme		High priority	Short	High
	Delivery of widening efforts to enhance existing infrastructure		High priority	Long	High
1/1/2	Incorporation of NZS4404 principles during the District Plan review	<ul style="list-style-type: none"> <li>Delivery of key NZS4404 principles</li> <li>Implementation of 'Home Zone' principles with shared surfaces for pedestrians cyclists and cars</li> </ul>	Very high priority	Short	N/A
	Communication between infrastructure, planning, property and parks in the development of new amenities		Very high priority	Ongoing	N/A
	Land use planning to increase the priority of walking and cycling in our community		Priority	Ongoing	N/A
1/2/1	Participation in Bike Wise month initiatives	<ul style="list-style-type: none"> <li>Implementation of the Urban Transportation Strategy</li> <li>Support for staging of 'car-less' days for street markets etc.</li> </ul>	Priority	Ongoing	Low
	Participation in the Mayoral Challenge event		Priority	Ongoing	Low
	Pursuit of Ciclovía Recreativa principles as a way of encouraging more people to get 'out and about'		Priority	Medium	Low
	Use of creative bike park solutions to enhance the visibility of cycling in our community		High priority	Short	Low

1/2/2	Provision of route markers and sign-posted information	<ul style="list-style-type: none"> <li>Erection of way-finding signage</li> <li>Erection of a gateway market to direct foot and cycle traffic to the riverfront precinct</li> <li>Erection of vertical sculptures to visually connect significant sites between the Whanganui River and Queens Park / Pukenamu</li> <li>Illumination of key sites</li> </ul>	High priority	Short	Low
	Clear identification of shared pathways along the riverfront		High priority	Short	Low
	Development of a 'Walk and Cycle Wanganui' booklet		Priority	Short	Low
	Use of Wanganui.com and the Council's website to promote walk and cycle opportunities		Priority	Short	Low
	Capitalisation on visual links as symbolic connectors and to encourage mobility between Moutoa Gardens / Pakaitore and Queens Park / Pukenamu		High priority	Medium	Medium
	Use of travel plans to promote cycling at workplaces		Priority	Medium	Low
	Inclusion of walk and cycle route information at bus stops		Priority	Medium	Low
	Development of a Lighting Strategy		High priority	Short	Medium
1/3/1	Consultation with Horizons Regional Council to ensure that public transport services best meet the needs of our community and that these efforts link with walk and cycle infrastructure	<ul style="list-style-type: none"> <li>Reconfiguration of bus routes in line with the recommendations of the Urban Transportation Strategy</li> <li>Development of the Upokongaro pathway</li> </ul>	Very high priority	Ongoing	N/A
	Alignment with, and support for, the planned development work of Horizons Regional Council		Very high priority	Short	Low
	Pursuit of appropriate integration with the National Cycleway		Very high priority	Short	Medium
	Coordination and collaboration with NZTA		Very high priority	Ongoing	N/A
	Support for the walk-and-cycle-friendly efforts of others		High priority	Ongoing	Low
1/3/2	Development of linear parks to provide multifunctional green corridors and swale systems for stormwater / shared pathway access	<ul style="list-style-type: none"> <li>Increase in shared pathway provision and swale systems</li> <li>The provision of green corridors through and around the city, for ecological benefit and connectivity (in line with the Parks and Open Spaces Strategy)</li> <li>Development of shared pathways alongside rail corridors as appropriate, e.g. at SH3 and Purnell Street (as a bypass of Victoria Avenue) and between Guyton Street on the eastern side of the railway line (to benefit students attending Wanganui Intermediate School, to provide a safe bypass of Victoria Avenue and to connect the shared pathway route constructed on St Johns Hill)</li> <li>Establishment of processes to increase success rates for funding applications</li> </ul>	High priority	Long	Medium
	Investigation of shared pathway provision alongside existing rail corridors		Priority	Medium	Medium
	Development of relationships with central, regional and local government in an effort to better identify funding opportunities		High priority	Ongoing	N/A

1/3/3	Development of an Urban Transportation Strategy	<ul style="list-style-type: none"> <li>Revision of parking layout, location and cost to provide more room for walkers and cyclists and to discourage private car use</li> <li>Walking and cycling developments to be focused in areas such as Blueskin, Castlecliff, Wembley Park, Cooks Gardens, Gonville, Laird Park and Mosston</li> <li>Development of a transport hub / interchange alongside shared pathway infrastructure</li> <li>Provision of bike storage at transport hub / interchange</li> <li>Adoption of the NZ 'hierarchy of provision' for cyclists when providing or upgrading infrastructure</li> </ul>	Very high priority	Short	Low
	Management of parking space provision to encourage active transport options (reduction of high levels of cheap or free parking)		High priority	Long	Medium
	Emphasis accorded to the improvement of walking and cycling conditions in priority communities, such as those with large concentrations of young people, where the elderly reside (e.g. near rest homes) or in lower socioeconomic areas		High priority	Long	High
	Promotion of the environmental benefit of walking and cycling		Priority	Ongoing	Low
	Support for a transport hub / interchange that recognises the multimodal nature of journeys and integrates with active transport provisions		High priority	Medium	High
2/1/1	Surface quality adheres to relevant Standards as appropriate	<ul style="list-style-type: none"> <li>Adherence to New Zealand and Austroads Standards</li> <li>Pathways that are fit for purpose as per the general pathways hierarchy</li> <li>Upgrade of existing shared pathways between the City Bridge and Cobham Bridge and between Cobham Bridge and Heads Road to low maintenance widened concrete paths as appropriate</li> </ul>	High priority	Ongoing	Low
	Surface quality is compatible with intended purpose as per the general pathways hierarchy		High priority	Ongoing	Low
	Conversion of existing shellrock shared pathways (where appropriate) to encourage multiple uses by multiple users		High priority	Medium	Medium
2/1/2	Incorporation of NZS4404 principles during the District Plan review	<ul style="list-style-type: none"> <li>Alignment of broader Council planning processes that impact on the community's cycle-and-walkability</li> <li>Promotion of available routes e.g. via the 'Walk and Cycle Wanganui' booklet, online and at bus stops</li> <li>Use of 'self enforcing road' principles</li> <li>Investigation of priority walks / premier pathways for each suburb</li> <li>A coastal / industrial network with clear connections to adjacent green spaces as well as to existing destinations and attractions along the river edge</li> </ul>	Very high priority	Short	N/A
	Communication between infrastructure, planning, property and parks in the development of new amenities		Very high priority	Ongoing	N/A
	Development of shared pathway linkages to residential streets, with these streets to be walk and cycle friendly		Priority	Long	High
	Development of additional premier pathways as appropriate		Priority	Long	High
	Implementation of the Whanganui River Pathways Plan with establishment of a continuous and connected coastal / industrial, urban and rural network of pathways		High priority	Medium	Low

