



Walking & Cycling Strategy

*"A Selwyn where more people walk and cycle
safely for transportation and enjoyment"*

June 2018

Foreword

Many people find the Selwyn District a great place for walking and cycling. The largely flat topography and climate of the Plains area of the District makes it easy to walk and cycle, whether for travelling to work, school, the shops, or for recreation such as walking the dog or exploring the Rail Trail.

Opportunities around tourism exist, while the more mountainous areas to the west and the Port Hills to the east tend to attract more serious partakers in both these activities.

This Strategy shows Selwyn Council's continuing support for walking and cycling for both transportation and recreational purposes. We want to promote these activities to people of all ages and the associated benefits these activities bring to them, the wider community and the environment. These benefits are underpinned by the provision of fit for purpose infrastructure complimented by initiatives around education, engineering and encouragement. This Strategy describes how Selwyn Council will achieve its main outcome of:



"A Selwyn where more people walk and cycle safely for transportation and enjoyment".

Since the adoption of the first Walking and Cycling Strategy in 2009, we have made significant progress towards this outcome by constructing "flagship" projects like the Rolleston to Lincoln, Springston to Lincoln and Coalgate to Glentunnel Cycleways. This is in addition to the continuing expansion of the Christchurch to Little River Rail Trail, and in recent years, the additional funding provision to address missing footpath and cycleway sections in our District townships.

Selwyn Council is committed to harnessing this new momentum through this Strategy and its accompanying Action Plan which will inform the level of expenditure needed for future budgets. Expenditure will be influenced by what walking and cycling projects are included in the Long Term Plan.

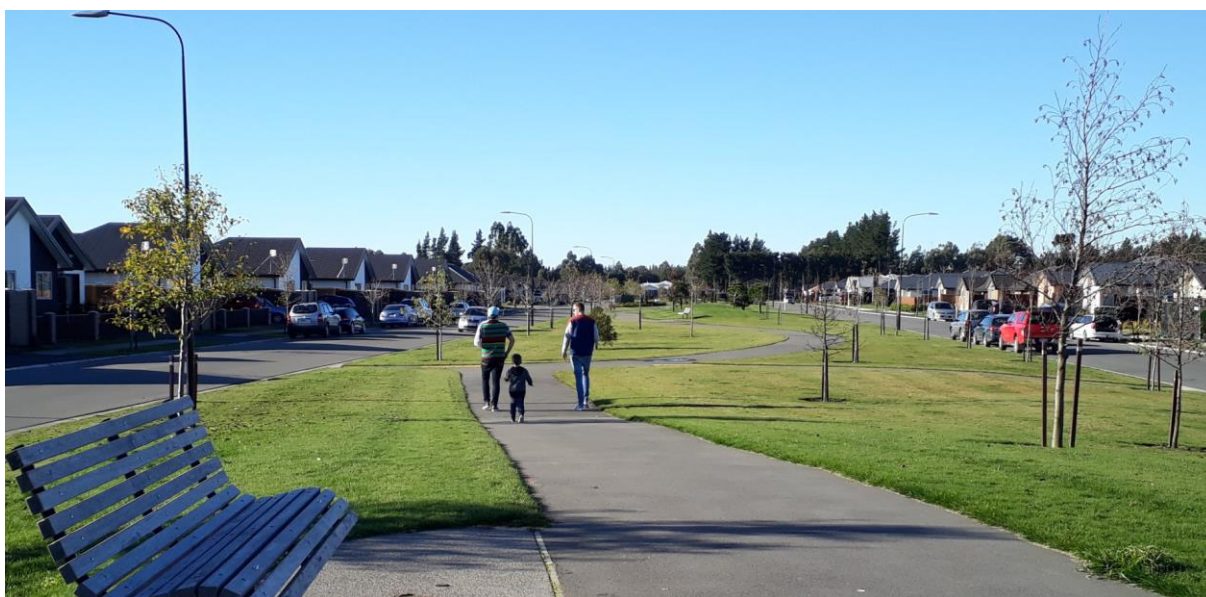
Walking and cycling not only improves the health of our residents but also provides alternative transport choices that don't involve using a private car. The Strategy includes performance measures to demonstrate progress towards the Strategy's main outcome and its related goals. The Strategy also guides how we approach making walking and cycling an integral part of everyone's daily lives. Practically, this will involve making Selwyn a more pedestrian and cycle friendly place in which to live, work and play.

While the Strategy mainly focusses on what Selwyn Council needs to do to achieve this goal, the Strategy also provides direction to relevant stakeholders and agencies to encourage and coordinate efforts to improve walking and cycling opportunities through the provision of good transport and urban planning. As a fast growing District, particularly in the East of Selwyn, we have excellent opportunities to take advantage of these synergies by working with developers to create fit for purpose network of pathways.

I therefore welcome the continuation of the good work and progress already made in providing for improved walking and cycling opportunities in the District and support this Strategy as being the pathway to this continued success.

Mayor Sam Broughton

Selwyn District Council



Contents

Foreword	i
1. Introduction	1
1.1 Purpose of a Walking and Cycling Strategy	1
1.2 Why this Strategy is Important	2
1.3 Walking and Cycling in Selwyn District	3
1.3.1 Our Current Walking and Cycling Facilities	4
1.3.2 Who we are providing for	5
1.3.3 Walking and Cycling trends in Selwyn District	6
1.4 Wider Networks Relating to Selwyn	9
1.4.1 The Christchurch to Little River Rail Trail	9
1.4.2 Christchurch City Council Major Cycleways	11
1.4.3 Christchurch Southern Motorway Extension	13
1.4.4 Port Hills and Other Recreational Opportunities	14
1.5 Selwyn's Local Main Connections	14
1.5.1 "Between-township" Cycleways	14
1.5.2 "Within-township" Cycleways	15
1.6 Strategy Development and Context	16
1.6.1 National and Regional Policy Directives	16
2. Outcome, Goals and Policies	21
2.1 Desired Outcome	21
2.2 Goals and Policies	21
2.2.1 Goal 1: Improved Safety for Pedestrians and Cyclists	21
2.2.2 Goal 2: More People Choosing to Walk and Cycle More Often	21
2.2.3 Goal 3: Fit For Purpose Environments for Walking & Cycling Activities	22
2.2.4 Goal 4: A More Accessible and Sustainable Transport System	22
2.3 Indicators, Targets and Measures	23
2.3.1 Monitoring, Reporting and Review	25
3. Implementation Framework	26
3.1 Key Planning Documents	26
3.1.1 The District Plan	26
3.1.2 District Wide Plans	26
3.1.3 Structure Plans	27
3.1.4 Town Centre Master Plans	27
3.1.5 Private Plan Changes and Subdivision Applications	28
3.1.6 School Travel Plans	28
3.1.7 Corridor Management Plans	29
3.2 Action Plan and Township Network Maps	29
3.3 Stakeholders and Key Agencies	31
3.4 Funding	32

1. Introduction

1.1 Purpose of a Walking and Cycling Strategy

Encouraging more walking and cycling is an important part in achieving a more “sustainable” transport system that enables people to decide on how and when they travel. The aim of this centres on reducing private car dependence for shorter trips supplemented by other options such as public transport to provide a wider range of travel choices and improving overall accessibility. An important part of this is to make walking and cycling a safe, enjoyable and healthy activity that becomes a part of daily life whether for transport, recreation or both.

This Strategy’s main purpose is to inform and guide the ongoing provision of walking and cycling activities within and between Selwyn’s townships, to Christchurch City and any other links and networks where this would be beneficial to the citizens of Selwyn.

Achieving more walking and cycling can provide the following benefits:

- For the **people**:¹
 - Improved health from physical activity;
 - Independence from needing to rely on using cars;
 - An inexpensive means of travel;
 - Increased satisfaction from outdoors recreation;
 - Creation of opportunities for social interaction.
- For the **environment**:
 - Reduced carbon emissions;
 - Reduced air and noise pollution;
 - Decreased reliance on petroleum products;
 - Greater sustainability over the long term.
- For the **transport system**:
 - Can reduce traffic congestion and increase efficiency;
 - Makes public transport systems more accessible;
 - Urban areas and activities are more accessible;
 - Helps constrain the demand for new vehicle related roading infrastructure.

Most of the focus centres on reducing short trips in the range of 5-7km made by private cars and to instead get more people walking and cycling. These types of car trips make up the majority of daily travel in and around urban areas including trips to and from schools.

¹ Individuals and Groups that wish to walk and cycle as defined in Section 1.3.2

1.2 Why this Strategy is Important

The foremost purpose of the Strategy is to help identify and prioritise what activities and projects Selwyn Council should plan and budget for in a consistent manner and in line with Selwyn Council's main outcome which is:

A Selwyn where more people walk and cycle safely for transportation and enjoyment

The Strategy provides an over-arching framework for walking and cycling in the District to achieve the benefits for individuals, the environment and transport system as listed above. This is intended to align to Selwyn Council's community outcomes referred to in its Long Term Plan (LTP) as follows:

- A clean environment;
- A safe place in which to live, work and play;
- Effective and accessible transport system;
- A prosperous community.

To help inform how we respond to Selwyn Council's community outcomes and measure performance, we have utilised feedback from residents and walking and cycling users. This is continually gleaned from LTP and Annual Plan submission process. We have also worked with local township committees and residents associations to better understand their needs and aspirations for walking and cycling on a township and where relevant, a between-township level.

This feedback has also been used to find agreement on the desired walking and cycling Levels of Service (LOS) for each township and what projects and associated expenditure is needed to achieve this.

An Action Plan has been developed in tandem with this Strategy and lists projects and activities that are aimed at achieving this Strategy's outcomes and goals. It also details what LOS will apply to the paths and facilities being provided.

The Action Plan will be used to inform the community what projects we are planning to accomplish over time. This is required to manage community expectations as it is unaffordable for all projects and activities to be programmed in one year.

