

WALKING & RIDING ACTION PLAN

For the Hurunui District



HURUNUI WALKING AND RIDING STRATEGY 2025

The Hurunui District Council has developed a Walking and Riding Strategy 2025 which is intended to provide a framework for making walking and riding within the district safer and more attractive.

The Strategy's Vision - Residents and visitors can enjoy and safely move around the Hurunui by walking and riding - is supported by 3 Goals:

1. A district committed to walking and riding for health, well-being, environmental and economic reasons
2. More People Choosing to Walk & Ride More Often
3. A safe, accessible and integrated walking, cycling and horse-riding environment

HOW IS THE WALKING & RIDING STRATEGY IMPLEMENTED?

This Action Plan outlines the general methods that the Hurunui District Council will use to achieve the overarching vision and supporting goals and policies of the Strategy. 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, and providing for horse riding in an effective way.

It should be recognised that in developing the Action Plan and identifying all the projects and action required that many of these resulting actions will contribute towards multiple goals and policies of the overarching strategy.

STAKEHOLDERS & KEY AGENCIES

Implementation of the Strategy is not just a matter for the Council; it not only requires co-ordination and collaboration across Council's operations activities (roading and recreation), strategy and community activities (District and Strategic Planning and Community Development), but also key funding agencies, developers and the community, including those community groups involved in walking cycling and horse-riding, such as the Hurunui Trails Trust, the St James Walkway Trust and the Hanmer Springs Track Network Group.

Working collaboratively with developers also provides the opportunity to complete segments of the walking and cycling infrastructure, particularly in urban areas, and will enable Council to connect segments within a reasonable timeframe.



ROLES & RESPONSIBILITIES

The successful implementation of the Hurunui Walking and Riding Strategy relies on the collaboration of several key stakeholder groups actively involved in the development and promotion of walking and riding in Hurunui, each with distinct roles and responsibilities.

Many of these groups are made up of volunteers, whose contributions are vital to the success of our community-driven approach to the planning and delivery of walking and riding projects. It is anticipated that these volunteers, together with the stakeholders described below, will continue to collaborate to implement the Walking and Riding Strategy, improve the walking and riding network, and enhance outdoor recreation in Hurunui.

1. Hurunui District Council (HDC): HDC plays a leadership and coordination role, ensuring alignment between stakeholders and contributing to the planning, funding, and development of infrastructure on Council-owned land. It supports the implementation of the strategy through regulatory functions, facilitation, funding, and advocacy for walking and cycling initiatives at local, regional, and national levels.

The Council works with community organizations and clubs, like the Hurunui Trails Trust, Hanmer Springs Track Network Group, and St James Trail Trust to deliver on the Strategy's Vision, Goals and Policies.

The HDC will undertake to liaise with each group and assist them where they can, including through clear communications, and ensuring that all groups can work alongside each other to achieve their individual goals efficiently and also the wider vision of the Hurunui Walking and Riding Strategy.

2. Hurunui Trails Trust (HTT, the Trust): Established in 2009, HTT coordinates walking and cycling trail development across the district. The Trust provides support, guidance, and practical assistance to local community groups on how to plan, fund, build, maintain, and promote trails in the Hurunui. HTT's strategic plan aligns with the Hurunui Walking and Riding Strategy and seeks to increase trail use and enhance and promote the district's network, ultimately connecting up certain trails in the region.

The Trust has helped build and promote the Hurunui Heartland Cycle Trail, The Waipara Valley Trail and the Amberley Network. It was previously involved in governing the St James Trail but this has been recently separated to be governed by its own entity.

3. Hanmer Springs Track Network Group (HSTNG): Comprising local track users, landowners, and various organizations (including the Council), HSTNG oversees the management and maintenance of the Hanmer Basin trail network.

The HSTNG governs future trail development and ensures all projects meet community and environmental standards. The group works to enhance Hanmer Springs as a mountain biking and walking, hiking and horse riding destination and ensures sustainable trail use.

4. St James Trail Trust (SJTT): The SJTT manages the St James Trail, focusing on its maintenance and sustainability.

The SJTT works alongside the Department of Conservation, Council and other stakeholders to improve infrastructure and raise awareness of the trail's importance within the region

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FUNDING

The development of an improved walking, cycling and horse riding network requires investment over time and funding is always a concern. The Hurunui Walking & Riding Strategy 2025 provides well considered direction and this Action Plan identifies priorities for Council and other parties, including New Zealand Transport Agency Waka Kotahi and community organisations.

Priorities for walking and cycling are set around the 3-year review cycles of the 10 year Long Term Plan (LTP). The LTP sets out the direction of Council and the funding needed over a 10-year period. Setting the walking and cycling priorities to the LTP cycle ensures that projects and infrastructure requirements coincide with Council's major funding rounds.

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. The Council's 30 Year Infrastructure Strategy provides further forecasts but at a less detailed level.

The implementation of physical infrastructure and supporting programmes is dependent on funding availability, based on Council's capital expenditure budget funded from rates as well as other external sources such as NZTA funding contributions (through the National Land Transport Fund), or other Government or third party funding sources (where eligible).