		<ul style="list-style-type: none"> <li>An urban network with a series of recreational loops – capitalising on existing destinations and attractions along the river edge and creating complementary public space</li> <li>A rural network that provides a legible connection to Gordon Park Scenic Reserve</li> </ul>			
2/1/3	Use of the historic 'L reserve' greenbelt for connectivity and recreation purposes	<ul style="list-style-type: none"> <li>Linkage of Spriggens Park with the Racecourse, Carlton School, Wanganui High School, Collegiate School fields, Springvale Park, Victoria Park, Laird Park, Peat Park and Cullinane College</li> <li>Development of a pathway at Springvale Park</li> <li>Development of a shared use, off-road pathway across the Gonville Domain and around the golf course to provide a safe bypass of Totara Street</li> <li>Erection of vertical sculptures to visually connect significant sites between the Whanganui River and Queens Park / Pukenuamu</li> </ul>	High priority	Medium	Medium
	Use of visual connections between key sites and pathways, for example highlighting views of Mount Ruapehu, the towers, Queens Park and Cooks Gardens		Priority	Medium	Medium
	Provision of adequate linkages between residential areas, schools and key work zones (e.g. central city and Castlecliff)		High priority	Medium	Medium
	Connection of the riverfront with Pakaitore / Moutoa Gardens through the provision of a crossing platform that caters for walkers and cyclists		High priority	Short	Medium
	Positioning of shared pathways to make best use of iconic vistas		Priority	Ongoing	High
2/2/1	Lobbying of Horizons Regional Council for the provision of appropriate services and infrastructure	<ul style="list-style-type: none"> <li>Reconfiguration of bus routes in line with the recommendations of the Urban Transportation Strategy</li> <li>Development of a bus hub / interchange as per the Urban Transportation Strategy's recommendations</li> </ul>	Very high priority	Ongoing	N/A
	Support for a transport hub / interchange that recognises the multimodal nature of journeys and integrates with active transport provision		High priority	Medium	High
2/2/2	Direction of future development to prioritise areas with poor connectivity	<ul style="list-style-type: none"> <li>Connection of Tawhero golf course, Brooking Street and London Street</li> <li>Connection of Marybank with Wanganui city through the development of shared pathway infrastructure – further enhancing our entranceway</li> <li>Development of a pathway from the Alexander Redoubt to Kai Iwi beach – establishing not only a visitor link but also improving connectivity between the Peat Avenue and Kai Iwi beach communities</li> <li>Links to the Ruapehu-Whanganui-Nga Ara</li> </ul>	High priority	Long	High
	Support for Horizons Regional Council shared pathway developments		Very high priority	Ongoing	Low
	Pursuit of appropriate integration with the National Cycleway		Very high priority	Short	Medium