The Action Plan will be subject to Selwyn Council's planning and budgetary processes including the LTPs and Annual Plans which will ultimately determine what projects are funded and what priority. Further details on funding are in Sections 3.2 and 3.4

To be eligible for Central Government funding, major walking and cycling projects are required, like all improvement projects, to be formally assessed on efficiency and effectiveness. Having walking and cycling projects referenced in the Strategy can assist in demonstrating "funding worthiness" from the outset to the NZ Transport Agency and improve the likelihood of funding assistance. This is evidenced by Central Government funding assistance received for the recent Rolleston to Lincoln Cycleway.

The District can be disadvantaged when seeking Central Government funding towards local walking and cycling projects due to having smaller townships relative to our larger urban metropolitan counterparts. The higher demands for active transport in metropolitan areas make their projects more attractive for funding than our District. However recent changes in government transport funding priorities has meant that the District's walking and cycling projects may be eligible for subsidised funding up to a value of \$1 million dollars each by the NZTA. The NZTA have also agreed to allow annual footpath maintenance to be subsidised as part of a Council's roading programme.

1.3 Walking and Cycling in Selwyn District

The District is continuing to experience strong population growth, especially in eastern Selwyn which is encompassed in the wider Greater Christchurch area. Currently around 70% of the District's population live in the Selwyn Central and Springs wards. The townships of Rolleston, Lincoln, Prebbleton and West Melton are projected to experience 80% of future projected District growth, with Selwyn's population expected to double from 55,000 people now to around 100,000 by 2044.

This makes the establishment of good walking and cycling networks crucial to meeting the current and future projected transport demands. For a number of these townships, master plans and structure plans have already been developed showing how growth will be catered for. This includes the necessary transport networks and systems required to support this growth. Additionally, there is also the 2031 District Strategy and Area Plans for the Ellesmere and Malvern wards that look at these areas and the townships at a more granular level.

Selwyn Council is also mindful on how to capitalise on wider cycling connectivity options beyond the confines of the District. This includes the Christchurch to Little River Rail Trail that runs between Hornby and Little River and Christchurch City Council's (CCC's) major cycleway programme that in time will extend cycling connections to Selwyn's northern boundary. Already cycling links are being facilitated in conjunction with the Christchurch Southern Motorway extension (CSM2) to the central city. Figure 8 shows CCC's vision of their future cycleway network.

There are also many opportunities to create and expand recreational walking and biking tracks through the use of unformed legal "paper" roads. This is particularly relevant in the Port Hills area where the Christchurch City Council already have tracks through to the Summit Road and where these could link into Selwyn District with further development. These have their challenges to provide, and while not expressly part of this Strategy outcomes, Selwyn Council will consider how to assist in facilitating these on a "case by case" basis in conjunction with other parties and coordinated plans. Section 4.8 of the Action Plan discusses the use of unformed legal roads further.

In addition there are also wider national cycleway networks being established for tourists such as the "Great Rides" through the Ministry of Business, Innovation and Employment (MBIE). These types of facilities are not covered by the Action Plan as they are deemed to be a nationally driven and funded initiative. However Selwyn Council will coordinate the development of its own networks to work in with any such national initiative if and when they are implemented.

The community has indicated that it wants to see Selwyn Council develop and promote walking and cycling more as a means of transport and recreation within the District. This has been a key theme in public submissions received to date requesting various footpath and cycleways in and between townships across the District.

This interest is reflected in the Community Outcomes published in Selwyn Council's LTP.

Community Outcomes can be found in Selwyn Council's LTP on pg. 18 of the link below:
https://www.selwyn.govt.nz/_data/assets/pdf_file/0006/170826/2.-Community-Outcomes-and-Significant-Activities.pdf

Figure 1: Cyclists on the Lincoln to Prebbleton Section of the Rail trail



1.3.1 Our Current Walking and Cycling Facilities

To the end of June 2017, Selwyn Council has a township related footpath and cycleway network that is 333 km long and valued at around \$ 45 million. This is spread over the 26 townships in the District, with the majority of these network being in the 19 larger townships located in the Plains area of the District.

Recent high growth in Eastern Selwyn has seen an average of 30km of new footpaths added to the network annually with the majority of these footpaths having been constructed by Developers and where relevant, informed by the relevant Township Structure and Outline Development plans.

Selwyn Council has also been busy constructing new cycleways originally identified in the 2009 Walking and Cycling Strategy and Action Plan. This updated Strategy and Action Plan replaces their 2009 versions. Additionally a recent initiative to fund more discretionary footpath works to address missing footpath sections has added close to 5 km more footpath to the network per year. This has been well received by the local communities and \$400,000 per annum of funding necessary to continue with these programmes has been included by Council in its long term funding forecasts.

1.3.2 Who we are providing for

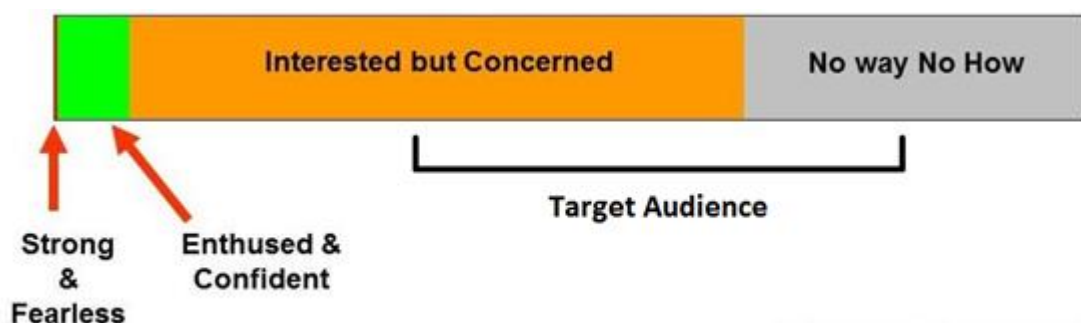
Throughout the District on a daily basis people walk and cycle to move about. These may be locals through to tourists and range from individuals to groups of people. For the purposes of the Strategy, the term “walking” covers a range of activities rather than just travel by foot and includes those who use non-motorised small-wheeled devices (for example wheelchairs, skate boards and push scooters), those on mobility scooters, joggers, as well as those conventional uses such as pushing prams or walking dogs. Selwyn Council recognises that pedestrians have varied abilities and requirements that need to be catered for.

Similarly the discussion about “cyclists” is primarily targeted at cycling using regular, un-powered bicycles, be they mountain bikes or road bikes. However, in recent times, the use of “e-bikes” have become increasingly popular.

“E-bikes” fall into two categories, those with less than 300 watts power and those with more. NZTA’s position is that “e-bikes” under 300 watts follow the same rules as bicycles and “e-bikes” above 300 watts follow the same rules as motorbikes. Selwyn’s position is the same as NZTA as “e-bikes” have the potential to make cycling more accessible and attractive to a wider range of people. This relates to the target audience in Figure 2 below. N.B. The Department of Conservation does not allow “e-bikes” on their tracks.

The Action Plan details what design standards and guides are used to provide for a wide range of users and explains further who the target audience is that guides our responses in catering for cyclists in line with Figure 2 below. Overall we seek to increase the accessibility and attractiveness of cycling as a form of transport and recreation to a wider user group of varying ages and capabilities.

Figure 2: Target Audience



1.3.3 Walking and Cycling trends in Selwyn District

Since the original Strategy was adopted in 2009, Selwyn Council has made significant investments in new walking and cycling infrastructure while ensuring new subdivisions constructed by developers provide walking and cycling links wherever possible, as informed by the District Plan, township master plans, structure plans etc.

The rapid growth of our townships has continued in eastern Selwyn which continues to add to the volume of commuter traffic to and from metropolitan Christchurch as well as overall traffic volumes. For example, since 2007 in the residential areas of Rolleston and Lincoln, traffic has increased by 40% and 68% respectively.

Commuter distances of over 20km to Christchurch City from Eastern Selwyn townships like Rolleston and Lincoln are well outside the typical range of the 5-7km that the average person feel comfortable cycling unless they inherit the time and inclination to do so on a daily basis. Around 45% of the Districts working population commute daily to Christchurch for that purpose, or around 11,200 trips per day

Majority of recent arrivals into the District are new families which means that car use will be more prevalent based on the benefit of combining multiple trips into one trip i.e. dropping children off to school on the way to work and picking up groceries on the way home from work.

According to the 2013 Census, this District has a high rate of car ownership relative to other Districts at 2.06 vehicles/household. Car ownership is very high with nearly 30% of District households having access to three or more cars. This is compared with the national average of 16%. Future demographic assessments show an aging population predicted for the District which will create accessibility issues when private car use become more difficult for the elderly.

As such the District faces significant challenges in encouraging more walking and cycling in the face of relatively cheap car use, the dispersed nature of our individual townships and the "long" travel distance to and from Christchurch. The relative lack of traffic congestion and associated travel distances can deter people from choosing to walk and cycling for transport and commuting purposes.

Selwyn Council has previously focused on establishing sealed off road cycleways between townships, but these have been expensive to construct for the relatively low use they attract. A recent initiative has been to improve infrastructure within townships that will benefit more people such as addressing missing sections of footpath and cycleways.

The Action Plan that accompanies the Strategy identifies a range of activities and projects that Selwyn Council could undertake. This needs to be balanced against how to best deliver these activities and projects in the most effective way to meet growing public expectations for a better network of footpaths and cycleways while at the same time, balancing the Districts rate payers willingness to pay.

The Action Plan does not include funding for any possible larger and longer recreational and tourism type projects as this is seen as a regional type activity beyond what Selwyn ratepayers are expected to fully fund. Typically these types of projects are usually planned

and funded by Trusts set up for the purpose, and/or funding from tourism, economic development, and provincial funding sources that could also involve the relevant Regional Councils. Council can provide limited support assessed and agreed on a case by case basis. Projects that could fall into this category are identified in Section 4.4 of the Action Plan.

Figure 3 shows NZ Statistics census data for those who travelled to work by walking or cycling in Selwyn District compared with the national averages over a period of 27 years. It appears to show that there has been a steady decline in those choosing to walk or cycle for transport and commuting purposes.