EXTERNAL FUNDING

In addition to funding from Council's capital expenditure budget and NZTA funding contributions, there is other Government or third party funding sources for physical walking, cycling and horse riding infrastructure and supporting programmes. The following are some of the many agencies available throughout New Zealand that offer funding for the Council, community groups and/or individuals:

<https://transwastecanterbury.co.nz/>

<https://www.amuriirrigation.nz/community>

<https://www.nzct.org.nz/> <https://sportnz.org.nz/>

<https://mainlandfoundation.co.nz/>

<https://ratafoundation.org.nz/>

<https://www.communitymatters.govt.nz/>

Further information on these and other funding opportunities is available on the Council's website at <https://www.hurunui.govt.nz/community/awards-and-funding/external-funders>

For advice with regards to which fund is best is suited for your project or general enquiries you can contact the Council's Community Partnerships Team via email community@hurunui.govt.nz directly.

PRIORITIES

Council has an ever-increasing range of responsibilities and an ever-expanding list of new projects in order to support the economic, cultural, social and environmental wellbeing of our community. Funding is always a concern, especially where cost and affordability form a part of many discussions.

The Action Plan's immediate priorities will be to focus on delivering projects identified as Business as Usual and as Short-term priorities (see below), with larger or more complex projects and actions that are medium or long term priorities requiring further investigation, feasibility and costing before schemes are programmed for inclusion within the next LTP (2027-2037).



Each action identified in the Action Plan has been based on the following:

TABLE 1: PRIORITISATION FRAMEWORK

BUSINESS AS USUAL	This is an on-going ‘Business as Usual’ action that is implemented as part of Council’s normal annual work programmes. Continuing to deliver these actions will contribute towards achieving the strategic objectives.
SHORT-TERM	An action that we are aiming to implement or complete within the first cycle of the LTP (2024-27). These include projects or initiatives that are proposed for immediate focus. Immediate actions include: • Quick-win projects that could be implemented in the short-term. • Capital programmes that require additional investigation, planning and consultation in the short-term to inform an implementation plan for inclusion within the 2024-2034 10 Year Plan. • Projects that are currently programmed for delivery within Council’s 10 Year Plan.
MEDIUM-TERM	Medium priority actions are projects and initiatives that would strongly contribute towards the strategic vision and goals of the Strategy that could be delivered over the lifecycle of the next 10 Year Plan. These include complementary initiatives that could be delivered once strategic infrastructure improvements have been delivered to maximise the benefit of physical infrastructure investment (such as behaviour change programmes).
LONG-TERM	Long-term actions are projects that will contribute to the identified strategic Vision and goals; however, they not considered critical within for delivery within the next three years and have been included to provide a future “line of sight”. The priority allocated to these actions may change in future revisions of the Strategy.



RELEVANT GOALS

- 
A district committed to walking and cycling for health, wellbeing, enviromental and economic reasons
- 
More people choosing to walk and ride more often
- 
A safe, accessible and intergrated walking, cycling and horse riding enviroment

BUSINESS AS USUAL AND SHORT TERM PRIORITY (2024-2027)

	DESCRIPTION	RELEVANT GOALS	TIMEFRAME
1	Work with relevant stakeholders in the promotion, development and improvement, Including accessibility improvements of the district's walking, cycling and horse riding infrastructure	  	Ongoing
2	Work with NZTA to identify solutions to make crossing the State Highway network in the district safer for pedestrians and cyclists	  	Ongoing
3	Work with NZTA on the development of road safety messaging, information and promotion activities for the Hurunui District: to inform the public and keep pedestrians, cyclists and horses and their riders safe on roads	  	Ongoing
4	Work with adjoining Councils, and other relevant stakeholders, to investigate improving the walking and cycling network between each area	  	Ongoing
5	Advocate to ensure support is provided through the 2027/2037 LTP for walking and riding initiatives.	  	Ongoing
6	Investigate external funding streams for implementation of walking, cycling and horse riding projects	  	Ongoing
7	Provide the Walking Wheels Week road education programme to schools and early childhood education providers every year (in March & October)		2024-2027
8	Provide the Cycle Skills Education Programme – Cycle Sense to two schools every year		2024-2027



	DESCRIPTION	RELEVANT GOALS	TIMEFRAME
9	Variable Speed Limits signage installed outside all schools		2024-2027
10	Identify areas where marked cycle lanes may be required		2025-2027
11	Identify areas where walking and pedestrian wayfinding signage and safety signage may be required		2025-2027
12	Work with stakeholders to confirm the style of directional and information signs to be used - whether it matches the Hurunui Heartland style, or a new Hurunui wide style		2024-2027
13	Advocate to KiwiRail to formalise pedestrian access over (or under) the Main Trunk Line between Willowside Place to Carters Road		2025-2027
14	Identify projects to use the Amberley Walking & Cycling Routes Development Contributions Fund.	  	2025-2027
15	Work with the relevant stakeholders and community groups to identify walking and riding tracks and trails, and associated infrastructure, for future development and accessibility improvements	  	2025-2027
16	Continue to work with relevant stakeholders to ensure public access to existing and proposed walking and riding tracks and trails on private land is maintained.	  	2025-2027
17	To enable users of the walking and riding network to make informed decisions, Council will work with stakeholders, key agencies and local networks to identify opportunities to enhance the useability and accessibility information of the network.	  	2025-2027
18	Review the Hurunui District Council's Development Engineering Standards regularly, to ensure compliance with relevant legislation and best practice.	  	Ongoing