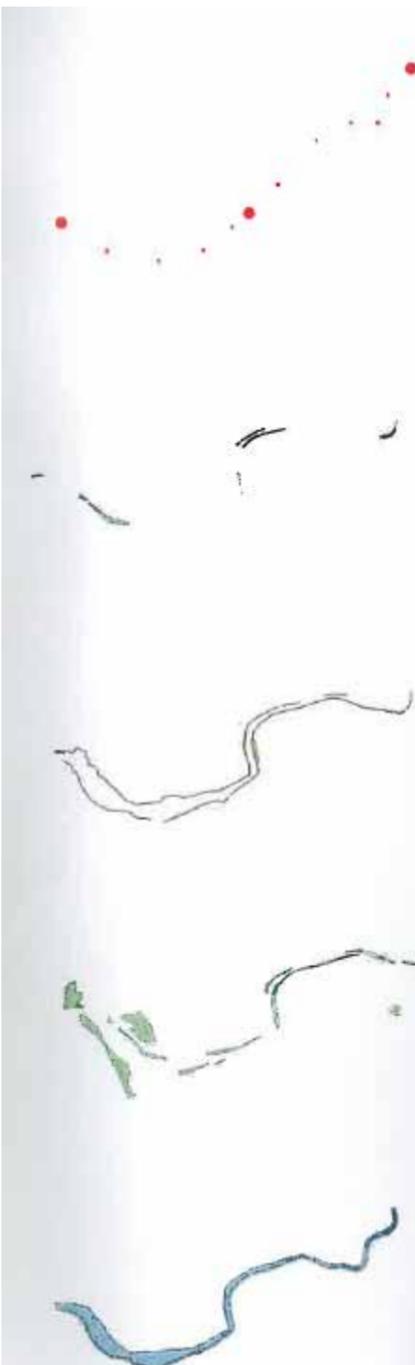
		<ul style="list-style-type: none"> <li>Tuhono Trail</li> <li>Development of the Upokongaro pathway</li> </ul>			
2/2/3	Incorporation of NZS4404 principles during the District Plan review	<ul style="list-style-type: none"> <li>Investigation of 'Home Zone' principles with shared surfaces for pedestrians, cyclists and cars</li> <li>Commuter-friendly efforts to concentrate on routes to Castlecliff and the CBD</li> </ul>	Very high priority	Short	N/A
	Emphasis to be directed towards primary 'work hubs'		High priority	Medium	Medium
	Land use planning to increase the priority of walking and cycling in our community		Priority	Ongoing	N/A
3/1/1	Adherence to the Urban Design Protocol	<ul style="list-style-type: none"> <li>Provision of CPTED elements, e.g. natural surveillance and adequate lighting</li> <li>Illumination of key sites</li> </ul>	Very high priority	Ongoing	Low
	Development of a Lighting Strategy		High priority	Short	N/A
3/1/2	Removal of graffiti as per contract targets	<ul style="list-style-type: none"> <li>Attainment of contract targets</li> </ul>	High priority	Ongoing	Low
	Inspections undertaken as per contract targets		High priority	Ongoing	Low
	Tree trimming undertaken as per contract targets		High priority	Ongoing	Low
3/1/3	Provision of bike racks at key locations, e.g. in the CBD, at the riverfront, at a transport interchange and at parks	<ul style="list-style-type: none"> <li>At least one set of bike stands on every block of Victoria Avenue</li> <li>Provision that meets the needs of the Visitor Information Centre</li> <li>Installation of attractive and covered bike parks in positions that furnish natural passive surveillance</li> </ul>	High priority	Short	Low
	Provision of bike parks that are attractive, well positioned, fit for purpose and engaging to our community		High priority	Short	Low
3/1/4	Adherence to CPTED principles	<ul style="list-style-type: none"> <li>Conversion of footpaths to shared use corridors for pedestrians and cyclists in key areas (as appropriate)</li> </ul>	Very high priority	Ongoing	Low
	Alignment with the Safer Wanganui Plan		Very high priority	Ongoing	Low
	Pursuit of creative safety enhancements that marry improvement initiatives with the promotion of walking and cycling as viable transport options		Priority	Ongoing	Medium
3/2/1	Provision of routes that are legible and safely connected – for example, when crossing heavily trafficked areas	<ul style="list-style-type: none"> <li>Adherence to appropriate standards e.g. AustRoads shared use path operation</li> <li>Widening of the existing shared cycle route between Aramoho Railway Bridge and Dublin Street Bridge</li> </ul>	Very high priority	Ongoing	Medium
	Ensuring new and existing shared pathways meet the recommended minimum width for optimum use		High priority	Ongoing	Medium
3/2/2	Targeting of high priority areas for the benefit of vulnerable users e.g. young people and the elderly	<ul style="list-style-type: none"> <li>Pathway, cycleway, footpath and cyclelane planning to prioritise improvements and developments according to use and usage type</li> <li>Conditions respond to multiple users</li> </ul>	High priority	Long	Medium
	Alignment with the Disability Strategy		High priority	Ongoing	Medium

3/2/3	Development of a 'Walk and Cycle Wanganui' booklet containing pedestrian and cycle safety information, practical advice, instruction and encouragement on how to safely share the network with other users	<ul style="list-style-type: none"> <li>Production and promotion of 'Walk and Cycle Wanganui' information</li> </ul>	Priority	Short	Low
	Completion of the Cycling Strategy implementation plan		High priority	Short	High
	Pursuit of ongoing infrastructure safety programmes and improvements		High priority	Ongoing	Medium
3/2/4	Maintenance standards that cater for multiple use by multiple users, e.g. in terms of width and clearance distances	<ul style="list-style-type: none"> <li>Attainment of contract standards</li> </ul>	High priority	Ongoing	Medium
4/1/1	Pleasant and interesting environments designed on a human scale	<ul style="list-style-type: none"> <li>Adherence to the Urban Design Protocol</li> <li>Use of the 'Shared Pathways checklist'</li> <li>Development of a shared pathway from the North Mole to the Castlecliff Beach surf lifesaving sheds</li> <li>Illumination of key sites</li> <li>Provision of public art</li> <li>A coastal / industrial network that reveals aspects of the landscape through interpretation and signage, preserves remnants of the area's working history, celebrates the raw nature of the beach environment and enhances ecological value and biodiversity through site specific native planting</li> <li>An urban network that provides clear links back to the city and its greenspaces, reveals aspects of the environment through interpretation and signage, provides a variety of experiences through paths at varying distances and elevation from the river edge and creates green gateways (bridges) into the city through site specific revegetation and native planting</li> <li>A rural network that reveals aspects of the rural environment through interpretation and signage, provides site specific native planting and offers a continuous river pathway</li> </ul>	High priority	Ongoing	Medium
	Encouragement of an enhanced coastal focus		Priority	Medium	Medium
	Development of a Lighting Strategy		High priority	Short	Medium
	Alignment with the Public Art Strategy		High priority	Ongoing	Low
	Implementation of the Whanganui River Pathways Plan with establishment of a continuous and connected coastal / industrial, urban and rural network of pathways		High priority	Medium	Low