While the District's walking and cycling rates were well above the national average prior to 2006, the inverse appears to be occurring. This may reflect the start of the District's recent higher growth period in 2013 and the consequence of people moving here from Christchurch City for example and bringing their cars with them.

Figure 3: Trends for Walking and Cycling to work in Selwyn and NZ

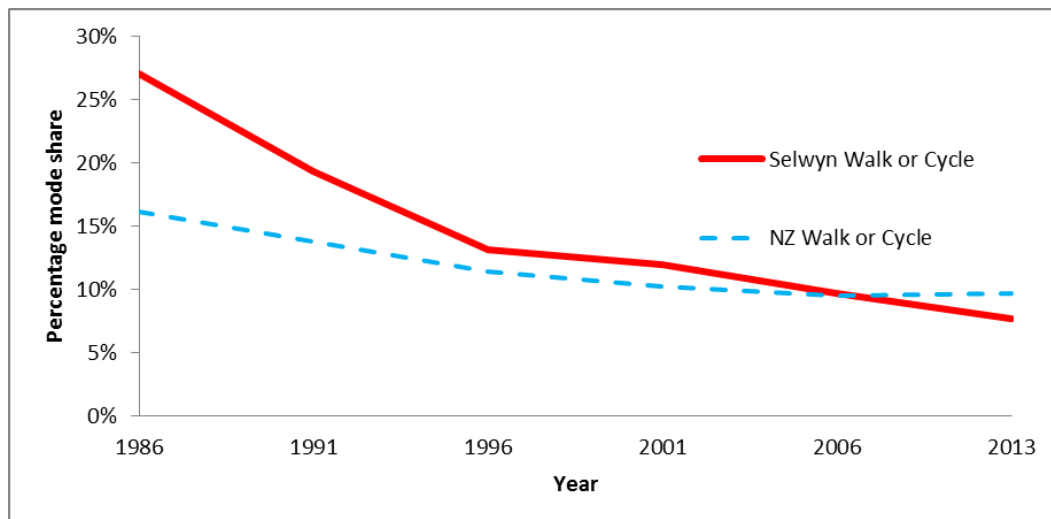


Figure 4 compares the percentage of trips taken by mode for Waimakariri, Selwyn and Christchurch Councils. Levels are relatively consistent with an average of around 19% of trips in the area undertaken by walking and cycling.

Figure 4: Mode Share in Greater Christchurch (MOT Household Travel Survey)

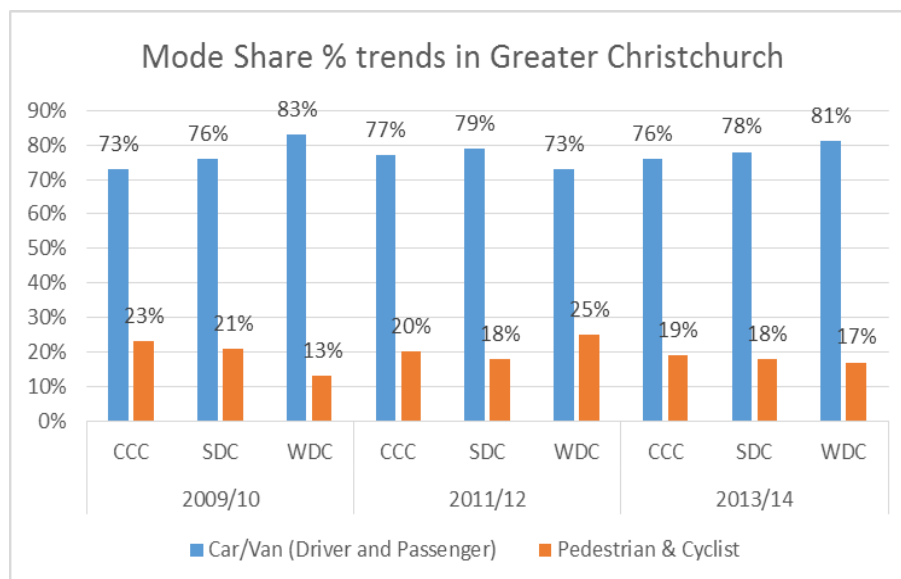
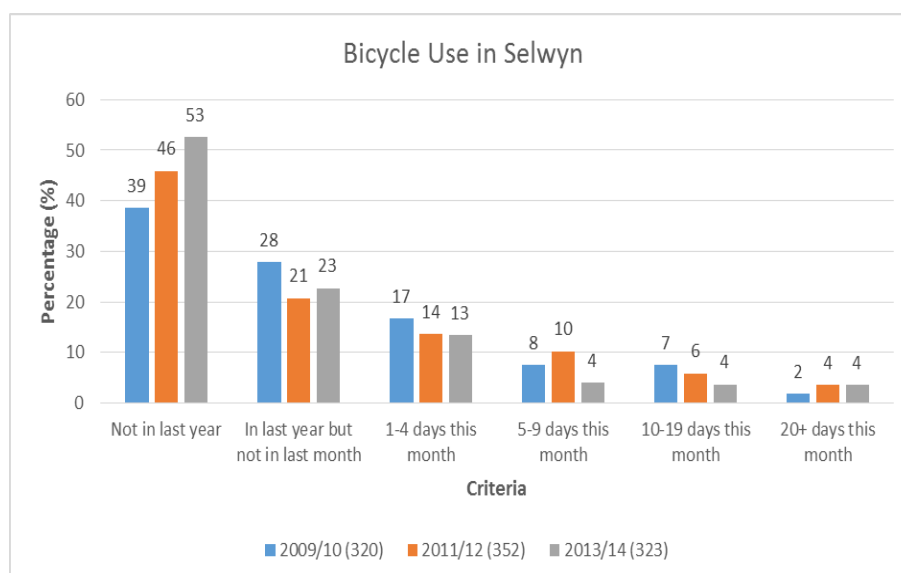


Figure 5 shows bicycle use in the District. The percentage of residents not cycling in the last year has increased significantly from 39% to 53%. This trend is opposite to what Selwyn Council is wanting to achieve.

Caution needs to be exercised when interpreting these results as much disruption was occurring in the Greater Christchurch area during this time from the earthquake and ongoing aftershocks.

Figure 5: Bicycle use in Selwyn (MOT Household Travel Survey)



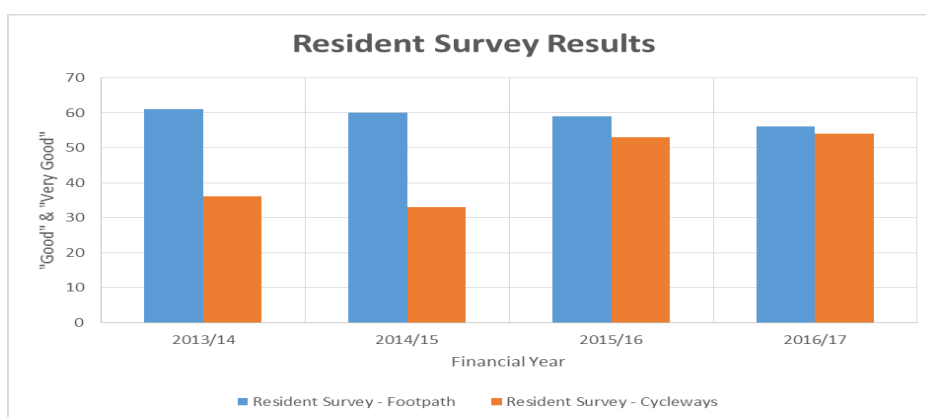
However, the Census and Household Travel Survey results show that there is much to be done to encourage more walking and cycling in the District. It is worth noting that in the four years since these results were collected, significant additional infrastructure has been

provided by Selwyn Council. This includes 14km of new between-township links and the construction of around 5km of missing or additional township footpaths to improve local connectivity.

In Selwyn Council's more recent Residents Surveys and through feedback from the Annual Plan public submission process, residents have been generally supportive of Selwyn Council's current endeavours focusing on enabling additional walking and cycling opportunities within and between the Districts townships.

Residents wish to see pace of current walking and cycling improvement programmes continue. This is evidenced in Figure 6 whereby resident satisfaction with footpaths has stayed in the high 50's while cycleways have jumped nearly 20 points after the construction of the Rolleston to Lincoln and Springston to Lincoln cycleways.

Figure 6: Resident Satisfaction with Footpath and Cycleways



The Action Plan lists all the potential projects that have been currently identified including those borne from public and community consultation. This process has shown there is significant work still to be done to improve LOS at some considerable cost. Therefore the future programme needs to be carefully planned and implemented over time to be sustainable.

1.4 Wider Networks Relating to Selwyn

1.4.1 The Christchurch to Little River Rail Trail

The 50km long Christchurch to Little River Rail Trail is a predominantly off-road route which runs between Hornby and Little River. It has experienced strong growth in walking and cycling and is part of the national NZ Cycle Trail network. The section between Prebbleton and Lincoln is used by upwards of 200 cyclists each day. The initial implementation of the Rail Trail is managed by a voluntary Trust made up of cycling enthusiasts, in conjunction with support from the Christchurch, Selwyn and Environment Canterbury Councils who maintain respective sections that are now in use through to Little River.

The section of the Rail Trail situated in Selwyn District runs from the North of Prebbleton to Motukarara. This includes a long rural section of shared sealed pathway alongside Birchs

Road from Prebbleton to Lincoln which is currently used as mostly a transport/commuter route rather than for purely recreational purposes. South of Lincoln the Rail Trail reverts to recreational use for the 29km to Little River using a combination of unsealed pathways and some on road sections like along River Rd. Cycle count data from this location is available in Appendix A.

