

# Upper Clutha Walking and Cycling Strategy

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## Section One: Strategy

### Introduction

The Upper Clutha basin has some of the finest scenery in New Zealand with a good climate to match. It also has a strong reputation as an outdoor “playground” where healthy lifestyles are highly valued. As expected, visitor numbers are high and there is a growing resident population. This growth is placing increasing demand on the district’s infrastructure and the Council needs to look ahead to cater for future use.

As a community outcome, Queenstown Lakes District Council seeks to nurture healthy communities in a sustainable environment. Greater participation in cycling or walking as a recreational activity or as an alternate means of transport can help to achieve this. To facilitate this, the Council plans to improve and expand on the existing infrastructure such as footpaths, roading, multi use trails and purpose built tracks. The intention is to provide an extensive network of routes for walkers and cyclists which are safe, convenient and encourage their use. A range of opportunities are required to satisfy the needs of differing users, from cycle commuters to recreational walkers.

Queenstown Lakes District Council currently manages a suite of walkways and trails used by both cyclists and walkers in the Upper Clutha, mostly within or adjacent to residential areas. This is complimented by a range of tracks for both walkers and cyclists provided by the Department of Conservation, mainly outside the town boundaries.

Much discussion from Council forums and input from interested parties has gone into formulating this strategy. A public submission period gave the Upper Clutha communities an opportunity to fine tune the cycling and walking network so it will be second to none.

### Purpose of this Strategy

It aims to highlight the existing walking and cycling routes and to propose improvements. To determine the gaps within the network and propose new links to ensure the vision is met. The strategy will also look at the Upper Clutha road network and make recommendations that will encourage safe commuting by cyclists and selected recreational road riding. An implementation plan will look at the priorities and a timetable for construction.

### Scope

The land area covered by this strategy is the Upper Clutha basin with Wanaka and Albert Town townships near the centre. The smaller communities of Hawea, Hawea Flat, Luggate, Cardrona, Glendhu Bay and Makarora provide the outer boundary.

Further a-field, the recreation opportunities have already been covered effectively in the Otago Conservation Management Strategy and the Recreation Opportunity Review (2004) by DOC.

The Strategy will take into account the needs of walkers, pedestrians, runners, baby buggy pushers, disabled access, hikers, anglers, horse riders, mountain bikers, road cyclists, and cycle commuters.

### Vision

**That Upper Clutha’s walking and cycling environment reflects the needs of an active community, caters to all levels, provides a viable alternative to vehicle transport and provides recreation opportunities in a stunning landscape.**

## Goals

1. *Make walking and cycling an attractive and safe option for getting around the Upper Clutha area.*
2. *Promote the opportunities for walking and cycling in Upper Clutha.*
3. *Ensure that the needs of pedestrians and cyclists are always fully taken into account in the Council's land use and transport planning, recreation planning, urban design, engineering and land development processes.*
4. *Deliver a consistent approach to walkways in the Upper Clutha by working in partnership with other landowner agencies and interested parties.*



## Policies and Actions

### Goal 1: To make walking and cycling an attractive and safe option for getting around the Upper Clutha area.

- 1.1 To continue to expand the network of walking and cycling infrastructure in the Upper Clutha area using this Strategy as guidance, but also responding to emerging needs and opportunities.
- 1.2 Ensure the quality of new walking and cycling facilities meet the needs of different types of pedestrians and cyclists by application of the relevant New Zealand or international standards.
- 1.3 Develop safe walk and cycle-ways to schools in Hawea and Wanaka, and work with schools to promote walking and cycling to school.
- 1.4 Provide convenient connections, particularly within residential areas.
- 1.5 To link all communities in the Upper Clutha basin by trails.
- 1.6 Provide facilities for cycle parking at key locations and public facilities.
- 1.7 Work with landowners, statutory agencies and interested parties to provide practical public access along specific unformed legal roads and other routes of significance to the network.
- 1.8 Secure tenure where an existing walking or cycling facility within the network is currently on private land.
- 1.9 New walkways to comply with SNZ HB 8630:2004 Tracks and Outdoor Visitor Structures setting the benchmark for best practice standards. Purpose built mountain bike trails should comply with the International Mountain Biking Association guide "Trail Solutions".
- 1.10 Ensure there are adequate road crossing points and traffic calming measures at key locations within urban areas where walkers and cyclists traverse roads.

### Goal 2: To promote the opportunities for walking and cycling in Upper Clutha.

- 2.1 Provide good quality and accurate information on walking and cycling opportunities through QLDC or other agencies brochures, and websites.
- 2.2 Provide good quality and accurate signage at all trail entrances and intersections.
- 2.3 Signpost unformed legal road accessways which are part of the network.
- 2.4 Encourage promotion of walkways as a visitor attraction in the Upper Clutha, particularly during the summer months.

### Goal 3: To ensure that the needs of pedestrians and cyclists are always fully taken into account in the Council's land use and transport planning, urban design, engineering and land development processes.

- 3.1 Any reserve management plans completed should consider the needs of pedestrians and cyclists within the reserve.
- 3.2 Ensure that all road projects consider the needs of pedestrians (including pram pushers and disabled users) and cyclists such as footpaths, dropped kerbs, pedestrian crossings etc. Refer to the Austroads Guide to Traffic Engineering Practice Part 14: Bicycles and the New Zealand supplement to this for guidance.
- 3.3 Ensure new subdivisions allow for pedestrian and cycle links that are easy to use and safe.
- 3.4 Contribute to the District Plan process so that the rules facilitate greater cycling and pedestrian use, and encourages private landowners to allow public access.

- 3.5 Develop specifications and standards for the design and construction of walking and cycling infrastructure. This would be available for use by developers providing trails.

**Goal 4: A consistent approach to walkways in the Upper Clutha is achieved requiring partnerships with other landowner agencies and interested parties.**

- 4.1 Support the Upper Clutha Tracks Trust, as a stand alone group acting as a community voice on the walking and cycling network.
- 4.2 Link in with other organisations such as Te Araroa, Clutha Mata-au Parkway Trust, Otago Fish and Game Council, and residents/ratepayers associations to ensure that essential linkages are allowed for.
- 4.3 Work with Transit NZ to ensure facilities for cyclists and pedestrians on their roading network are catered for and funded to the fullest extent possible.
- 4.4 Work with private landowners to secure access where required to develop the network, and to provide access to and along waterways where possible.

## Targets

1. To increase the proportion of commuter (school) trips made by walking and cycling to 50% by 2011 (from Census "Travel to Work" data).
2. To achieve a level of 75% resident satisfaction with Council provided walking and cycling opportunities by 2008 (QLDC resident satisfaction survey).
3. To decrease the number of pedestrian and cyclist crashes within the Upper Clutha area (LTNZ Crash Analysis System).
4. Increase the volume of walkers and cyclists using trail network (taken from specific track counters).
5. Aim to complete a trail spanning the whole Upper Clutha basin (from Gladstone to Glendhu Bay) by the end of 2008.

## Review

This Strategy will be reviewed every three years, to coordinate with the review of the Long Term Council Community Plan.