		connection between the sea and Upokongaro			
4/1/2	Further development of the riverfront as a visitor hub with a mix of pedestrian, cycle, vehicle and tram traffic	<ul style="list-style-type: none"> <li>Implementation of the riverfront development plan</li> <li>Pursuit of Ciclovía Recreativa principles i.e. 'car-less days' for street markets etc.</li> <li>Installation of public art alongside the riverbank walkway</li> <li>Visual representation of Wanganui's cultural heritage alongside premier pathways and at key sites</li> <li>Erection of markers along the riverfront</li> <li>Implementation of the Urban Transportation Strategy</li> <li>Development of the Upokongaro pathway</li> <li>Links to the Ruapehu-Wanganui-Nga Ara Tuhono Trail</li> </ul>	Very high priority	Long	High
	Investigation of alternative traffic routes and 'self-enforcing roads' as part of the Urban Transportation Strategy		High priority	Long	High
	Provision of additional connections between Moutoa-Whanganui River / Moutoa-Queens Park / CBD-Riverfront		High priority	Medium	Medium
	Pursuit of appropriate integration with the National Cycleway		Very high priority	Short	Medium
	Provision of clear "way finding" infrastructure to the Visitor Information Centre, market and riverfront shared pathway		High priority	Short	Low
	Incorporation of culture, art, aesthetic lighting, sculpture and local history into the shared pathways network to provide interesting, informative and locally flavoured outdoor experiences		High priority	Ongoing	Medium
	Positioning of shared pathways to make best use of iconic vistas		Priority	Ongoing	High
4/1/3	Provision of amenities e.g. shade trees, lighting and complementary end-use or mid-point facilities (secure bike parking, rest benches etc.)	<ul style="list-style-type: none"> <li>Use of the 'Shared pathways checklist'</li> <li>Pathways are fit for purpose as per the general pathways hierarchy</li> <li>A coastal / industrial, urban and rural network with resting spaces at strategic viewpoints</li> </ul>	High priority	Ongoing	Low
	Decisions about surfacing standards made in accordance with the route's primary purpose and the pathways hierarchy (e.g. premier, connector, activity)		High priority	Ongoing	Medium
	Implementation of the Whanganui River Pathways Plan with establishment of a continuous and connected coastal / industrial, urban and rural network of pathways		High priority	Medium	Low
4/2/1	Adherence to appropriate standards e.g. AustRoads shared use path operation	<ul style="list-style-type: none"> <li>Use of the 'Shared pathways checklist'</li> </ul>	High priority	Ongoing	Medium
	Alignment with the Disability Strategy		High priority	Ongoing	Medium
4/2/2	Key destinations within easy walk and cycle distance and approximate travel times publicised	<ul style="list-style-type: none"> <li>Promotion of walkable routes e.g. via the 'Walk and Cycle Wanganui' booklet, online and at bus stops</li> <li>Erection of route markers publicising approximate travel times and distances</li> </ul>	High priority	Short	Low
	Facilities mapped and clearly sign posted		High priority	Short	Low
5/1/1	Consultation and collaboration between relevant Council activity areas in the early stages of planning for development	<ul style="list-style-type: none"> <li>Use of the 'Shared pathways checklist'</li> <li>Implementation of the Urban Transport Strategy's recommendations</li> </ul>	Very high priority	Ongoing	N/A
	Lobbying of Horizons Regional Council for provision of appropriate services and infrastructure		Very high priority	Ongoing	N/A

5/1/2	Incorporation of NZS4404 principles during District Plan review	<ul style="list-style-type: none"> <li>The District Plan safeguards and encourages active transport opportunities</li> <li>Investigation of 'Home Zone' principles with shared surfaces for pedestrians, cyclists and cars</li> </ul>	Very high priority	Short	N/A
	Adherence to the Urban Design Protocol		Very high priority	Ongoing	Low
	Investigation of shared space roading layouts to cater for cyclists, pedestrians and drivers (with pedestrians having legal right of way)		Priority	Long	High
6/1/1	Support for aims of 'walk and cycle friendly' efforts	<ul style="list-style-type: none"> <li>Participation in Bike Wise Month initiatives</li> <li>Participation in Mayoral Challenge event</li> <li>Investigation of walk and cycle programmes (like 'City on its Feet')</li> </ul>	Priority	Ongoing	Low
	Support for the aims of the Physical Activity Strategy		High priority	Ongoing	Low