Figure 7: Recreational Guide

Figure 7 is Selwyn's guide to recreational walk and cycle tracks within the District. This guide is focussed on tourism type walking and cycling routes in the District and can be found below:

http://www.sensationalselwyn.co.nz/brochures/Sensational_Walking_and_Biking_Guide_screen_brochure.pdf

The Strategy continues to build on the Rail Trail's success in increasing the appreciation for walking and cycling in Selwyn. This in turn benefits local communities and encourages more tourism around this iconic cycleway. The Rail Trail has formed the main "spine" cycleway in eastern Selwyn that connects on to other township cycleways such as the Rolleston to Lincoln and Springston to Lincoln cycleways, and in the future Templeton. Cycling connections incorporated into CSM2 will link the Trail to Christchurch City Council's network to the east and onto the City Centre.

Another key focus is to link the Rail Trail with the surrounding walking and cycling networks within Lincoln, to provide ease of local access and for visitors to Lincoln using the Rail Trail. An example of this is the shared paths being incorporated into the adjoining new subdivisions in Lincoln to bypass the busier sections of Birchs Road and Edward Street. Further details about these alternate routes can be found in the Lincoln Township Network Plan in Appendix C.

There exist a Memorandum of Understanding between Selwyn Council, Christchurch Little River Rail Trail Trust and Environment Canterbury for the development of the Christchurch Little River Rail Trail within the Selwyn District area. This can be made available on request.

In addition the Lincoln Town Centre Master Plan includes for cycleways to be provided along the full length of Gerald St. The Rail Trail will be able to link to the town centre and further on to the University and Springston via the Springston to Lincoln cycleway. Figure 8 shows the commemorative signage on the Springston to Lincoln Cycleway.



Figure 8: Springston to Lincoln Cycleway Signage



Additional supplementary links through Prebbleton are planned in conjunction with any future retail and commercial developments in the town centre that will provide off road pathways as envisaged in the Prebbleton Structure Plan.

1.4.2 Christchurch City Council Major Cycleways

Christchurch City is implementing a large programme of installing major cycleways throughout the City as seen in Figure 9 below. These include bringing linkages through to the boundary of Selwyn.

The South Express Cycleway reaches Templeton and in preparation, Selwyn Council has a project funded in 2020/21 that will complete the link between Rolleston and Templeton. This will occur in conjunction with Stage 2 of the Christchurch Southern Motorway (CSM2). Similarly as part of CSM2, the existing Rail Trail north of Lincoln will be linked up to the Christchurch City network. This completes the Little River Link. Staff from both Councils have been working together to coordinate these projects.

Figure 9 – Christchurch City’s Future Cycleway Network

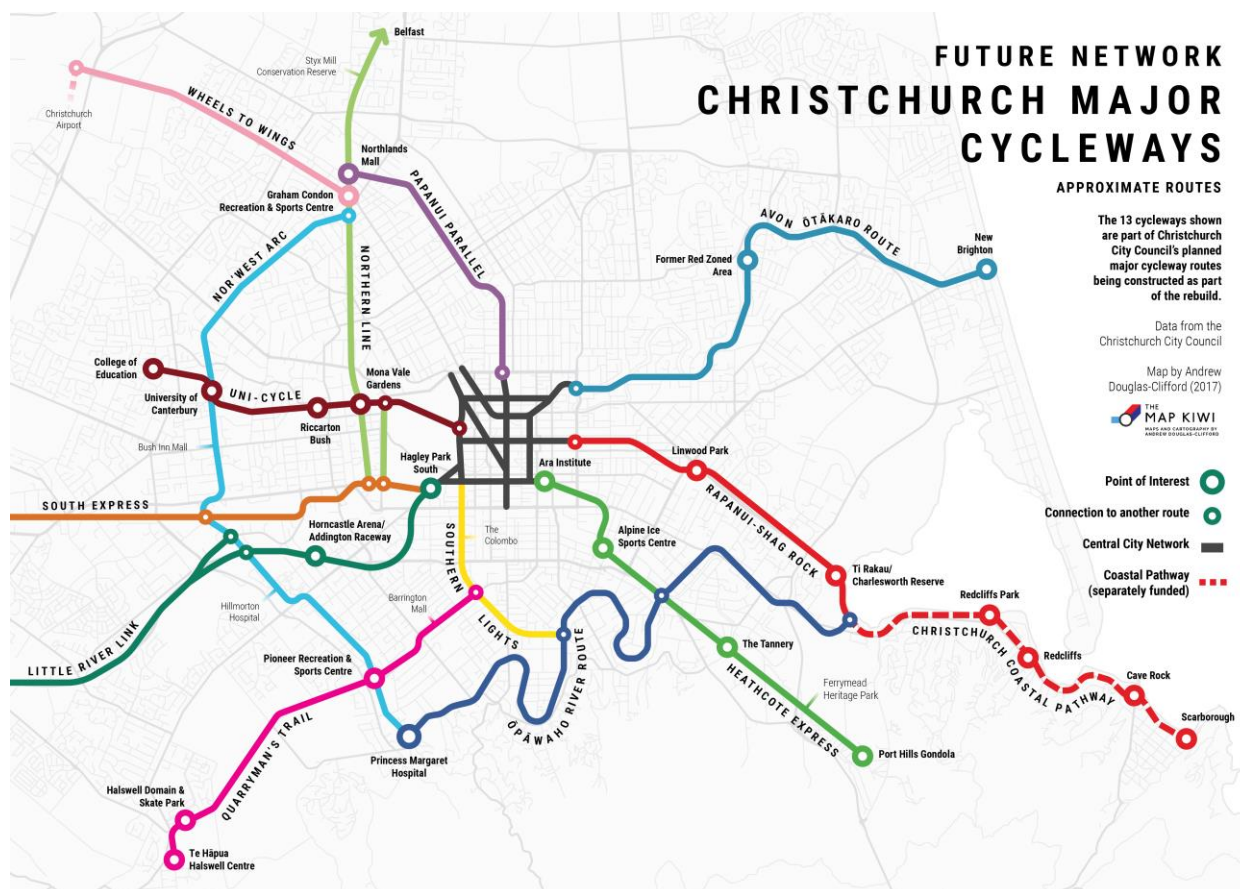
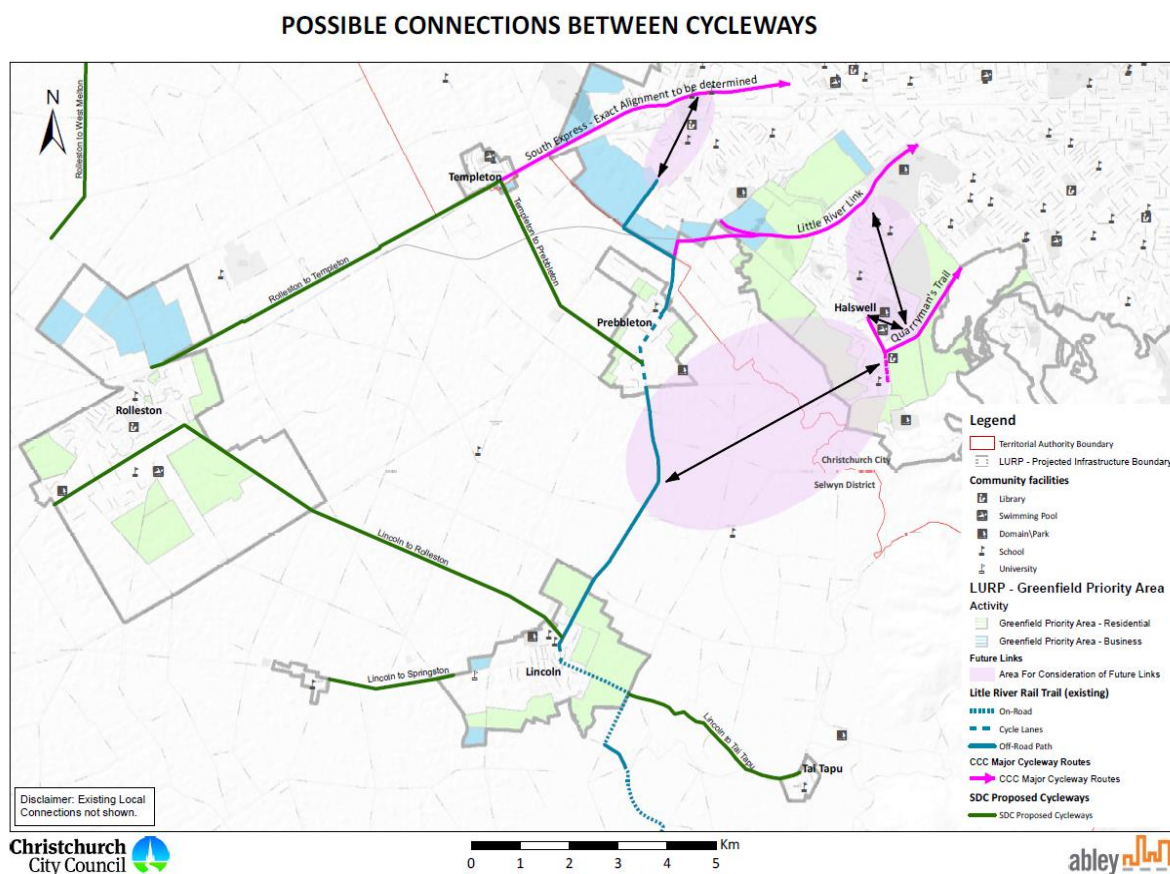


Figure 10 below show more granular detail around how Selwyn’s cycleways will link to Christchurch City’s cycleways. Further information can be found in the “Between-Township Network Plans” in Appendix C.

A key future project in this area is Selwyn Council providing a cycleway between Templeton and Prebbleton so that all of Selwyn’s high growth eastern townships can be connected to the wider City cycle networks via the Rail Trail.

Link: <https://www.ccc.govt.nz/transport/cycling/major-cycle-routes/cycle-routes>

Figure 10: Existing and Proposed Cycleways connecting Selwyn to Christchurch



1.4.3 Christchurch Southern Motorway Extension

Stage 1 of the Christchurch Southern Motorway Extension project (part of a series of “Roads of National Significance” projects) has been completed to the north of Selwyn while the Stage 2 section extending to Rolleston is due to be complete by 2020. This project is the responsibility of the New Zealand Transport Agency (NZTA). However close collaboration has occurred between NZTA and the Selwyn and Christchurch Councils around all transport matters including the appropriate walking and cycling provisions.

New pathways and connections have been provided for in the design of CSM2 that will eventually link Rolleston to south of Templeton, while an extension of the Rail Trail to the north of Prebbleton, using the old rail corridor, will connect to the main city bound cycleway alongside Stage 1 as part of CCC’s “Little River Link”. The new motorways overpasses, underpasses and interchange structures include dedicated footpath and cycleway facilities as part of their designs.

1.4.4 Port Hills and Other Recreational Opportunities

The Selwyn District shares with the Christchurch City Council areas of the Port Hills extending from the foothills up to the Summit Road from Kennedys Bush to Tai Tapu and beyond. Throughout these areas there are numerous legal unformed “paper” roads that people have the right to access and use further to those that may have already been developed to enable this.

Considering there are over 800km of unformed roads in the district, Selwyn Council considers these to be available to be used on a “as is where is” basis by the public. Council has received requests to create recreational walking and biking pathways along unformed roads on the Port Hills e.g. Burkes Bush Road and Gerkins Rd. However in these and other cases this can be very difficult where road boundaries are not evident on site, terrain along the unformed road alignment is actually unsuitable for use, or where adjoining land owners like farmers also have historical access rights that need to be considered.

In the case of the Port Hills Selwyn Council considers that a “Port Hills Recreational Access and Use Strategy” could be developed. This would have to be across Council departments and also involve the Christchurch City Council to see how best to plan and provide a joined up network centring on that area from Kennedys Bush across to Tai Tapu and up to the Summit Rd. It would also need to take into account learnings from the recent large Port Hills fires related to how public access may need to be controlled in places to prevent other similar occurrences.

This is one example where a specific plan may be needed to inform how Selwyn Council may support use of specific unformed roads across the District where frequent use maybe requested. Others could be around Lake Ellesmere and in the Hill and High Country of the District.

1.5 Selwyn’s Local Main Connections

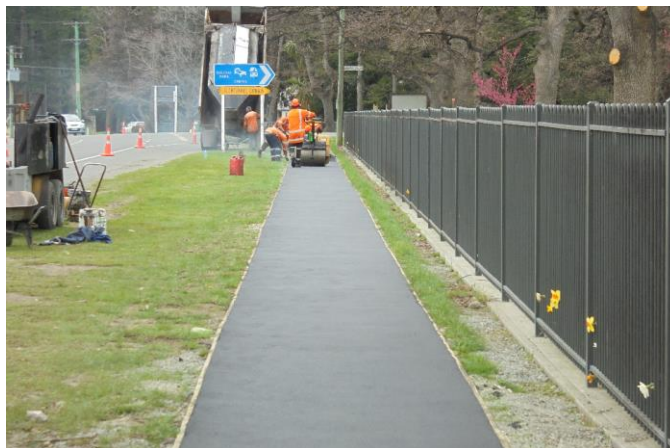
1.5.1 “Between-township” Cycleways

Selwyn Council has been constructing “between-township” cycleways that link key townships as part of its recent LTPs. These shared pathways provide residents with the option of travelling between these townships by walking or cycling for both transport and recreational purposes. In recent years, the Glentunnel to Coalgate (2.4km), Rolleston to Lincoln (9.0km) and the Springston to Lincoln cycleways have been constructed (2.6km). Section 5 and Appendix C of the Action Plan details the proposed the 15 cycleways set to be implemented over the next 20 years’ at an estimated cost of around \$12 million.

Figure 11 below shows the Glentunnel to Coalgate Cycleway during the construction phase.

Selwyn Council is also measuring use of these cycleways and this will be reported as part of the performance monitoring framework associated with the Strategy.

Figure 11: Coalgate to Glentunnel Cycleway – Section outside Glentunnel School



1.5.2 “Within-township” Cycleways

Selwyn Council is also working towards improving key walking and cycling linkages within its townships as this is a crucial part to achieving the outcomes from this Strategy. Township Network Plans have been developed showing how we will provide a realistic and connected walking and cycling network for each township in consultation with the respective township committees or residents associations as included in Section 5 and Appendix C of the Action Plan.

While most of the projects originating from this are quite specific i.e. on a street by street basis, there are key routes and pathways that provide the basis to a connected network through a township. These have been identified and developed through a series of key planning documents and initiatives relating to how growth and land use will evolve as included in the following documents:

- District Plan;
- District Wide Plans;
- Structure Plans;
- Town Centre Master Plans;
- Private Plan Changes and Subdivision Consents;
- School Travel Plans;
- Corridor Management Plans.

Further detail is provided in Section 3.1 relating to this.

1.6 Strategy Development and Context

When the original Strategy was developed in 2009 it included initial consultation with the public and specific key stakeholders over issues facing pedestrians and cyclists in the District. This feedback informed the development of the previous Strategy and was well documented. Similar to the original Strategy, a steering committee has reviewed the development of this updated Strategy. Appendix B details strategy development and consultation to date over these documents.

The Strategy is underpinned by extensive original work and also takes into account the significant changes that have occurred in the District as a result of strong population and economic growth since the last Strategy and Action Plan was developed.

The Strategy acknowledges the increasing expectations from our communities for the provision of fit for purpose walking and cycling infrastructure within and between townships. We have responded by looking at each individual township walking and cycling networks for infrastructure gaps or missing links that inhibit or prevent residents from walking and cycling.

The start of the recent focus occurred during the 2016/17 Annual Plan process. At the time the Selwyn Council responded to the significant public interest by providing \$500,000 of funding for discretionary footpath extension work that targeted obvious missing sections of footpaths across the Districts townships. A further \$450,000 was provided as part of the 2017/18 Annual Plan Process. This was a rise from the uniform \$50,000 allocated in the preceding financial years. The high level of community satisfaction from this additional work resulted in Selwyn Council including \$400,000 per annum in its long term funding forecasts to continue this improvement programme.

From recent discussions with the NZTA, it appears that this work may be eligible for subsidy under their Low Cost/Low Risk Work Category and accordingly Council has included this work in its subsidised roading programme to take advantage of this.

The scene has been set for this Strategy and Action Plan to further promote the continuation of strong investment in local walking and cycling outcomes that will benefit residents more directly. As such the projects and activities identified in the Action Plan reflect Selwyn Council working towards providing a more consistent walking and cycling LOS for each township.

This includes providing a footpath on both sides of busy urban streets, addressing missing links in local township networks, in addition to the core plan to provide “between township” cycleway connections as detailed in the original 2009 Strategy and subsequently implemented to date that this Strategy builds off further.

1.6.1 National and Regional Policy Directives

At a national level, walking and cycling is recognised as being important. The NZ Ministry of Transport’s current **Connecting New Zealand** document advises that:

"investment in walking and cycling also makes a contribution to economic growth and productivity."

It also says that the government will:

"support groups with specific transport needs by improving the efficiency and safety of the roading network, [...] and supporting the development of built environments that are walking and cycling friendly."

Link:

<http://www.transport.govt.nz/assets/Import/Documents/Connecting20NZ-online-version-9-September.pdf>

The **2018 NZ Government Policy Statement (GPS) on Transport** directs where any national transport investment and funding will be targeted by the Government. It has 2 key strategic priorities:

- ❖ Safety: Safe system, free of death and serious injury;
- ❖ Access: Improves access to move towards more liveable cities and thriving regions

With the following supporting priorities:

- ❖ Value for Money: Actions deliver the best possible value for money
- ❖ Environment: Ensures the land transport system enables better environmental outcomes;

These coincide with the following themes:

- ❖ Mode neutral approach to transport planning and investment decisions;
- ❖ Incorporating technology and innovation in the design and delivery of land transport investment;
- ❖ Integrating land use and transport planning delivery.

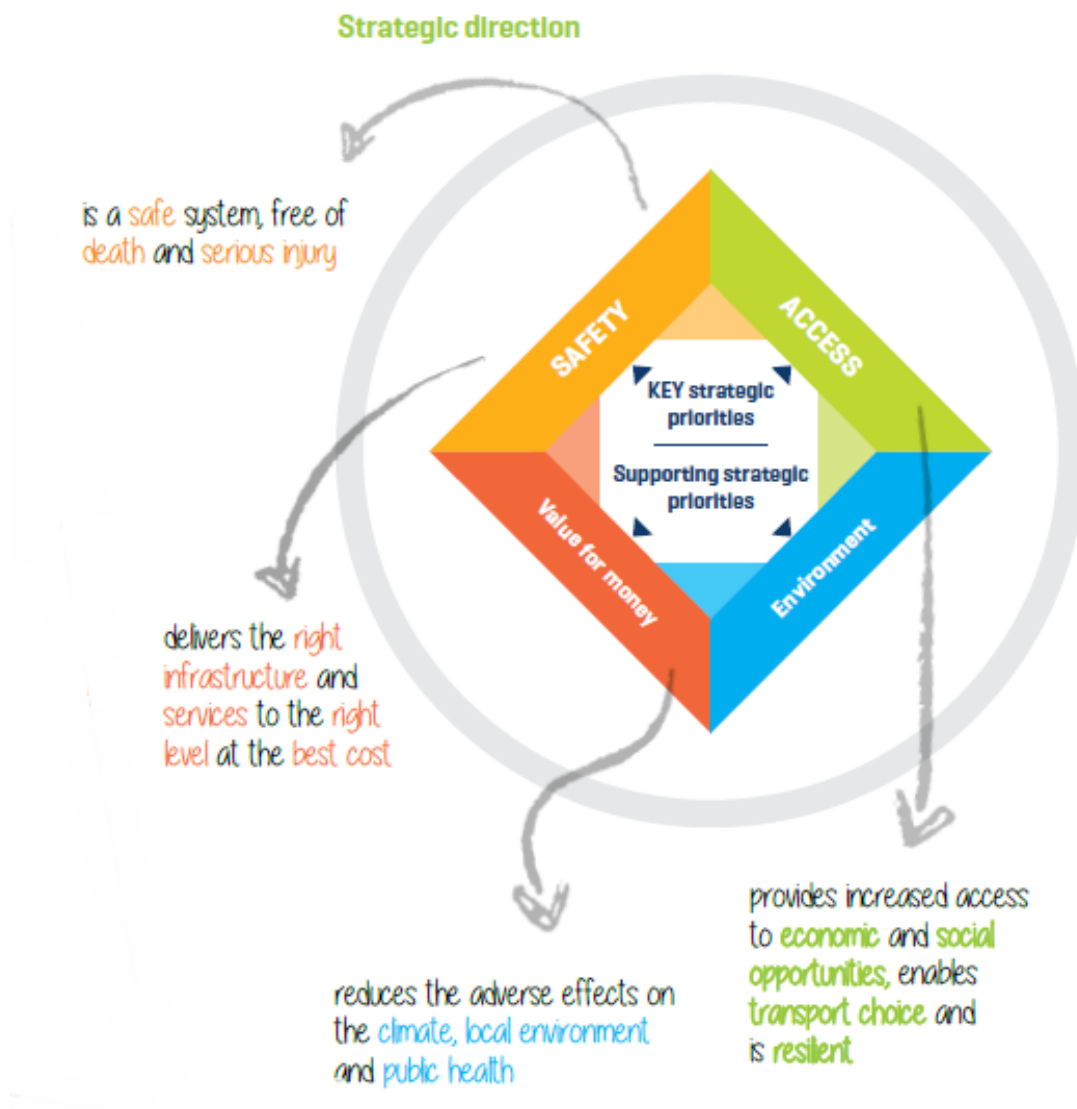
Figure 12 shows how the main priorities work together.