## APPENDIX B – Whanganui River Pathways Plan excerpts



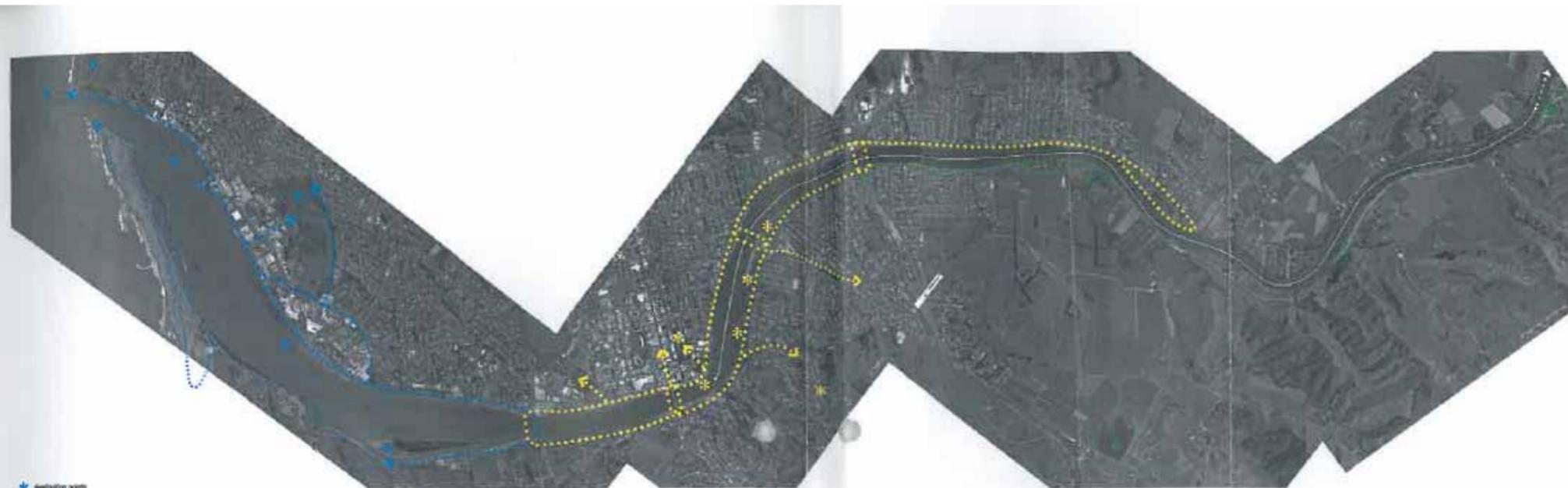
**WAYFINDING**   
potential for incorporating signage and interpretation along the river pathways to orientate people and reveal aspects of the landscape

**NATIVE REVEGETATION**   
potential for further native revegetation of the river edge to create wildlife habitat and public amenity, complemented by street tree plantings within the urban zones

**RECREATIONAL PATHWAYS**   
potential for the continuation and strengthening of the existing pathway network to provide recreational loops through the varied river edge environments

**OPEN SPACE AMENITY**   
potential to strengthen the links between the river environment and the existing open space network throughout Wanganui

**WHANGANUI RIVER**   
a cultural, environmental, recreational and educational icon and asset of Wanganui City and District



\* destination points

### COASTAL / INDUSTRIAL NETWORK

#### GOALS

- to establish a continuous river pathway connection between the city and sea
- to provide clear connections to adjacent green spaces
- to reveal aspects of the industrial and coastal environment through interpretation and signage
- to enhance the ecological value and biodiversity of the rural river environment through the planting of site specific native planting
- to provide resting places within complementary open spaces along the pathway network
- to connect existing destinations /attractions on the river edge
- to preserve where possible remnants of the past working industrial nature of the river
- to preserve the raw nature of the south beach environment