The change in strategic priorities has meant that there are a lot more walking and cycling projects that may be eligible for NZTA investment, either through a Business Case or the Low Cost/Low Risk work category.

This investment is allocated through the National Land Transport Fund administered by the NZTA at the levels set by the GPS.

The GPS recognises that walking and cycling is part of providing this choice and can reduce energy use while contributing to economic growth and productivity through reducing traffic congestion and improving safety.

Figure 12: 2018 Government Policy Statement Strategic Direction



Link:

<http://www.transport.govt.nz/ourwork/keystrategiesandplans/gpsonlandtransportfunding>

The **2015 – 2025 Canterbury Regional Transport Plan** also contains policies and objectives that Selwyn Council must align to in implementing its transport programmes. The current version states the Vision that;

"Canterbury has an accessible, affordable, integrated, safe, resilient and sustainable transport system."

Taking account of the GPS the Plan identifies the following six priority investment areas that Canterbury road controlling authorities need to demonstrate alignment to:

- ❖ Travel Time Reliability
- ❖ Accessibility
- ❖ Condition and Suitability of Assets
- ❖ Safety
- ❖ Resilience
- ❖ Environmental Impact

Link:

<https://www.ecan.govt.nz/document/download?uri=2547369>

In addition it identifies issues, key challenges and objectives around giving effect to walking and cycling applicable to all Councils through the Canterbury region. This includes providing transport options and improving accessibility and meeting the needs of people. Objectives of the Plan include increasing the percentage of peak trips made on foot, cycle and bus to reduce congestion and provide choice.

The **2012 Greater Christchurch Transport Statement** was developed post the Canterbury earthquakes to ensure this part of the Canterbury region, which includes Selwyn District, was coordinating on an agreed transport response to assist in recovery and economic development. This was in the face of a rapidly changing land use, settlement, and transport patterns as Greater Christchurch tried to adjust to the effects of these quakes. One of its stated Transport Outcomes requires travel choice to be provided and an objective to provide more options for walking and cycling.

As can be determined from that above, there is a common thread to all these main strategic documents to provide for walking and cycling as part of any collective and individual transport responses that District Councils and stakeholders are contemplating.

Link:

<http://greaterchristchurch.org.nz/assets/Uploads/GCTSDec2012-Copy.pdf>

Furthermore, the **Greater Christchurch Partnership Initiatives on Walking and Cycling** involve District Councils and Stakeholders for the Greater Christchurch Transport Partnership which consists primarily of the Selwyn, Waimakariri and City Councils together with Environment Canterbury and the NZ Transport Agency. These agencies have been working together for over 15 years to achieve the coordinated transport outcomes over greater Christchurch. Achieving more walking and cycling is a key objective to ensure future transport demands from the high growth expected is catered for in a sustainable way.

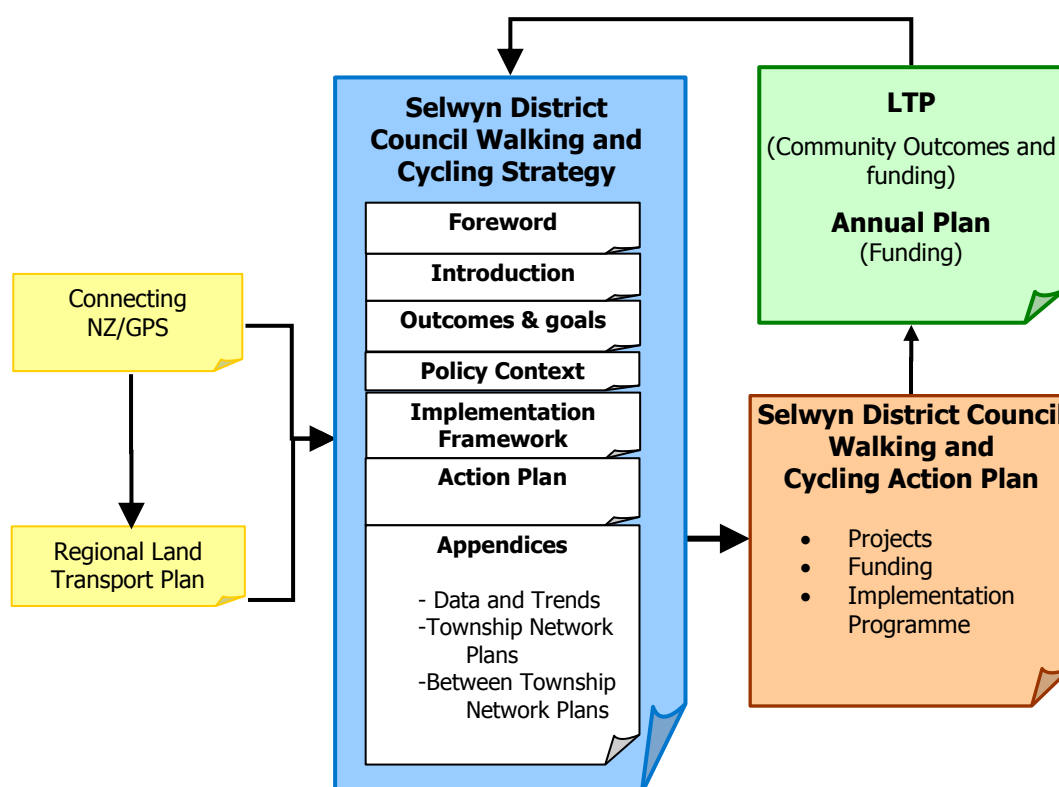
Two business cases are being progressed on strategies that involve walking and cycling over Greater Christchurch that include Selwyn. The first of these relates to a implementing a Greater Christchurch Travel Demand Management response which looks to promote and provide transport options to meet predicted demands that are not car focused i.e. walking and cycling and public transport. The second business case involves planning the future of Public Transport in Greater Christchurch.

Already programmes are in place to inform the estimated 50,000 workers returning to the central city post-earthquakes from the outset on their options to use alternative modes of transport. This includes those living and commuting to and from Selwyn. From another Selwyn perspective the development of “Park N Ride” sites at Rolleston and Lincoln would also enable residents to walk and cycle to these and connect to the metro services and the central city.

The Greater Christchurch Public Transport Joint Committee is also developing a 30 year public transport strategy. The partners recognise that a key part of any public transport system includes a walking or cycling component to any journey – and this needs to be catered for in any comprehensive future system development. This includes having the necessary infrastructure in place such as footpaths, bus shelters, cycle stands etc. and those at any public transport hubs. Recent work is also looking at using “bike share” systems to expand public transport services in urban areas beyond that traditionally covered by buses.

Figure 13 shows this Strategy’s structure and prime linkages.

Figure 13: Strategy Structure and Prime Linkages



2. Outcome, Goals and Policies

2.1 Desired Outcome

Based on the guidance from governing policies and strategies and community consultation, this Walking and Cycling Strategy aims to achieve the following:

A Selwyn where more people walk and cycle safely for transportation and enjoyment

2.2 Goals and Policies

Selwyn Council has established four main goals that are crucial to the achievement of this outcome. These goals are supported by clear, measurable and achievable policies.

2.2.1 Goal 1: Improved Safety for Pedestrians and Cyclists

Policies:

- a. Use all relevant nationally accepted standards, guidelines and best practice to plan, design and construct walking and cycling infrastructure.
- b. Regularly review existing walking and cycling facilities in the District for compliance with the relevant adopted standards, guidelines and best practice methods.
- c. Consider providing off-carriageway walking and cycling facilities when improving specific rural roads that link townships.
- d. Consider providing dedicated cycle facilities when improving or upgrading arterial and collector type roads and streets in townships.
- e. Promote the concept of suitably designed streets as slow speed spaces shared by vehicles, pedestrians and cyclists.
- f. Work with schools to promote and instil walking and cycling safety directly with children as part of any curriculum or shared programmes.

2.2.2 Goal 2: More People Choosing to Walk and Cycle More Often

Policies:

- g. Reduce the number of car journeys of less than 2km made in the District.