### RURAL NETWORK

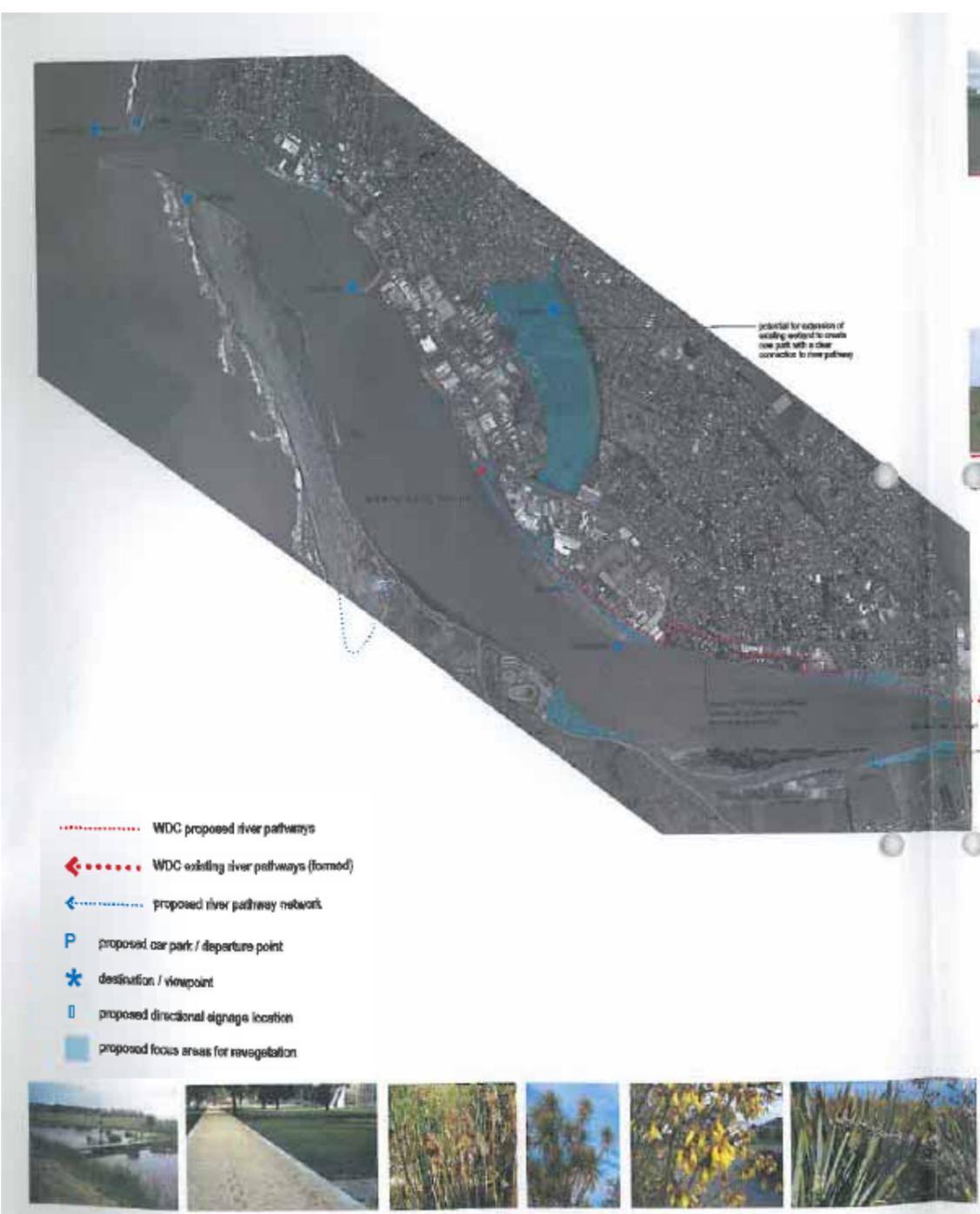
#### GOALS

- establish a continuous river pathway connection between the sea and Upokongaro
- develop Upokongaro as destination and point of departure for exploration of the river environment by boat / cycle
- provide legible connection to Gordon Park Scenic Reserve as part of river pathway network
- to reveal aspects of the rural environment through interpretation and signage
- to enhance the ecological value and biodiversity of the rural river environment through the planting of site specific native planting
- to provide resting places at strategic viewpoints

### URBAN NETWORK

#### GOALS

- to create a series of recreational loops through the urban river environment
- to capitalise on existing destinations /attractions on the river edge
- to create complementary public spaces along the pathway network
- to provide clear links back to the city and it's greenspaces
- to provide resting places at strategic viewpoints
- to reveal aspects of the urban river environment through interpretation and signage
- to provide variety of experience of the river environment with paths at varied distances and elevation from the river edge
- to create green gateways (bridges) into the city through site specific revegetation
- to enhance the ecological value and biodiversity of the rural river environment through the planting of site specific native planting



**GUMED STREET (RB)**

- identify define car parking area
- create departure point for river pathway
- incorporate site specific native revegetation
- introduce directional signage and interpretation
- create additional access path to river edge



**BALDOONE AVENUE (RB)**

- define path to allow for occasional pedestrian and cycle use
- provide clear visible obstacle in green
- screen liability with site specific native trees and shrub planting
- introduce riparian revegetation planting to either side of path (predominantly low to coastal, some and across water through)
- introduce interpretation and directional signage



**INDUSTRIAL ZONE - RB**

**PATHWAYS**

- a combination of shared cycle and pedestrian routes, and
- separate cycle and pedestrian routes

**SURFACE**

- asphalt in streetscape areas away from the river edge
- compacted crushed limestone chip
- timber boardwalk (wetland areas)

**WIDTH**

- 1.5m minimum, 2.5m typical

**SEATING**

- located at strategic points along pathway, at departure points, destinations and at viewpoints

**WAYFINDING**

- directional signage at departure points and changes in direction along pathways
- interpretation panels

**PLANTING**

- native trees species, including street trees
- native species bank revegetation
- wetland revegetation
- estuarine species

**COASTAL ZONE - LB**

**PATHWAYS**

- no formed pathways, with the exception of leading out from departure points (i.e. from parking areas)

**SEATING**

- located at strategic points along route, and at viewpoints

**WAYFINDING**

- directional signage including interpretation at departure points and changes in direction
- regularly spaced pathway markers to indicate unformed route

**PLANTING**

- native species to dunes and estuarine environment



- ..... WDC proposed river pathways
- ←..... WDC existing river pathways (formed)
- ..... proposed river pathway network
- ★ proposed car park / departure point
- ★ destination / viewpoint
- ..... proposed directional signage location
- ..... proposed focus areas for revegetation



**DUBLIN STREET**

- maintain urban feel of plane trees on white grass verge
- continue walkway through at top edge of river bank
- provide seating areas at strategic points
- introduce directional signage / way
- potential for lighting of path through urban environment
- revegetation of river bank (predominantly low to medium sized)

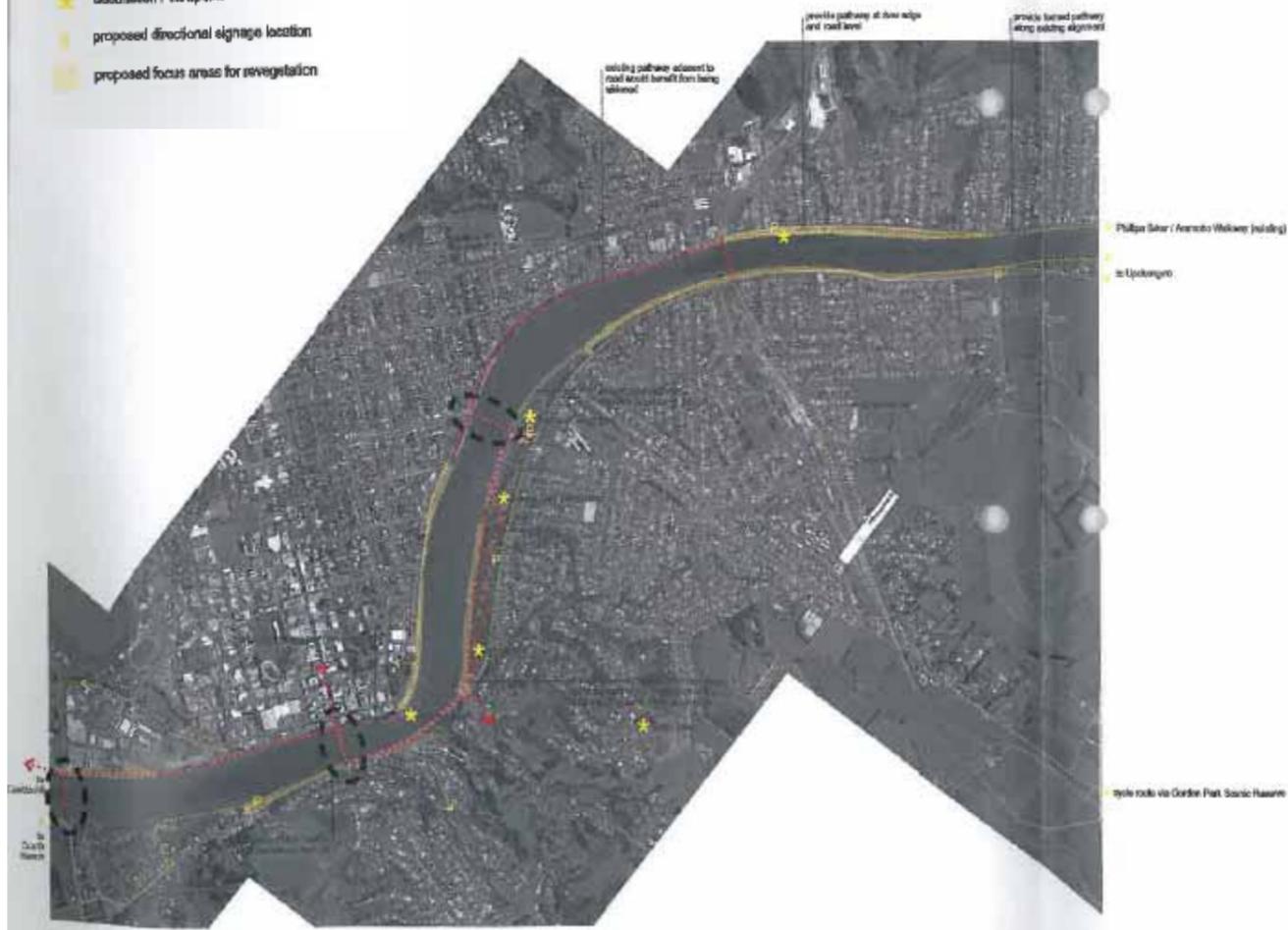


**URBAN ZONE - central, right bank adjacent to city centre**

- PATHWAYS**
- a combination of shared cycle and pedestrian routes, and
  - separate cycle and pedestrian routes, and
  - widenings in path network to create public spaces
- SURFACE**
- concrete, or
  - asphalt pathways, timber edged
- WIDTH**
- 3.5m typ. for shared routes
  - 1.5m min. for pedestrian routes
- SEATING**
- located within adjacent urban spaces and at strategic points along pathway
- WAYFINDING**
- directional signage at departure points and changes in direction along pathways
  - interpretation panels
- PLANTING**
- native and exotic trees to street edges
  - native species to river banks

**URBAN ZONE - peripheral**

- PATHWAYS**
- a combination of shared cycle and pedestrian routes, and
  - separate cycle and pedestrian routes
- SURFACE**
- asphalt pathways, timber edged
- WIDTH**
- 2.5m min. for shared routes
  - 1.5m min for pedestrian routes
- SEATING**
- located in integrated widenings of paths, at viewpoints, departure points and picnic areas
- WAYFINDING**
- directional signage at departure points and changes in direction along pathways
  - interpretation panels
- PLANTING**
- native tree species to river banks and street edge
  - native species bank revegetation





- ..... WDC proposed river pathways
- ←..... WDC existing river pathways (formed)
- ←..... proposed river pathway network
- P proposed car park / departure point
- \* destination / viewpoint
- || proposed directional signage location
- proposed focus areas for revegetation



0M NORTH OF TEW STREET (L/R)

- continue walkway with 'typical' walkway
- providing separation of proximity to river edge
- revegetation of river bank



0M LOOKING TOWARDS PULLS ROAD (L/R)

- continue walkway adjacent to road
- revegetation
- markers



### RURAL ZONE

#### PATHWAYS

- separate cycle and pedestrian routes
- no formed pathways, with the exception of leading cut from departure points (ie. from parking areas)

#### SURFACE

- asphalt pathways, timber edged in areas adjacent to carriageways
- compacted crushed limestone chip
- timber boardwalk to wetland areas

#### WIDTH

- 1.5m minimum, 2.5m typical

#### SEATING

- located in integrated widenings of paths, at viewpoints, departure points and picnic areas

#### WAYFINDING

- directional signage at departure points and changes in direction along pathways
- interpretation panels
- regularly spaced pathway markers to indicate unformed route