- h. Encourage and promote more people to walk or cycle for short trips (less than 2km walking and 5km cycling).
- i. Create positive experiences around walking and cycling as part of transport and recreation planning.
- j. Promote the benefits of walking and cycling in schools and workplaces and the opportunities to do so.
- k. Utilise opportunities through land use and transport activity planning to provide and expand walking and cycling networks.
- l. Raise awareness of the benefits of walking and cycling among all sectors of the community including the young, old, families, employers and educational institutions.

2.2.3 Goal 3: Fit For Purpose Environments for Walking & Cycling Activities

Policies:

- m. Promote and provide connectivity within, through and between townships.
- n. Improve walking and cycling infrastructure to suit the volume and type of use.
- o. Provide road environments to and around schools, especially primary schools, which encourage children, parents and caregivers to walk or cycle to schools.
- p. Emphasis on meeting the needs of older people, people with disabilities, and young families who use footpaths and cycleways in urban areas.
- q. Give effect to walking and cycling outcomes identified in any other relevant planning documents such as the District Plan, township plans and the alike.

2.2.4 Goal 4: A More Accessible and Sustainable Transport System

Policies:

- r. The use and development of public transport is supported by the walking and cycling networks.
- s. Bring about a positive change in peoples' attitudes towards using walking and cycling as a viable alternative to car use.
- t. Engender widespread support for sustainable transport solutions among developers and the District's communities.
- u. Ensure sustainable transport is supported by the District Plan through appropriate rules, policies and objectives including the use of Integrated Transport Assessments where appropriate.

Figure 14: Rail Trail through Prebbleton



2.3 Indicators, Targets and Measures

The collection of sufficient, and appropriate data on walking and cycling is key to the achievement of the monitoring regime outlined, which in turn adds value to the overall walking and cycling network planning and implementation process.

Selwyn Council currently conducts a variety of surveys to gather data on a number of community trends and issues. Further initiatives are being explored by the NZ Transport Agency, Environment Canterbury and walking and cycling advocacy groups, to improve how information can be obtained and used to justify the funding of more walking and cycling projects in the District.

Table 1 describes what we will monitor so that it can be assured progress is being made towards achievement of the Strategy's outcome, goals and policies. A summary of data and trends for these indicators in recent years is given in Appendix A.

Table 1: Indicators and Targets

Indicator	Target	Relates to Goal	How Measured
Increasing Values are sought from the following indicators:			
• The percentage of people walking or cycling to work within Selwyn	8% by 2018	2 - More people choosing to walk and cycle more	Census data
• "Road Safety" Performance as determined in Resident Survey	60% by 2018	1 - Improved safety for pedestrians and cyclists 4 - A transport system that is more sustainable	Resident survey
• "Footpath" Performance as determined in Resident Survey	55% by 2018	3 - Convenient community environments and transport systems	Resident survey
• The total length of shared path facilities	Continual increase in length	3 - Convenient community environments and transport systems, 4 - A transport system that is more sustainable	Council Asset Register data
• The total length of footpaths (including shared paths)	Continual increase in length	3 - Convenient community environments and transport systems	Council Asset Register data
• Percentage of bus stops in townships that meet Minimum Infrastructure Requirements	Continual increase in compliance	2 - More people choosing to walk and cycle more 3 - Convenient community environments and transport systems,	Council Records
Decreasing Values are sought from the following indicators:			
• Road-crashes involving pedestrians or cyclists	Baseline taken in 2017/18	1 - Improved safety for pedestrians and cyclists	ONRC Safety TM9

Indicator	Target	Relates to Goal	How Measured
"Report Only" Indicators			
<ul style="list-style-type: none"> Percentage of cycleway projects implemented as planned in each financial year 	Baseline to be determined in 2017/18 years.	3 - Convenient community environments and transport systems	Council Records
<ul style="list-style-type: none"> % of Arterials and Primary Collectors by township that has a footpath on both sides of the road* 		3 - Convenient community environments and transport systems	Council Asset Register data (RAMM)
<ul style="list-style-type: none"> Number of people cycling on Rail Trail (between Lincoln and Prebbleton) 		2 - More people choosing to walk and cycle more	Zelt Bicycle Counters
<ul style="list-style-type: none"> Number of people cycling on Rolleston to Lincoln Cycleway 		2 - More people choosing to walk and cycle more	Traffic Counting Consultant
<ul style="list-style-type: none"> Number of people cycling on the Springston Lincoln Cycleway 		2 - More people choosing to walk and cycle more	Traffic Counting Consultant
<ul style="list-style-type: none"> Number of people cycling on Glentunnel to Coalgate Cycleway 		2 - More people choosing to walk and cycle more	Traffic Counting Consultant

*N.B. this measure may not be practical in some rural townships because of insufficient land use.

2.3.1 Monitoring, Reporting and Review

Monitoring is a critical part of the Strategy to ensure its relevance with respect to meeting the community's needs and the success of its actions. The measures outlined in Table 1 will be monitored in terms of areas relating to education, enforcement, physical works and financial achievements.

Annual monitoring reports will be produced in a manner that provides a history of the measures recorded and indicates the target, so that progress can be ascertained. Monitoring outcomes may be included in the Selwyn Council's Annual Report and/or reported to the NZTA.

This Strategy will be reviewed prior to every 2nd LTP process to ensure that it continues to represent the aspirations of the community and Selwyn Council. This ties it strongly to Selwyn Council's implementation programmes and budgets, and is consistent with advice in the Land Transport Management Act (LTMA) that requires Land Transport Programmes to be integrated with the LTP review processes and in alignment to the GPS and RLTP.

Indicators and targets will be monitored and reported on annually and published in the Appendix A.

3. Implementation Framework

This section outlines the general methods that will be used to achieve the goals and policies of this Strategy that we will be responsible for. This ranges from the wider strategic perspective provided by key planning documents to what needs to occur “on the ground” to connect, link and expand existing footpath and cycling pathways in an effective way.

3.1 Key Planning Documents

3.1.1 The District Plan

The District Plan identifies areas for development and includes Outline Development Plans showing how key transport, water services and reserves will need to be coordinated and connect together over new subdivision areas. These include transport networks and those specifically for walking and cycling. A good example of this process is embodied in Plan Change 7 which rezoned approximately 800ha of additional residential land around Rolleston and Lincoln. The Outline Development Plans for Plan Change 7 show how all the main transport networks need to be provided and coordinated by developers as part of the planning for their subdivisions.

The District Plan is currently being reviewed and updated, and this will include how to improve the provision of walking and cycling in the District through future land use and development activities and opportunities.

3.1.2 District Wide Plans

These “plans” inform and encourage district and transport related outcomes on a more strategic basis. This includes utilising a system wide approach to support growth, and to deal with specific issues or objectives in order to utilise and develop multi modal transport systems.

- Regional Land Transport Plan (as current);
- Selwyn 2031 - District Development Strategy (2014) shown in Figure 15;
- Greater Christchurch Transport Statement (2012);
- Selwyn District Land Transport Activity Management Plan (as current).

Figure 15: District Development Strategy



3.1.3 Structure Plans

Structure plans are used to outline the urban design vision on a spatial basis for the development of townships while at the same time providing a strategic framework to guide the development process. They include for the provision of walking and cycling as part of the overall transport outcomes sought. There are 4 main plans that cover the majority of the districts growth areas:

- Rolleston Structure Plan (2009);
- Lincoln Structure Plan (2008);
- Prebbleton Structure Plan (2010);
- Malvern and Ellesmere Area Plans (2016).

3.1.4 Town Centre Master Plans

- Rolleston Town Centre Master Plan (2015);
- Lincoln Town Centre Plan (2016).

Comprehensive plans have been produced that include specific details on how these centres will develop. Key to this is how traffic is provided for with a high emphasis on providing urban streets and roads that are as pedestrian and cyclist friendly as possible. The subsequent large transportation projects that eventuate to transform these areas are usually expensive and separately identified in Selwyn Council's LTP for this reason. These range from functional roading projects like installing traffic signals (which include pedestrian crossing facilities) to transformational ones like installing cycleways along Gerald St in

Lincoln. Figure 16 shows an artistic impression of Gerald Street, outside the Lincoln library and service centre.

Figure 16: District Development Strategy



The proposed Rolleston “Flyover” over State Highway 1 and the main rail line includes dedicated footpath and cycleway facilities. Selwyn Council sees this as a very important component to allow people to walk and cycle more safely between the residential and industrial areas of Rolleston which are currently separated by SH1 and to reduce car dependency for those that work and live in Rolleston. This link will also form part of a future between-township cycling link between Rolleston and West Melton that has been identified as part of this Strategy.

3.1.5 Private Plan Changes and Subdivision Applications

Private Plan Changes and Subdivision Consent Applications are assessed by Selwyn Council staff in line with all policies and objectives relating to land use development and also informed by the planning documents referenced above. This includes for all roading, walking and cycling infrastructure and connectivity. It is at this level that all the planning needs to come together to ensure the right pathways are provided “on the ground” in line with Selwyn Council’s expectations, including compliance with the Engineering Code of Practice. This includes making sure that pathways link together practically along streets and through reserves etc.

3.1.6 School Travel Plans

Selwyn Council requires schools to produce a School Travel Plan (STP) as part any resource consent, designation, and eventuating outline development plan process undertaken. The STP looks to assess the effects relating to school growth i.e. greater parking demands, drop off and pick up demands etc. and identifies ways this can be mitigated through the provision

of infrastructure like footpaths and shared paths. Where significant coordinated infrastructure is needed a Transport Management Plan is also used to identify and document this, together with the responsibilities of the respective parties to fund and provide the upgrades and improvements.

A STP has been a requirement on all the recent schools built or expanded in Rolleston and Lincoln in recent times where high student roll numbers are expected.

The STP also explains how the school will manage travel to and from school and what opportunities exists to encourage students to walk and cycle to. Selwyn Council has recently employed a School Road Safety officer who will work with schools to help develop and implement these STP's.