#### PLANTING

- native trees species to street edge
- native species to banks
- native wetland revegetation



**WAYFINDING - signage & interpretation**

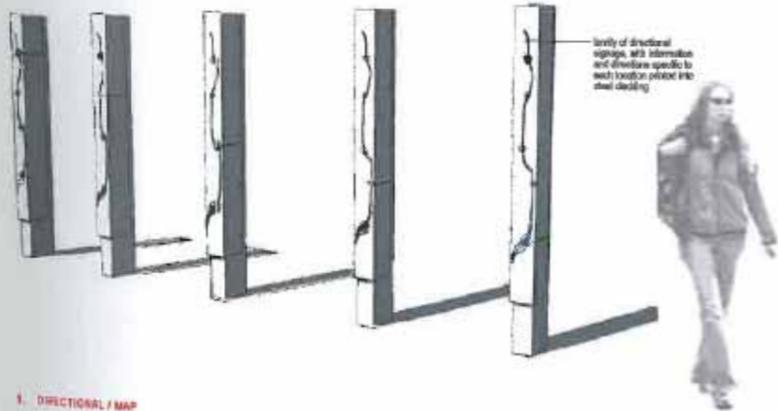
There is an opportunity for the introduction of a 'family' of directional signage and interpretation to reveal aspects of the river environment and introduce the role of Horizons Regional Council and Wanganui District Council in the care of the river and surrounding landscape.

**SIGNAGE**

1. directional / map
2. interpretation panel
3. pathway marker

**MATERIALS**

- each variety of sign constructed from materials that reflect the character of the river environment along the journey, but retaining the same scale and proportion:
- industrial / coastal zone - corton steel signage panel on rough sawn timber
- urban zone - stainless steel signage panel on machined timber post
- rural zone - galvanised steel and combination of machined & rough sawn timber
- river form cut out from steel sheet as consistent element on directional and interpretation panels
- incorporating Horizons Regional Council and Wanganui District Council logo and colours



family of directional signage, with information and direction specific to each location visible into steel detailing



blurred river form cut out of steel sheet  
steel panel  
timber post



**2. INTERPRETATION PANEL**

- sign board incorporating information about the river environment
- located at heritage / ecological / cultural sites



**3. PATHWAY MARKER**

- low post located at regular intervals along formed and unformed paths



**1. DIRECTIONAL / MAP**

- vertical sign post (approx. 2.2m) incorporating map information to illustrate pathway users
- located at changes in direction and into pathway network

## APPENDIX C – AustRoads shared use path operation

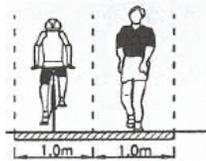
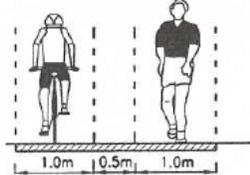
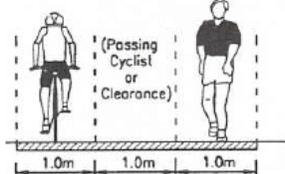
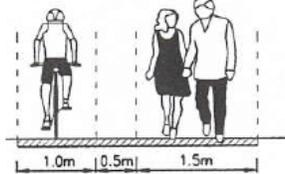
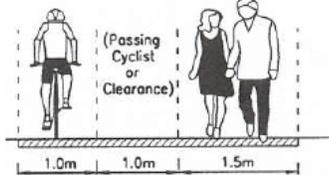
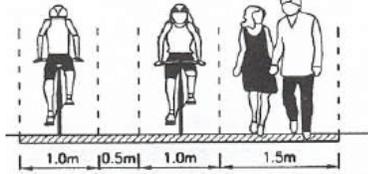
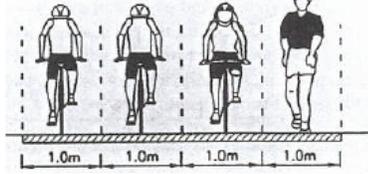
Scenario	Overall width of path	Predominant path purpose	
A	2.0 m	<ul style="list-style-type: none"> <li>• Typical circumstances of use</li> <li>• Local access</li> <li>• Constrained conditions</li> <li>• 'Tidal flow'</li> <li>• Low use</li> </ul>	
B	2.5 m	<ul style="list-style-type: none"> <li>• Commuting and local access</li> <li>• Regular use</li> <li>• 20 km/h</li> </ul>	
C	3.0 m	<ul style="list-style-type: none"> <li>• Commuting</li> <li>• Frequent and concurrent use in both directions</li> <li>• 30 km/h+</li> </ul>	
D	3.0 m	<ul style="list-style-type: none"> <li>• Recreation</li> <li>• Regular use</li> <li>• 20 km/h</li> </ul>	
E	3.5 m	<ul style="list-style-type: none"> <li>• Commuting and recreation (concurrent)</li> <li>• Frequent and concurrent use in both directions</li> <li>• 30 km/h+</li> </ul>	
F	4.0 m	<ul style="list-style-type: none"> <li>• Major recreational path</li> <li>• 20 km/h</li> <li>• Heavy and concurrent use in both directions</li> </ul>	
G	4.0 m	<ul style="list-style-type: none"> <li>• Major recreational path</li> <li>• Regular group rides</li> <li>• Heavy and concurrent use in both directions</li> <li>• Generally low speed due to congestion</li> </ul>	

Figure 2 Shared use path operation  
page 84 Austroads Road Design Part 6A



'Travel to work' data for Balgownie