3.1.7 Corridor Management Plans

Corridor Management Plans (CMP) are used to develop a holistic approach to how a section of urban road or street may be upgraded and transformed using a varying range of engineering techniques and works in a coordinated way to achieve improved transport and amenity outcomes. This may range from installing footpaths and pedestrian crossing points to upgrading street lighting and lowering speed limits as a package of measures.

A key outcome is usually to improve the safety and ease to walk and cycle more on main streets in townships in situations where only one engineering response would not be effective. These CMP's maybe delivered by a range of stakeholders such as Selwyn Council, developers and even the NZ Transport Agency. A good example of where a CMP has been developed and used successfully is for the section of SH73 through West Melton to overcome issues of severance created by the highway severing the northern and southern township areas. Further CMP's are planned to be developed over time for the townships covered by the Ellesmere and Malvern Area Plans.

3.2 Action Plan and Township Network Maps

The Action Plan describes the projects and actions Selwyn Council will undertake to implement the Walking and Cycling Strategy. The projects listed represent the outcome of a recently completed identification and prioritisation process to list all known footpath and cycleway requests including those raised from the recent township community consultation process. This information can be found Section 5 and Appendix C. Figure 17 shows Lincoln's Township Network Plan as an example of spatial network planning.

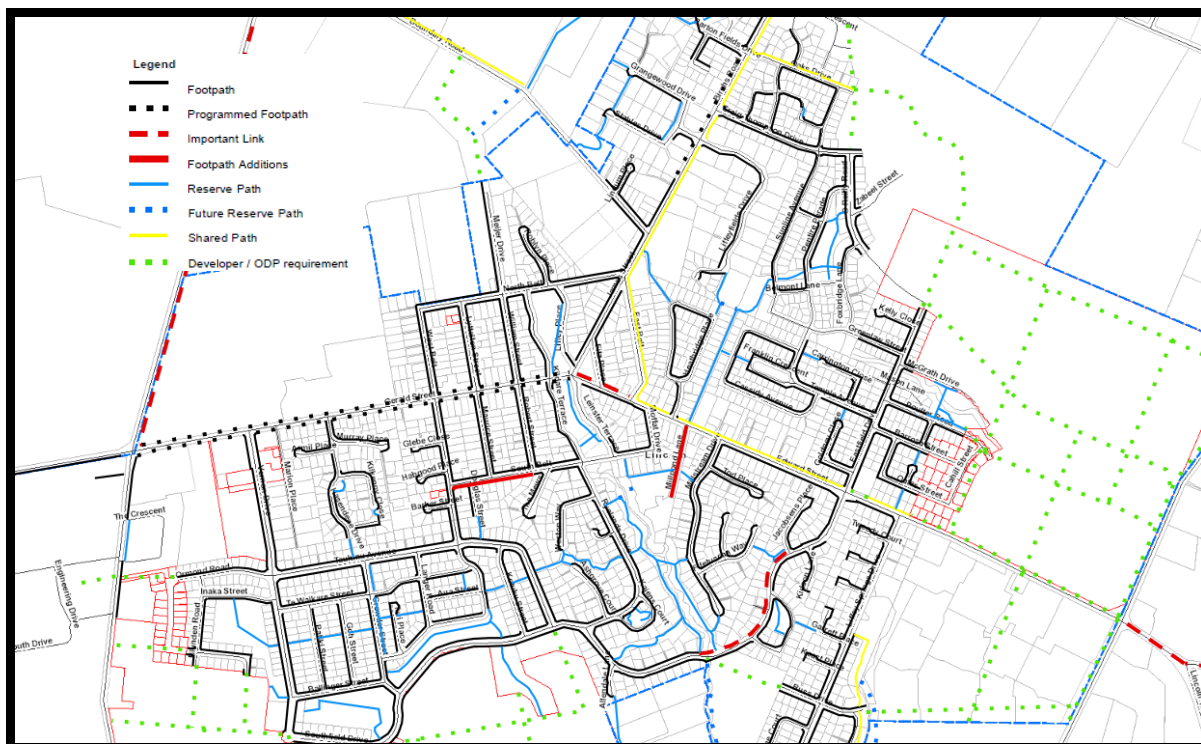
The Action Plan further discusses the important aspects of network planning and provision, the key methods used in providing for walking and cycling, and an explanation of possible facility types and the specific design and engineering guidance required.

The main facility types and standards associated with them discussed in the Action Plan cover the following:

- Standard township footpaths

- Shared Use Connecting paths e.g. in and between townships such as cycleways
- Recreational Rural Paths and Tracks e.g. "Rail Trail" and those related to tourism
- On Road Cycle Facilities e.g. painted cycle lanes
- Crossing Facilities and Intersection Treatments e.g. pedestrian refuge islands

Figure 17: Lincoln Township Network Plan



In developing the Action Plan and identifying all the projects and activities required, it was recognised that many of these resulting actions will contribute towards multiple goals that will provide value for money.

It is intended that the Action Plan will be reviewed three-yearly, in conjunction with the review cycle of Selwyn Council's LTP, so that projects can be put forward for inclusion in the LTP for funding and prioritisation and consulted on accordingly before the LTP is adopted by the Selwyn Council.

The Action Plan is accompanied by Township Network Plans (in Appendix C) detailing existing and proposed walking and cycling networks for each township. Additionally, Between-township Network Plans showing cycling links between townships can also be found in Appendix C. Significant community involvement informed the development of the Township Network Plans.

3.3 Stakeholders and Key Agencies

Implementation of the Strategy and Action Plan are not just matters for the Selwyn Council; it requires the involvement and participation of many other stakeholders and agencies to be truly successful as listed in Table 2 below.

Selwyn Council will play its role in ensuring that all these bodies work together where opportunities exist to achieve the Strategy's outcome, goals and policies. This includes other committees of Selwyn Council such as the Selwyn District Road Safety Subcommittee. The list in Table 2 while comprehensive, does not attempt to be definitive or to list all stakeholders likely to be involved.

Figure 18 below shows the partnership between Central and Local government in creating the right conditions for greater walking and cycling in the District and New Zealand as a whole.

Figure 18: National Cycling Program



Table 2: Stakeholders and Key Agencies

National	Ministry of Transport New Zealand Transport Agency The New Zealand Cycle Trail (Great Rides) New Zealand Police Ministry of Health Department of Conservation (DoC) Accident Compensation Corporation Living Streets Aotearoa Ministry for the Environment SPARC (Sports and Recreation Council [of NZ]) EECA ([NZ] Energy Efficiency and Conservation Authority) Ministry of Education KiwiRail (NZ Railways Corporation) Cycle Advocates Network (CAN)
Regional	Environment Canterbury (includes responsibility for public transport services) Canterbury Regional Land Transport Committee and sub-groups: <ul style="list-style-type: none"> Regional Road Safety Working Group Public Transport Joint Committee Canterbury District Health Board Spokes Canterbury (Canterbury Cyclists Association) Christchurch and Canterbury Marketing Living Streets Canterbury
Local	Selwyn District Council (the Councillors as an elected body) Neighbouring councils: Christchurch City, Waimakariri and Ashburton Districts <ul style="list-style-type: none"> (The Westland and Hurunui Districts also border Selwyn but there are no legal road links to them, other than SH73 through Arthurs Pass to Westland.) Selwyn District Road Safety Sub-Committee Selwyn based Police Canterbury Rural Primary Health Organisation Christchurch-Little River Railtrail Trust Presbyterian Support Arthritis Foundation Foundation of the Blind Selwyn District schools Sport Canterbury Lincoln University – Catherine Elliot Lincoln CRI Cluster Selwyn District retirement villages Walking and walking-advocacy groups

3.4 Funding

This main Strategy document itself does not detail any specific financial commitment by Selwyn Council as its main role is to set the direction related to the outcomes, goals and policies it presents.

The Action Plan provides this information and includes what projects and activities should be considered for inclusion into LTP for the approval of Selwyn Council. While the LTP is formally reviewed every three years, it can also be adjusted annually, informed by feedback from the Annual Plan public submission process. This allows for Selwyn Council to fine tune the proposed walking and cycling program for the following financial year based on developments or new information as presented by the community.

The LTP provides a 10 year funded programme so that the community has more confidence on how projects and activities will be funded over the medium term. Selwyn Council's 30 Year Infrastructure Strategy provides further forecasts but at a less detailed level.

Funding for new walking and cycling facilities in the District may come from the following sources

- Rate payer funded;
- Partially subsidy by the NZ Transport Agency (currently 51% if eligible);
- Grants from the Urban Cycleway Fund (UCF) and other national sources.
- Fund raising through Trusts and/or charitable grants

Future funding for walking and cycling projects is assumed to be directly funded by Selwyn ratepayers. However we will explore any opportunity to have projects co-funded through other means. This includes subsidy assistance by the NZ Transport Agency subject to a suitable business case aligned with NZTA priorities. There are other national funding sources such as the UCF. However this is usually only available for larger projects that have a more tangible regional and national benefit and/or in the main metropolitan centres.

In addition Trusts can be set up by a group of individuals to fund raise for specific cycleways they wish to implement. This was how the original Rail Trail started in Selwyn.

This Strategy does not provide for wider national and regional tourist trails and pathways as they are usually funded by funded by Trusts, tourism, economic development, and provincial funding sources that could also involve the relevant Regional Councils.

In new subdivision developments Selwyn Council can offer a reserve contribution "credit" for improvements to land such as new reserves provided by developers. However this "credit" does not pay for pathways and cycleways that run through these reserves.

Routine maintenance of footpaths alongside our roads is directly funded by Selwyn Council and amounts to approximately \$400,000 per annum based on the current network of footpaths within road reserve. However as new footpaths and cycleways are vested and constructed by Selwyn Council, the maintained length and therefore the maintenance budget will need to rise over time.

Maintenance responsibilities span between the various asset "owners" in Selwyn Council depending on whether the footpath has a transport or recreation function. The Transport and the Parks & Reserves Departments together are responsible for the Districts footpaths. Each department is responsible for providing the necessary funding in their forward funding and budgeting plans to cater for their respective sections of their overall walking and cycling network.